



8 Electrical equipment

82A ENGINE IMMOBILISER

83A INSTRUMENT PANEL

87B PASSENGER COMPARTMENT CONNECTION
UNIT

88C AIRBAGS AND PRETENSIONERS

CB1U

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EDITION ANGLAISE

*The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed*.

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Electrical equipment

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This document presents the general fault finding procedure applicable to all immobiliser function computers on phase II CLIO V6 vehicles.

To carry out fault finding on this system, it is essential to have the following items:

- the electrical wiring diagram of the function for the vehicle concerned,
- Workshop Repair Manual for the vehicle concerned,
- The tools listed under Special tooling required.

GENERAL APPROACH TO FAULT FINDING

- Use one of the diagnostic tools to identify the system fitted to the vehicle (to read the computer group, the program number, the Vdiag, etc.).
- Find the Fault finding documents corresponding to the system identified.
- Take note of information contained in the introductory sections.
- Read the faults stored in the computer memory and use the Interpretation of Faults section of the documents.
Reminder: Each fault is interpreted for a particular type of storage (fault present, fault stored, fault present or stored). The checks defined for dealing with each fault are therefore only to be performed if the fault declared by the diagnostic tool is interpreted in the document for its type of storage. The storage type should be considered when using the diagnostic tool after the ignition has been switched off and switched back on.
If a fault is interpreted when it is declared as stored, the conditions for applying fault finding appear in the NOTES box. If the conditions are not satisfied, use the fault finding strategy to check the circuit of the faulty part since the fault is no longer present on the vehicle. Perform the same operation when a fault is declared as stored by the diagnostic tool but is only interpreted in the documentation as a present fault.
- Perform the conformity check (appearance of possible incorrect operations not yet stated by the system's self diagnosis procedure) and apply the associated fault finding strategy according to results.
- Confirm the repair (customer complaint disappears).
- Use the fault finding procedure for each Customer complaint if the fault persists.

SPECIAL TOOLING REQUIRED:

- Diagnostic tool (except XR25).
- Bornier.
- Multimeter.

FUNCTIONAL SPECIFICATION

The immobiliser system is based on the recognition of a key by the inductive connection between the transponder built into the key and the transponder loop aerial every time starting is requested.

The key is authenticated when the transponder aerial detects the correct code, when the vehicle is in the protected state (immobiliser active).

After each switch-off of the ignition, the immobiliser is automatically activated after a delay of 10 seconds.

NOTE: for Belgium, the delay is one second.

OPERATION

- In this mode, transponder authentication is initiated by the transponder aerial detecting the key (+ After ignition).
- When the user puts his key into the ignition switch and switches on, the UCH asks for the key number via the transponder ring.
- In response to this request, the key gives its unique number to the UCH.
- If this response is recognised by the UCH (meaning that the key has been programmed into the UCH), the UCH sends the key a message (challenge).
- The key deciphers the message. If the message is recognized, the key sends back its response. The UCH compares the response with the value stored in its memory. If this response is recognized by the UCH, then the authentication is successful. All data exchanged between the key and the UCH is coded.
- Once key authentication is successful, the UCH authorises operation of the engine management computer (exchange of an immobiliser code with the injection computer).

Recognition of keys in normal operation

	IMMOBILISER INDICATOR LIGHT
vehicle protected (without After Ignition)	indicator light flashes at 1 Hertz
key recognized, injection unprotected	indicator light comes on constantly for 3 seconds then goes out
key recognized, injection protected or blank	indicator light remains lit after 3 seconds
key not recognized	indicator light flashes at 4 Hertz.

PROGRAMMING THE TRANSPONDER AND RADIO-FREQUENCY KEY

All the programming procedures carried out by After-Sales must be performed after entering the vehicle After-Sales code on the diagnostic tool.

- There is no number marked on the key.
- At the time of delivery, the vehicle does not have a label showing the code.

When working on this system, this repair code number may be requested from the local assistance network (see **Technical Note 3315E**).

When requesting the code number, it is essential to provide the vehicle's VIN as well as its fabrication number. This allows the operator to identify the vehicle in order to provide the correct code.

- Spare keys are supplied **uncoded, without a number and without metal insert**.
- The system can have up to four keys.
The remote control and the battery have no effect on the immobiliser, **only the transponder** enables the immobiliser function.
- **In the event of a key being stolen or lost, one or more of the vehicle's keys can be deallocated. The customer may also request deallocation. They can be reallocated to the same vehicle if necessary.**

WARNING

- **It is impossible to replace two elements (UCH and keys) at the same time as it will not be possible to code these elements if either of them does not possess the original code of the vehicle in memory.**

- **There are three types of part on the vehicle**

* **parts without codes**

- **Transponder aerial**

Only this component can be transferred from one vehicle to another without any precautions.

