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fitting the oversized piston rings would work out to be cheaper. Then I asked for a compression test, to which my SA told me that they had the equipment but they didn't know how to do it and instead asked me to fix the equipment. Well, I am no automobile engineer and hence I didn't know how to do a compression test. The SA who told me that they didn't know how to do a compression test was the most senior SA at Mahesh Fiat (Guwahati). By this time we had lost confidence in them, if they didn't know how to do a simple compression test, how could we be sure that they would properly overhaul a complete diesel engine. After that my SA told me that for engines which have done over 100k km, they simply overhaul the engine if there is an issue of oil consumption. Anyways I asked him why did our engine got worn out after only 100k km on the odometer in spite of being serviced on time. To which he replied that the 15k interval for oil change is a bit too long for our dusty/harsh conditions, but then again there are many Puntos which have done double the mileage we did with a 15k oil change interval. To conclude, we had a Punto with a (supposedly) dying engine, a bunch of mechanics which were not competent (according to me) and we didn't know the reason for the premature wear of the engine. This was a Deja Vu moment for us. Back in 2013 the fan belt of our Omni had snapped (Omni has a mechanical fan), the car overheated, and was driven around 20 km with a overheating engine. The Omni became terribly unreliable post that incident and lots of mechanics (including mechanics from all the MASS) tried to solve the problems in their own way. Finally later that year we fitted a new half engine in the Omni, even after that there were constant niggles. Of course Omni is a simple car, so it doesn't cost much to fix her, and even with niggles she kind of chugs along. But the Punto was different, it was more complex than the Omni, and there were more than many mechanics (in Guwahati) that could work on a Punto. Even the FASS guys were incompetent. Then there was the huge list of repairs that were due, first up was overhauling the engine. Next in line was suspension overhaul, the Punto was still on factory fitted suspension (at 103k km). My SA also commented that the clutch was a bit weak and timing chain was also due for replacement. Do note that these 2 things were replaced at around the 65k km mark and the replacement parts were only 40k km old. I asked my SA as to why did these two things again needed attention, to which I was told that the replacement parts won't last as long as the parts that came from the factory. Still, timing chain and clutch requiring replacement after just 40k km was absurd. Finally it was decided that we would sell our Punto. We had really hoped that the Punto would have lasted a bit more than 4.5 years or 103k km. Anyways we sold her for a paltry 150k and in her place a Ford Ecosport (Titanium+ diesel) came home. Afterlife It is not very common to spot your ex car on the road after you have sold her. Not in our case though, we have been spotting the Punto quite frequently over the last 2 years, the last time I saw her was a month back. Heck, once my mom even struck a conversation with the current owner. It feels nice to see her on the road, clocking the kilometers like before. We sold the Punto to the Ford dealer from where we bought our Ecosport. I was sure that the Ford dealer would sell her to a small car dealer and then finally the car dealer would place an add on OLX. Sure enough I found a add for our Punto only after a week of selling her, with the odometer reading reduced to 42k km. I have written about how the used car business is run in our country in a different thread, quoting myself from that thread: Quote: Originally Posted by chiranjitp This odometer tampering is quite common all over India even if the car has a full service history. We exchanged our 2012 Punto mjd in 2016 with an Ecosport, the Punto was taken by the ford dealer itself. The odometer reading at the time of sale was 103325 km, the dealership gave us a sale deed as a proof of the sale. There was no mention of the odometer reading on the sale deed & we didn't bother as we were selling to an authorized dealer. While searching OLX.in after a couple of weeks I came across our Punto, now the odometer reading was 42744km. I was shocked to see this & do note that our Punto had a full service record till we sold her. Few days later I was at the Ford dealership for some documents, got