* **coded parts**

- **Injection computer:**

The injection receives codes from the UCH.

Programming takes place as soon as the key is introduced, without any action on the part of the operator or the RENAULT agent. Programming a code into this part means it cannot be used on any other vehicle.

* **parts coded by an After-Sales procedure**

- **UCH and keys**

Just fitting or introducing new or blank parts to a vehicle is not sufficient to program a code. As long as the After-Sales programming procedure has not been carried out, these parts remain blank.

On the other hand, if the programming procedure is carried out, the parts are coded and therefore unusable on another vehicle.

PROGRAMMING PROCEDURE

Programming the UCH

The UCH programming procedure is performed using the diagnostic tool

- Establish dialogue with the **Engine immobiliser** system .
- In the **Command \ Specific command** menu, run command **SC027: UCH programming**.
- The tool displays **Remove the key from the ignition**.
- The tool displays **Please enter the After-Sales code**. With the ignition off, enter the After-Sales secret code (12 hexadecimal characters) and confirm it.
- If the code format is correct, the tool displays **Insert a key which has already been programmed on the vehicle**, and the programming procedure starts.
- The tool displays **UCH programming complete, please start key programming procedure**. The UCH is coded. You must now enter key programming mode to allocate the other keys (maximum of four). Several seconds may elapse before this message appears.

WARNING

The maximum time delay between operations is 5 minutes, otherwise the procedure is cancelled.
Once the UCH has been coded, it will be impossible to clear or program a new UCH code.

SPECIAL CASE

If the screen displays:

- **The After-Sales code entered does not correspond to the key inserted. Check that you have entered the correct code and that you have presented a key from the vehicle.**
The code read is incorrect or the UCH has already been coded on another vehicle, see ET110: Blank UCH. Check the code then try entering the data again.
- **The UCH is not blank; please start the key programming procedure.**
The UCH has already been coded on this vehicle.
- **Check the After-Sales code:** the format of the code entered is incorrect. Check, then try entering the data again.
- **UCH programming failure, key not usable on this vehicle.**
The code introduced by this key does not correspond with the vehicle present.
- **The key inserted is blank. Please present another key already programmed on the vehicle.**
The key is blank, introduce a key which has already been coded on this vehicle.
- **The injection code does not correspond with the key code. Make sure that the multiplex network is not faulty, that the injection is operating and that the injection is not blank.**
The injection code is absent or does not correspond with the code entered.
 - Check the connection between the injection computer and the UCH.
 - check that the computer is the correct one for the vehicle.

KEY PROGRAMMING PROCEDURE

IMPORTANT: in the event that not all the keys are available, it will be necessary to carry out a reprogramming procedure later with all the keys.

- Establish dialogue with the **Engine immobiliser** system .
- In the **Command \ Specific command** menu, run command **SC028: Card / key programming**.
- The tool displays **Remove the key from the ignition**.
- The tool displays **"Please enter the After-Sales code"**. With the ignition off, enter the After-Sales secret code (12 hexadecimal characters) and confirm it.
- If the code format is correct, the tool displays **"Insert a key which has already been programmed on the vehicle"** and the programming procedure starts.
- The tool displays **Warning: keys not presented will no longer be active, start the procedure again to reprogram them:** Programming starts.
- The tool displays **"Insert the key in the ignition switch and switch on, then confirm"**. Switch on the ignition with a new key or an old key from the vehicle. The screen displays **1 key programmed** press enter, then **remove the key from the ignition switch**.
- The tool asks: **"Would you like to program another key?"**
- To allocate additional keys, switch on the ignition for a few seconds with the other vehicle keys to be programmed (four maximum), then confirm. The screen displays **2, 3 or 4 keys programmed**, then **Remove the key from the ignition**.

WARNING

These must be the old keys belonging to the vehicle or new **non-coded** keys.

- The tool displays **"Writing data to memory"**: the UCH is coded and the keys are assigned. Several seconds will elapse before the appearance of this message.
- **WARNING:** the maximum time delay between each operation is 5 minutes, otherwise the procedure will be cancelled and the tool will display the message **Procedure interrupted: warning, the keys allocated to the vehicle are the ones allocated before starting the procedure. The keys inserted before interruption of the procedure are no longer blank and can only be assigned to this vehicle**. This message also appears if there is loss of dialogue with the UCH or loss of battery power.

NOTE: when only the UCH is replaced, there is no operation to perform on the injection computer, as it retains the same immobiliser code.