hold of the person who was dealing in used cars & asked for an explanation. He replied that they have sold the vehicle to a used car dealer & he has no responsibilities now. Then I asked whose name is on the RC, I was replied the RC will be changed after the dealer finds a buyer. Isn't this illegal? Almost all dealers do this. Since then I have spotted our Punto many times, my mother once did talk to the new owner. The owner didn't ask about the odometer reading nor my mother said anything about it. If the new owner comes to know of this fraud & the dealer puts the blame on us, we will not have any proof that we didn't tamper the odometer. The final odometer reading that I clicked: The odometer reading from the oix add: Last edited by chiranjitp : 26th July 2018 at 02:01. Page 2. 26th July 2018, 22:03 #16 BHPian Join Date: Dec 2017 Location: Guwahati Posts: 562 Thanked: 4,745 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Thank you guys for the compliments, means a lot to me. Quote: Originally Posted by i74js Good to see your fond ownership memories of Grande Punto: In your place, I would not have picked up pre 2012 model because the facelift which was about 60k dearer had many improvements. I believe, I wasn't very clear in my post. The 2012 Punto that would have cost us 60k more (after discounts & price hike) was the dynamic variant, equivalent to the old Emotion variant (the one we bought). The top end model (with airbags, alloys, ACC) wasn't considered by us mainly because of budget issues. Quote: Originally Posted by CRAZY dRiVeR I would be very interested in hearing you compare the driving and ownership experience between the two though - the Ecosport diesel and the Punto diesel - in addition to the gear ratios & ABS calibration mentioned in the above posts. I have been regularly following your Punto ownership thread since its inception, for me it is one of the best Punto ownership threads. Let me try to do a brief comparison between the Punto and the Ecosport.The NVH is way better in the Ecosport, the engine is almost petrol silent on the inside. In comparison some diesel clatter does filter inside the cabin of the Punto. With regards to keeping the interior cocooned from the outside world, both of them are similar. The heavy build (of both the cars) does help here. With regards to performance, the Ecosport has a bigger engine & hence is noticeably faster. The TDCi engine also doesn't have any turbo lag to speak of, easily pulls from the low revs. The Multijet on the other hand only wakes up properly after 1600-1700 RPM. No turbo lag on the Ecosport means there is no turbo kick as well, in comparison even the Punto engine has a more pronounced turbo kick. During my first drive of the Ecosport, I thought the turbo was faulty in that particular car. The power delivery is very linear, almost like a NA engine. The gearing on the Ecosport isn't very weird like the Punto, though it is a bit on the taller side for my liking. The 2nd gear almost goes up to 85-90 kmph in the TDCi. The clutch on the Ecosport is easily more heavy than the super light clutch on the Punto. The Ecosport's clutch also has a strong return back action (typical of many diesels). On the other hand, the Ecosport has a shorter clutch travel than the Punto's clutch. When it comes to ride quality, the Punto wins hands down, there is simply no comparison. Whatever the speed and surface, the Punto rides flat. On the other hand, the Ecosport has a slightly stiff ride quality at low speeds. At medium to high speeds the Ecosport rides flat, though not quite Punto flat. The steering on the Ecosport is way lighter than the hydraulic unit on the Punto, though at high speeds it weights up (almost) sufficiently. The steering on the Punto was something else, it was perfect in every possible way. The EPS unit on the Ecosport is nowhere as feel some as the pure hydraulic unit on the Punto. On the positive side, the Ecosport's steering is very sharp, accurate and has a nice center back action. In short for me the Ecosport's steering is like the Punto's steering, minus the feel & weight. The brakes are quite similar w.r.t actual stopping distance. But the feel of braking is different in both the cars, the ABS on the Ecosport is tuned too aggressively and it kicks in too soon. The ABS calibration on the Punto was perfect, it only kicked in during really hard braking. The other problem I have with the brakes on the Ecosport is the nose dive, there is noticeable nose dive while braking from medium/high speeds. Both the cars are competent handlers. The Ecosport