SPECIAL CASE

If the screen displays:

- **The UCH is blank. Please start the UCH programming procedure:** the UCH is blank. It is impossible to allocate keys to an uncoded UCH.
- **Check the After-Sales code:** the format of the code entered is incorrect. Check, then try entering the data again.
- If the key does not correspond to the vehicle UCH, the tool will display **procedure interrupted: warning, the keys allocated to the vehicle are the ones allocated before the procedure was started. The cards inserted before the procedure was interrupted are no longer blank and may only be allocated to this vehicle.**

CODING THE INJECTION COMPUTER

The injection computer is supplied uncoded. It will therefore have to be programmed with the code of the engine immobiliser system when fitted, to enable the vehicle to start.

Simply switch on the ignition for a few seconds without starting the engine. Switch the ignition off; the immobiliser will be activated after a few seconds (red immobiliser indicator light flashes).

WARNING

With this engine immobiliser, the vehicle keeps its immobiliser code for life.

In addition, this system does not have a security code.

Consequently, it is forbidden to carry out tests with injection computers borrowed from stores and subsequently returned.

The programmed code cannot be cleared.

Pin-out and connections

There are 3 connectors, as follows:

Black 40-track connector P201:

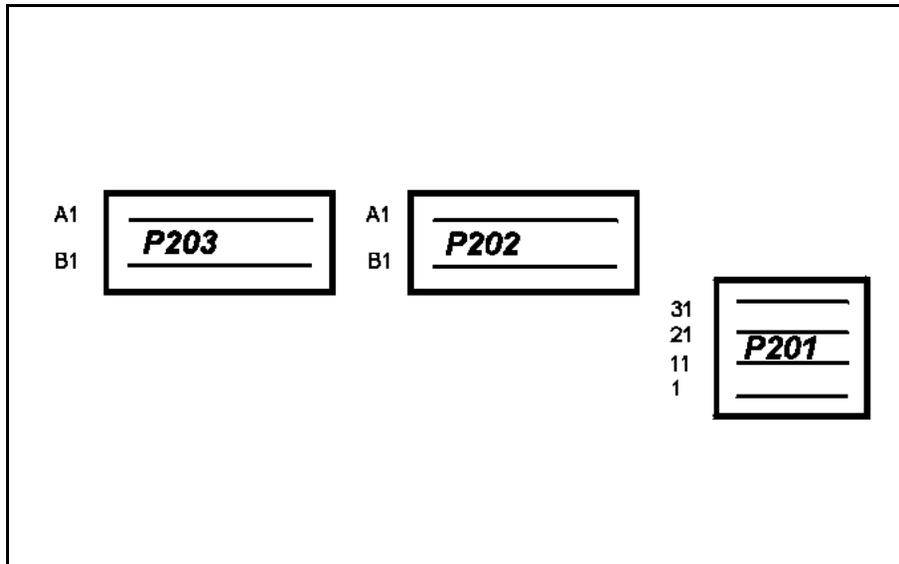
PIN	Signal
1	Side light relay output
2	Dipped beam input
3	Passenger side one-touch window lowering input
4	Passenger side one-touch window raising input
5	VERLOG LED output
6	Windscreen wiper sequencing input
7	+ battery
8	Transporter line input
9	CAN L
10	CAN H
11	Dipped beam relay output
12	Main beam input
13	Rain sensor serial line
14	Starter relay output
15	Electric door locking LED output
16	Rear wiper park switch input
17	Windscreen wiper park switch input
18	K diagnostic line
19	CAN L
20	CAN H
21	Windscreen wiper high-speed input
22	Windscreen wiper low-speed input
23	Relay plate
24	Rear screen washer input
25	Windscreen washer input
26	Side light input
27	Left-hand side indicator input
28	Right-hand side indicator input
29	Hazard warning light input
30	Rear door switch input
31	Hazard warning light output
32	Reverse gear switch input
33	+ after ignition
34	Rear screen wiper input
35	Heated rear screen input
36	Electric door locking input
37	Driver one-touch window lowering input
38	Driver one-touch window raising output
39	Luggage compartment door switch input
40	Front door switch input

Clear 15-track connector P202:

PIN	Signal
A1	Windscreen wiper high-speed output
A2	+ after ignition for rear screen wiper
A3	+ battery for lighting management
A4	+ after ignition for windscreen wiper
A5	Headlight 1 washer pump relay output
A6	+ battery for timed supply
A7	Headlight 2 washer pump relay output
A8	Courtesy light output
A9	Footwell light output
B1	Passenger side one-touch window raising output
B2	Driver side one-touch window lowering output
B3	+ battery for driver's one-touch window
B4	Earth
B5	Driver side one-touch window raising output
B6	Earth

Black 15-track connector P203:

PIN	Signal
A1	+ battery for direction indicators
A2	Left hand direction indicator output
A3	Right hand direction indicator output
A4	Electric door locking output
A5	Main beam relay output
A6	Electric door unlocking output
A7	+ battery for electric door locking
A8	Rear screen wiper output
A9	Front wiper low speed output
B1	+ after ignition for heated rear screen
B2	Heated rear screen output
B3	Electric window input
B4	+ After ignition electric window output
B5	Passenger side one-touch window lowering output
B6	+ battery for passenger one-touch window



<p>DF039 PRESENT OR STORED</p>	<p><u>UCH INTERNAL ELECTRICAL FAULT</u></p>
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<p>NOTES</p>	<p>Fault declared present after ignition has been switched off. Special note: if there is a fault stored, check whether there are any other faults present and clear them.</p>
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<p>Replace the UCH.</p>

<p>AFTER REPAIR</p>	<p>Follow the instructions to confirm repair. Deal with any other possible faults. Clear the fault memory.</p>
----------------------------	--

DF051 PRESENT OR STORED	STARTER RELAY CC.1 : short circuit to +12 V
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NOTES	Conditions for applying the fault finding procedure to stored faults. The fault is declared present after the starter has been actuated.
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Check fuse **F37 (10A)** for the UCH supply.
Replace it if necessary.

Check the connection and condition of the UCH 40-track P201 connector.
Repair if necessary.

Check the connection and condition of the connector of the starter relay located beneath the engine compartment.
Repair if necessary.

Check the insulation from + 12 V on the connection:
UCH P201 40-track connector **track 14** → **track 2** of the starter relay
Repair if necessary.

Check the continuity and insulation of the following connections:
immobiliser switch **track 6** → **track 3** of the starter relay
starter relay **track 5** → **starter**
Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
---------------------	---

**DF105
PRESENT
OR
STORED**

IMMOBILISER INDICATOR LIGHT CIRCUIT

CC.0 : short circuit to earth
CC.1 : short circuit to +12 V

NOTES

Conditions for applying the fault finding procedure to stored faults.
The fault is declared present when the ignition is switched on (+ after ignition).

Check the connection and the condition of the instrument panel connector.
Repair if necessary.

Check the connection and condition of the UCH 40-track P201 connector.
Repair if necessary.

Check the continuity and insulation of the connection between:

UCH P201 40-track connector **track 15** —————▶ **track 5** instrument panel 30-track connector
Repair if necessary.

AFTER REPAIR

Follow the instructions.
Deal with any other possible faults.
Clear the fault memory.

IMMOBILISER

Fault finding - Conformity check

82A

NOTES

Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples.
Test conditions: **engine stopped, ignition on.**

Order	Function	Parameter or state Check or action		Display and notes	Fault finding
1	power supply	PR002:	battery voltage	12 V < X < 12.5 V	If there is a problem: carry out a fault finding test on the charge circuit.
		ET154:	+ 12V present after ignition feed	YES	In the event of a fault: consult the fault finding procedure for state ET154.
2	engine immobiliser	PR065:	transponder key number learned	2 keys on leaving the factory, programming of up to 4 keys by After-Sales	None.
		ET103:	key code received	state YES after ignition switched on	In the event of a problem: consult the fault finding procedure for state ET103.
		ET104:	key code valid	state YES after ignition switched on	In the event of a problem: consult the fault finding procedure for state ET104.
		ET153:	immobiliser active	NO	In the event of a problem: consult the fault finding procedure for state ET153.
		ET167:	engine immobiliser indicator light	OFF	In the event of a problem: carry out the fault finding procedure on the immobiliser indicator light fault DF105.

IMMOBILISER

Fault finding - Conformity check

82A

NOTES

Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples.
Test conditions: **engine stopped, ignition on.**

Order	Function	Parameter or state Check or action		Display and notes	Fault finding
3	programming	ET178:	Blank UCH	NO	If the UCH blank state = YES see programming procedure.

STATE TEST

By checking specific States, it is possible to determine the fault on a vehicle by means of the various pieces of information provided.

ET154: + 12 V after ignition present

ET103: key code received

ET104: key code valid

ET153: immobiliser active

If ET 154 state active

ET103 state YES

ET104 state YES

ET153 state NO

- Check the injection with the tool and check whether the injection computer is locked.
- Check for problems on the multiplex network.

If ET 154 state active

ET103 state YES

ET104 state NO

ET153 state NO

- The coded key does not belong to the vehicle.
- If the key does belong to the vehicle, reallocate the keys.
- If the key still does not work, replace the key.