despite being a tailboy handles nicely. Of course it doesn't handle as well as the Punto, still it is fun to drive on twisty roads. Despite being similar in size (length), the Ecosport is easily more spacious on the inside. Even the seats are a bit better in the Ecosport, mainly due to the fact that you sit a bit higher and upright in the taller Ecosport. When it comes to equipment, the newer Ecosport has way more equipment (including things like 6 airbags, ESP, TC). The high GC on the Ecosport is a boon in our roads, we haven't yet scrapped her underbelly. Our Punto had a lower GC than your Punto (2012 model) and she used to scrape her underbelly very frequently. The solid under-body protection meant there was no major damage to the under-body. With regards to servicing, the Ecosport has only done around 37k km. So far the experience has been good, even the warranty replacements were done promptly. The cost of the periodic servicing is easily lower with the Ecosport, though some replacement parts are a bit costly. The alloy costs around 14.5k and brake pads cost a cool 4.5k. Both the cars have a strong built quality. I would say best in their respective segments. Somehow, the doors on the Punto feel a bit more heavier and thicker than the Ecosport's doors. The interior fit and finish is better in the Ecosport. Having said that, the interior quality isn't Hyundai good. If you would ask me, the Ecosport is a not really a upgrade from the Punto, especially in things which matters most to me (road manners, build quality, looks). Still among the current sub 12lakh cars, Ecosport seems like the best compromise. I would advice you to keep your Punto for a few more years, they don't make cars like these anymore. Quote: Originally Posted by blackwasp This report should be read by the chaps at Fiat as to why the company lost its foot in the market. A competent product lost thanks to the lethargy of the company. You are absolutely spot on, FIAT lost many customers due to their after sales support. If the FASS (in Guwahati) would have been more competent, we would have still had the Punto and the thread title would have read something like "Living with a Fiat Punto for 6.5 years and 1.5 lakh km". Quote: Originally Posted by gp fanatico As a fellow ex-Punto owner, it was nice to read through your experience with your Punto I now own a pre-worshipped S-Cross 1.6, built by Maruti but Fiat at heart I like to describe the S-Cross as an European car, made and serviced by Maruti. As the 1.6 variants were out of budget, we didn't consider the S-cross as a replacement for the Punto. As for the 1.3L S-Cross, we didn't want to buy the same engine again. Quote: Originally Posted by justin.das I faced the same issue with Fiat Linea and contacted many workshop's for better diagnosis and I received the same answer. From my research what I found was the real issue is diesel quality and long service interval We did get the EGR cleaned once at around the 50k km mark and it was clogged. Maruti recommends cleaning the EGR every 30k km in their version of the Multijet, maybe a 30k km interval is better for our road condition. Even the 15k oil change interval is a bit too long for our environment, especially for cars which are primarily driven inside the city. How did you solve the problem in your Linea? Did you overhaul the engine? Last edited by chiranjitp : 26th July 2018 at 22:10. (7) Thanks The following 7 BHPians Thank chiranjitp for this useful post: CraZY dRiVeR, espraveen, hmansari, Leoshashi, Lij, sdp1975, Tanveer02 26th July 2018, 22:37 #17 BHPian Join Date: Jun 2018 Location: Jaipur Posts: 27 Thanked: 28 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km We have a 2003 Palio, the initial ones which were mostly imported. After 15 years getting it re-registered is becoming a nightmare and I'm afraid we might have to sell it. Over the last 15 years it has run flawlessly all the parts are solid Especially the build quality. Doors and the hood are much heavier than our 2018 verna. The plastic quality is also much better. Also like expensive luxury cars it came with 70% transparency glasses. The AC was just awesome. Fiat Palio was one car that was ahead of its time. With the groundbreaking 32bit ECU. The silent powerful engine which runs flawlessly to this day (without much care). I was 3 years old when we first bought it. Its going to be hard to say goodbye. Stupid Jammu RTO (2) Thanks The following 2 BHPians Thank Anirudh sai for this useful post: chiranjitp, Tanveer02 27th July 2018, 01:13 #18 Team-BHP Support Join Date: Jun 2006 Location: Bangalore / TVM Posts: 18,043 Thanked: 79,139 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Quote: Originally Posted by chiranjitp Let me try to do a brief comparison between the Punto and the Ecosport. Extremely detailed. Thank you. Quote: Originally Posted by chiranjitp [*]If you would ask me, the Ecosport is a not really a upgrade from the Punto, especially in things which matters most to me (road manners, build quality, looks). Still among the current sub 12lakh cars, Ecosport seems like the best compromise.