If ET 154 state active

ET103 state NO

ET104 state NO

ET153 state NO

- The key is out of service or does not correspond with the type of vehicle.

Fault finding - Interpretation of States

ET154

+ 12 V AFTER IGNITION PRESENT

NOTES

None.

ET154 INACTIVE, ignition on

Check fuse **F37 (10A)** in the passenger compartment unit.
With the ignition on, use a multimeter to check for the presence of + 12 V at fuse holder **F37**.
Repair if necessary.

With the ignition on, use a multimeter to check for + 12 V on **track 33** of the UCH 40-track P201 connector.
If the voltage is present, replace the UCH.

If there is no voltage, ensure the continuity and insulation against earth across **track 33 of the UCH 40-track P201 connector and fuse 10A of the passenger compartment fuse box**.
Repair if necessary.

ET154 ACTIVE, ignition off

With the ignition off, use a multimeter to verify the absence of + 12 V at passenger compartment fuse holder **F37**.
Repair if necessary.

If the voltage is absent, replace the UCH.

AFTER REPAIR

Repeat the fault finding procedure on the system.
Deal with any other possible faults.
Clear the stored faults.

Fault finding - Interpretation of States

ET103

KEY CODE RECEIVED

NOTES

Ensure there are no present or stored faults.
The state will be displayed YES when the ignition is switched on (+ After ignition) with a valid key.
If the State remains NO, try with another key belonging to the vehicle before carrying out any work.

ET103 NO: ignition on and key belonging to the vehicle

Check that state ET154 + 12 V After ignition present is active with the ignition on.

Remove any metal objects from the key-ring and try again.

Switch on the ignition with the key of another vehicle, changing the key inserts.
If the KEY CODE RECEIVED state changes to YES, replace the vehicle key.
If the KEY CODE RECEIVED state remains NO, replace the transponder aerial.

If the problem persists, replace the UCH.

AFTER REPAIR

Repeat the fault finding procedure on the system.
Deal with any other possible faults.
Clear the stored faults.

Fault finding - Interpretation of States

ET104

VALID KEY CODE

NOTES

The state will be displayed YES when the ignition is switched on (+ After ignition) with one of the vehicle keys.
If the State remains NO, try with another key belonging to the vehicle before carrying out any work.

ET104: NO despite presence of ignition and a key belonging to the vehicle

Check that state ET154 + 12 V After ignition present is active with the ignition on.

Reallocate the keys with the After-Sales code.
If the problem persists, replace the whole set of vehicle keys.

AFTER REPAIR

Repeat the fault finding procedure on the system.
Deal with any other possible faults.
Clear the stored faults.

ET153

IMMOBILISER ACTIVE

NOTES

The immobiliser active State should change to **inactive** when the + after ignition is switched on.
The immobiliser State should be **active** when the key is absent from the ignition switch.

ET153 ACTIVE despite the presence of a key in the ignition switch and + After ignition

Check there is no fault before dealing with this State.

Check that state **ET154 + 12 V after ignition** is **ACTIVE** with the ignition on.
Deal with State **ET154** if it is **INACTIVE** with the ignition on.

Verify state **ET103 key code received** and state **ET104 key code valid** with ignition on.
If state **ET103** and **ET104** are **YES**, carry out a fault finding procedure on the injection computer.

If state **ET103** is **NO** deal with this state first.
If state **ET103** is **YES** and state **ET104** is **NO**, deal with **ET104** first.

AFTER REPAIR

Repeat the fault finding procedure on the system.
Deal with any other possible faults.
Clear the stored faults.

Fault finding - Customer complaints

NOTES	This customer complaint should only be investigated after a complete check has been run using the diagnostic tool.
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NO DIALOGUE WITH THE UCH _____ CHART 1

THE STARTER MOTOR DOES NOT OPERATE _____ CHART 2

CHART 1	No dialogue with the UCH
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NOTES	None.
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Try the diagnostic tool on another vehicle.

Check:

- the connection between the diagnostic tool and the diagnostic socket (lead in good condition),
- The engine compartment and passenger compartment fuses.

Ensure the presence of **+ 12 volts before ignition** on **track 16**, **+ 12 volts after ignition** on **track 1** and an **earth** on **tracks 4 and 5** of the diagnostic socket.
Repair if necessary.

Connect the bornier and check the **insulation, continuity and absence of interference resistance of the connections**:

- UCH 40-track P201 connector **track 7** → fuse box
- UCH 40-track P201 connector **track 33** → **+ after ignition**
- UCH 15-track P202 connector **track B6** → **earth**
- UCH 40-track P201 connector **track 18** → **track 7** of the diagnostic socket (line K)

Repair if necessary.

AFTER REPAIR	Check using the diagnostic tool.
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CHART 2	The starter motor does not turn
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NOTES	Only consult this customer complaint after a complete check using the diagnostic tool. Check the bulbs.
--------------	--

Check fuse F37 (10A) for the UCH supply. Replace it if necessary.
Check the connection and condition of the UCH 40-track P201 connector. Repair if necessary.
Check the connection and condition of the connector of the starter relay located beneath the engine compartment. Repair if necessary.
Check for insulation against + 12 V on the connection: UCH P201 40-track connector track 14 —————▶ track 2 of the starter relay Repair if necessary.
Check the continuity and insulation of the following connections: immobiliser switch track 6 —————▶ track 3 of the starter relay starter relay track 5 —————▶ starter Repair if necessary.

AFTER REPAIR	Check using the diagnostic tool.
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FAULT FINDING - INTRODUCTION

Integrated Self-test:

The Clio V6 phase II dashboard is fitted with an on-board self-test sequence. This makes it possible to visually test the various indicators and warning lights controlled by the system inside the instrument panel.

Activation of all sectors of the automatic transmission display.

Activation of all segments of the mileometer and trip computer (ADAC) display.

Activation of all the needle indicators.

Activation of all the warning lights controlled by the microprocessor.

Activation of the internal audible warning on the instrument panel.

- For models **without trip computer**, transfer to fault finding mode is obtained by pressing the reset button of the odometer for 5 seconds on + after ignition.
- For versions **with trip computer (ADAC)**, fault finding mode is obtained by pressing the ADAC sequence button when switching on + after ignition.

IMPORTANT:

It is essential to carry out an instrument panel self-test to check that the indicators and warning lights are operating correctly.

The computer controlled warning lights covered by the self-test are: opening element status/injection coolant temperature criticality 2/airbag/airbag off/de-icing/fuel level low/injection criticality 1/preheating/pollution control/automatic gearbox fault/STOP/SERVICE/cruise control/ABS/electronic stability program/LPG.

The dual-coloured warning lights (amber/green) light up at the same time during the self-test; this results in an abnormal warning light colour (speed limiter control warning light, LPG warning light).

Failure of any of the warning lights requires replacement of the instrument panel.

WARNING:

Warning lights which are controlled via a wire connection (conventional control by means of a wire connecting the warning light to the computer) are not tested by the instrument panel.

In order to test these, use a diagnostic tool (CLIP or NXR) and use the "test fault warning light" command mode of the computer controlling the warning light to be checked.

FAULT FINDING - INTRODUCTION

FAULT FINDING

Special notes:

The Clio II instrument panel controls part of its display by means of signals collected via the multiplex network. These signals are listed by transmitting computer in each column and by receiving warning light on each line in the **table in appendix No.1**.

The indicator and warning lights which are not shown in this table are dealt with in **fault finding charts 9 to 33** (wiring fault finding information).

A multiplex network fault may be shown by several statuses:

- 1 The loss of a message from a computer due to a breakdown of the multiplex network between the node point (intersection of the network between all the computers) and the transmitter computer, or an internal failure of the transmitter computer.
This will be indicated by the loss of several indications and several warning lights coming on (**see table in Appendix 2**).
- 2 The loss of a large amount of instrument panel signals crossing the multiplex network due to a break in the network between the node and the instrument panel (receiver) or a fault inside the instrument panel (**Fault Finding Chart 8**).
- 3 The loss of all of the data transmitted via the multiplex network due to a short circuit of the network, manifested by a substantial instance of defect mode operation by all the computers connected to the networks.
For information on an electrical conformity check on the multiplex network, refer to the section concerned.

Instrument panel configuration

- When the instrument panel is replaced it is configured automatically once the ignition is switched on. The UCH sends to the instrument panel the configuration stored in its memory from the previous instrument panel.

If the instrument panel is not configured, an "instrument panel not configured" fault (DF130) will appear on the UCH.

- 1) If the instrument panel and the UCH are replaced at the same time, it will be necessary to take appropriate action using a diagnostic tool.

PROCEDURE: Ignition off

- Connect the diagnostic tool and re-establish dialogue with the UCH **without switching the ignition on**.
- Carry out configuration of the UCH (CF719).
- Switch the ignition on and off to enter the new parameters.

FAULT FINDING - INTRODUCTION

- 2) If the instrument panel configuration is changed, it will be necessary to take appropriate action with a diagnostic tool.

PROCEDURE: Ignition off

- Disconnect the battery for at least 1 minute and then reconnect it.
- Connect the diagnostic tool and re-establish dialogue with the UCH **without switching the ignition on.**
- Carry out configuration of the UCH (CF719).
- Switch the ignition on and off to enter the new parameters.