[*]I would advice you to keep your Punto for a few more years, they don't make cars like these anymore. Sums up to what I've been feeling as well. So the car will continue to run further till it can do so reliably. Compass felt like the perfect upgrade, but (thankfully) I was burdened back then with a recent purchase of the Versys 650 - and had to let go of the opportunity to book it post launch. However - looking back, I feel it would have been way too much for my needs and budget - and I'd rather follow your path and get a compact crossover later, but sometime only when it is really required. (1) Thanks The following BHPian Thanks CraZY dRiVeR for this useful post: chiranjitp 27th July 2018, 11:13 #19 BHPian Join Date: Jan 2006 Location: Trivandrum Posts: 343 Thanked: 1,207 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Quote: Originally Posted by chiranjitp We did get the EGR cleaned once at around the 50k km mark and it was clogged. Maruti recommends cleaning the EGR every 30k km in their version of the Multijet, maybe a 30k km interval is better for our road condition. Even the 15k oil change interval is a bit too long for our environment, especially for cars which are primarily driven inside the city. How did you solve the problem in your Linea? Did you overhaul the engine? It's better to clean EGR every 20-30k kilometers and service the car every 7-10k kilometers so that longer engine life is guaranteed. For my car the issue was at 74000 kilometers and did a rebuild on engine and turbo .Total bill was around 60k. Now car crossed 1.25k and everything looks fine. (1) Thanks The following BHPian Thanks justin.das for this useful post: chiranjitp 27th July 2018, 11:44 #20 Senior - BHPian Join Date: Aug 2009 Location: Bangalore Posts: 1,716 Thanked: 1,278 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Great post with lot's of details ! My Emotion Pack Punto MJD will turn 9 years this year October. I had purchased her in October 2009 , a couple of months after the launch. .She's done 1.38 lac kms now. Have had no major problems so far (touchwood). I've taken her on several long drives. Availability of spares in Bangalore has generally been good , although at times I've had to place orders at the Fiat ASC and then wait for a week or so for arrival. I've also found a good FNG (Pride cars) where I usually visit these days. I've thought of upgrading on a few occasions but then didn't see a lot of value in doing so. Will keep her as long there aren't any major problems. Service costs have been reasonable. I did a suspension overhaul some time ago. Here's a photo taken last year at Tumalapenta beach. Last edited by sdp1975 : 27th July 2018 at 11:46. (2) Thanks The following 2 BHPians Thank sdp1975 for this useful post: chiranjitp, hmansari 27th July 2018, 12:20 #21 Senior - BHPian Join Date: Dec 2007 Location: Mysore Posts: 3,468 Thanked: 5,548 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Enjoyed reading this very much! We also moved from a 95 Omni to a European hatch (VW Polo) and my dad would probably relate to everything you wrote about your dad, including the initial adjustment to driving a modern car. Best wishes for the next 1 lakh km. (2) Thanks The following 2 BHPians Thank McLaren Rulez for this useful post: chiranjitp, mh09ad5578 28th July 2018, 13:18 #22 BHPian Join Date: Nov 2011 Location: Ahmedabad Posts: 48 Thanked: 135 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Hi Chiranjit, Your review made me nostalgic in a way words can't describe. Your review makes me so go back to 2011 which was the time where Punto's were selling & trying hard to compete with other premium hatches. I believe for any one who has been a Punto fan would believe 2009 till 2014 (Hill Evo was launched) would be the best years of their life. That's because Punto is a bit too early, having said that it seems some Puntos (& Lineas) did need a early engine overhaul. I believe this is mainly due to the long 15k oil change interval, 15k interval is too long in our dusty and harsh