Instrument panel parameters which can be configured are:

- Engine type: petrol or diesel
- Presence or absence of LPG
- Traction control present or absent
- Clock present or absent
- Speed information generator (ABS system or sensor on the gearbox)

Configuration is carried out by a network diagnostic tool (Clip or NXR). The tool is connected to the UCH on line K and transmits the instrument panel configuration frame by means of the multiplex network.

To configure the instrument panel, access the configuration command mode via the diagnostic tool.

INSTRUMENT PANEL

Multiplex instrument panel

83A

FAULT FINDING - INTERPRETATION OF FAULTS

Warning lights:

Opening element status	warning light No.1
Coolant temperature + injection criticality 2	warning light No.2
Airbag	warning light No.3
Airbag deactivated	warning light No.4
Rear screen heating	warning light No.5
Minimum fuel level	warning light No.6
Preheating + injection criticality 1	warning light no.7
Depollution	warning light No.8
Automatic gearbox fault	warning light No.9
STOP	warning light No.10
SERVICE	warning light No.11
Cruise control	warning light No.12
Traction control system	warning light no.14
Liquified petroleum gas (LPG)	warning light no.15

Indicators

Vehicle speed	indicator No.1
Rev counter	indicator No.2
Coolant temperature	indicator No.3
Trip computer test mode (ADAC)	indicator No.4
Automatic gearbox ratio engaged	indicator No.5
Gauge information (LPG)	indicator No.6

Multiplex computer

Liquified petroleum gas (LPG)	LPG
DPO automatic gearbox	DPO
Sequential gearbox	Automatic gearbox
Airbag	Airbag
Passenger Compartment Central Unit	UCH
Carminat navigation aid system	Carminat
Electronic Stability Program	ESP
Instrument panel	Instrument panel

INSTRUMENT PANEL

Multiplex instrument panel

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FAULT FINDING - INTERPRETATION OF FAULTS

Multiplex network fault finding

Generators/receivers of information used by the instrument panel:

Appendix 1	Injection engine												Instru- ment panel
Multiplex computer >	F4R	D4F	K9K	F9Q	K4(M/J)	LPG	DP0	Auto- matic gear- box	Airbag	UCH	Carminat	ESP	
warning light No.1								2		1			2
warning light No.2	1	1	1	1	1								2
warning light No.3									1				2
warning light No.4									1				2
warning light No.5										1			2
warning light No.6						1							2
warning light No.7	1	1	1	1	1								2
warning light No.8	1	1	1	1	1								2
warning light No.9							1	1		2			2
warning light No.10													2
warning light No.11													2
warning light No.12	1	1	1	1	1								2
warning light No.13											2		2
warning light No.14												1	2
warning light No.15		2				1							2
indicator No.1	2	2	2	2	2				2	2	2		1
indicator No.2	1	1	1	1	1	2	2	2				2	2
indicator No.3	1	1	1	1	1	2	2	2					2
indicator No.4	1	1	1	1	1								2
indicator No. 5							1	1		2			2
indicator No. 6						1							2

(1) Transmitter computer

(2) Receiver computer

WARNING:

In the event of a failure of an **indicator or warning light** on the instrument panel, consideration should be given to whether the data has been correctly transmitted on the multiplex network as it is transmitted along with several items of data in one message (frame).

Therefore, either the instrument panel indicator is faulty, or the message is wrong.

- The message may be incorrect because of faulty interpretation of the transmitter computer (e.g.: faulty coolant temperature sensor) or an internal fault in the transmitter computer.
- Using Table No. 1, isolate the computer transmitting the data and in the first instance carry out a **full fault finding sequence** on this before taking any action on the instrument panel.

INSTRUMENT PANEL

Multiplex instrument panel

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FAULT FINDING - INTERPRETATION OF FAULTS

Warning lights:	
Opening element status	warning light No.1
Coolant temperature + injection criticality 2	warning light No.2
Airbag	warning light No.3
Airbag deactivated	warning light No.4
Rear screen heating	warning light No.5
Low fuel level	warning light No.6
Preheating + injection criticality 1	warning light no.7
Pollution control	warning light No.8
Automatic gearbox fault	warning light No.9
STOP	warning light No.10
SERVICE	warning light No.11
Cruise control	warning light No.12
ESP	warning light no.14
Liquified petroleum gas (LPG)	warning light no.15

Indicators	
Vehicle speed	indicator No.1
Rev counter	indicator No.2
Coolant temperature	indicator No.3
Trip computer test mode (ADAC)	indicator No.4
Automatic gearbox ratio engaged	indicator No.5
Gauge information (LPG)	indicator No.6