environment. Quote: Originally Posted by Leoshashi Lovely review bro, my dad would simply visit any car parts store, and buy the part. Last edited by chiranjitp : 31st July 2018 at 21:38. (4) Thanks The following 4 BHPians Thank chiranjitp for this useful post: Anirudh sai, Leoshashi, McLaren Rulez, Tanveer02 31st July 2018, 23:49 #25 Senior - BHPian Join Date: Dec 2007 Location: Mysore Posts: 3,468 Thanked: 5,548 Times Re: Living with a Fiat Punto for 4.5 years & 1 lakh km Quote: Originally Posted by chiranjitp 95 Omni would mean the type-I Omni with round headlights, ours is the 98 face-lifted model (with a different headlight design). Did you sell the Omni? Indeed, it's still with us, 1.5 lakh km but still around for the rough jobs like transporting equipment and going to tight inner city streets. Some day, I hope to spend enough time to give it a full restoration - and I suspect it'll be a classic. (2) Thanks The following 2 BHPians Thank McLaren Rulez for this useful post: chiranjitp, Leoshashi The latest Fiat Punto was revealed in 2005, offering better levels of space and practicality than the car it replaced. Called the Grande Punto, it was available with a range of efficient engines and could offer an impressive five-star Euro NCAP safety rating, making it one of the safest cars on the market at the time. This car was given a facelift in 2009, bringing with it a new series of engines. A sporting model - the Abarth Punto - was also spawned from this model, which gave drivers a truly sporting alternative to the standard car. The latest car has just two engines to choose from - a 1.2-litre and a 1.4-litre - while the popular diesel engine has been ditched entirely. There are also just two trim levels on offer, meaning that there's not much to choose from in terms of personalisation. That said, interior plastics have been upgraded, and the inside of the Punto is now more polished and solid than ever before. Prices start at just £11,635, giving drivers a truly low-cost mode of transport. Value for money Early cars were basic to say the least. Available as a three-door or five-door hatchback, as well as a two-door convertible, the first-generation Punto had a single piece plastic dashboard with a few ventilation controls mounted within it - and that was about it. Offered as a simplistic city car, the original Punto certainly gave drivers a no-frills experience. Good examples of these cars can be purchased for as little as £500. The second-generation cars offered better levels of standard equipment. Even cheaper models get electric windows and central locking, as well as split-folding rear seats designed to extend the Punto's boot capacity. Plenty of storage areas were also included, giving a variety of places to put the little items that accumulate inside a car. Low-mileage examples of these Puntos can range from £500 up to over £1,200. The third generation Punto - the Punto Grande - had a large number of new parts over the older model. Entry level cars get electric windows - and not much else. Higher-spec trims get air conditioning and alloy wheels, with these models commanding a higher price on the used market. From new, the Punto currently costs from £11,635 - though you could easily find a higher-spec model of the current design age for around half that. Looks and image The last redesign of the Punto took place in 2012 - with this model ditching the 'Grande' moniker and reverting to its original singular name. Though not as involving to drive as rivals such as the Ford Fiesta, this age of Punto is still capable, especially around town. There are just two engines available, a 1.2-litre petrol and a 1.4-litre petrol. Both return good economy figures, though CO2 emissions are relatively high for this class, with even the smaller unit emitting 124g/km CO2. However, thanks to well-sorted suspension, the Punto rides well around town and deals with potholes and larger bumps in the tarmac. It remains a good car if you're looking for a simple method of getting around - though in truth rivals do achieve this better, and the Punto is starting to show its age. Inside, Fiat has tried to lift the Punto with better quality plastics, though there's still all manner of harder materials used throughout the cabin. The overall feel of the car is good, though it struggles to match the same quality air given off by the Volkswagen Polo, for instance. Though more reliable than past Fiat cars, even the updated Punto still struggled to maintain an issue clean-sheer. Fire risks were some of the largest problems to plague the Punto name.