Multiplex computer	
Liquified petroleum gas (LPG)	LPG
DPO automatic gearbox	DPO
Sequential gearbox	Automatic gearbox
Airbag	Airbag
Passenger Compartment Central Unit	UCH
Carminat navigation aid system	Carminat
Electronic Stability Program	ESP
Instrument panel	Instrument panel

INSTRUMENT PANEL

Multiplex instrument panel

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FAULT FINDING - INTERPRETATION OF FAULTS

Defect mode and lighting of warning lights when there is loss of communication with the transmitting computer:

Appendix 2	Injection engine										
Transmitter computer >	F4R	D4F	K9K	F9Q	K4M	LPG	DP0	Auto- matic gearbox	Airbag	UCH	ESP
Fault Finding Chart >	1	1	1	1	1	2	3	4	5	6	7
Warning lights											
Warning light No.1										2	
Warning light No.2	2	2	2	2	2						
Warning light No.3									1		
Warning light No.4									2		
Warning light No.5										2	
Warning light No.6											
warning light No.7	3	3	3	3	3						
Warning light No.9	2	2	2	2	2						
Warning light No.10							1	1			
Warning light No.11	2	2	2	2	2						
Warning light No.12									1		
warning light No.13	2	2	2	2	2						
warning light No.14											
warning light No.15	1	1	1	1	1						1
warning light No.16		2				1					
Indicators											
Indicator No.2	0	0	0	0	0						
Indicator No.3	0	0	0	0	0						
Indicator No.4	t-d	t-d	t-d	t-d	t-d						
indicator No. 5							2	2			

(0) indicator not used

(1) warning light lit

(2) warning light off

(3) lit for 3 seconds with +APC

WARNING:

Loss of a message is often shown by the failure of **several indicators** and some computers, which require the missing data for their operation, go into defect mode.

Check the multiplex network with a diagnostic tool (NXR or CLIP) or isolate the transmitting computer with the help of appendix No.2.

To do this, draw up a list of the faulty indicators on the instrument panel and refer to the relevant fault finding chart shown in the column.

– A loss of the multiplex connection between the network node and the instrument panel will be interpreted by all the indicators and warning lights as operation in defect mode (combination of all the columns of Table 2), see **Fault Finding Chart 8**.

FAULT FINDING - CUSTOMER COMPLAINTS

Finding faults on warning lights and indicators controlled by the multiplex network:

Fault Finding Chart 1	Coolant temperature gauge and / or rev counter at zero
	Message from: injection computer
Fault Finding Chart 2	No LPG fuel gauge display and / or LPG warning light lit
	Message transmitted by: LPG computer
Fault Finding Chart 3	Ratio engaged indicator not operational and / or automatic gearbox fault warning light lit
	Message transmitted by: Automatic transmission computer
Fault Finding Chart 4	Ratio engaged indicator not operational and / or sequential gearbox fault warning light lit
	Message transmitted by: sequential gearbox computer
Fault Finding Chart 5	Airbag and service fault warning light lit
	Message from: airbag computer
Fault Finding Chart 6	Opening element indicator and / or de-icing indicator does not light up
	Message transmitted by: UCH
Fault Finding Chart 7	ESP fault warning light on and service warning light off 4 seconds after switching on the ignition
	Message transmitted by: ESP computer
Fault Finding Chart 8	ESP / SERVICE / airbag / automatic gearbox (if present) / LPG (if present) warning light, coolant temperature and rev counter indicator at zero

FAULT FINDING - CUSTOMER COMPLAINTS

Fault finding on warning lights and indicators controlled by wire connection:

Fault Finding Chart 9	Faulty or inconsistent speedometer (information provided by the ABS system)
Fault Finding Chart 10	Faulty or inconsistent speedometer, information provided by the speed sensor on the box (F4R only)
Fault Finding Chart 11	No fuel level information on needle gauge (tank not empty) with reserve light on
Fault Finding Chart 12	Fuel level receiver pointer remains at maximum, tank not full
Fault Finding Chart 13	Fuel level gauge stuck whatever the fuel level; reserve warning light off
Fault Finding Chart 14	Oil level indication absent or incorrect and service warning light on
Fault Finding Chart 15	Battery charge and stop warning lights stay lit
Fault Finding Chart 16	Immobiliser warning light stays lit
Fault Finding Chart 17	Immobiliser warning light remains off
Fault Finding Chart 18	Oil pressure and stop warning lights come on at the same time
Fault Finding Chart 19	Power assisted steering (PAS) warning light stays lit

INSTRUMENT PANEL

Multiplex instrument panel

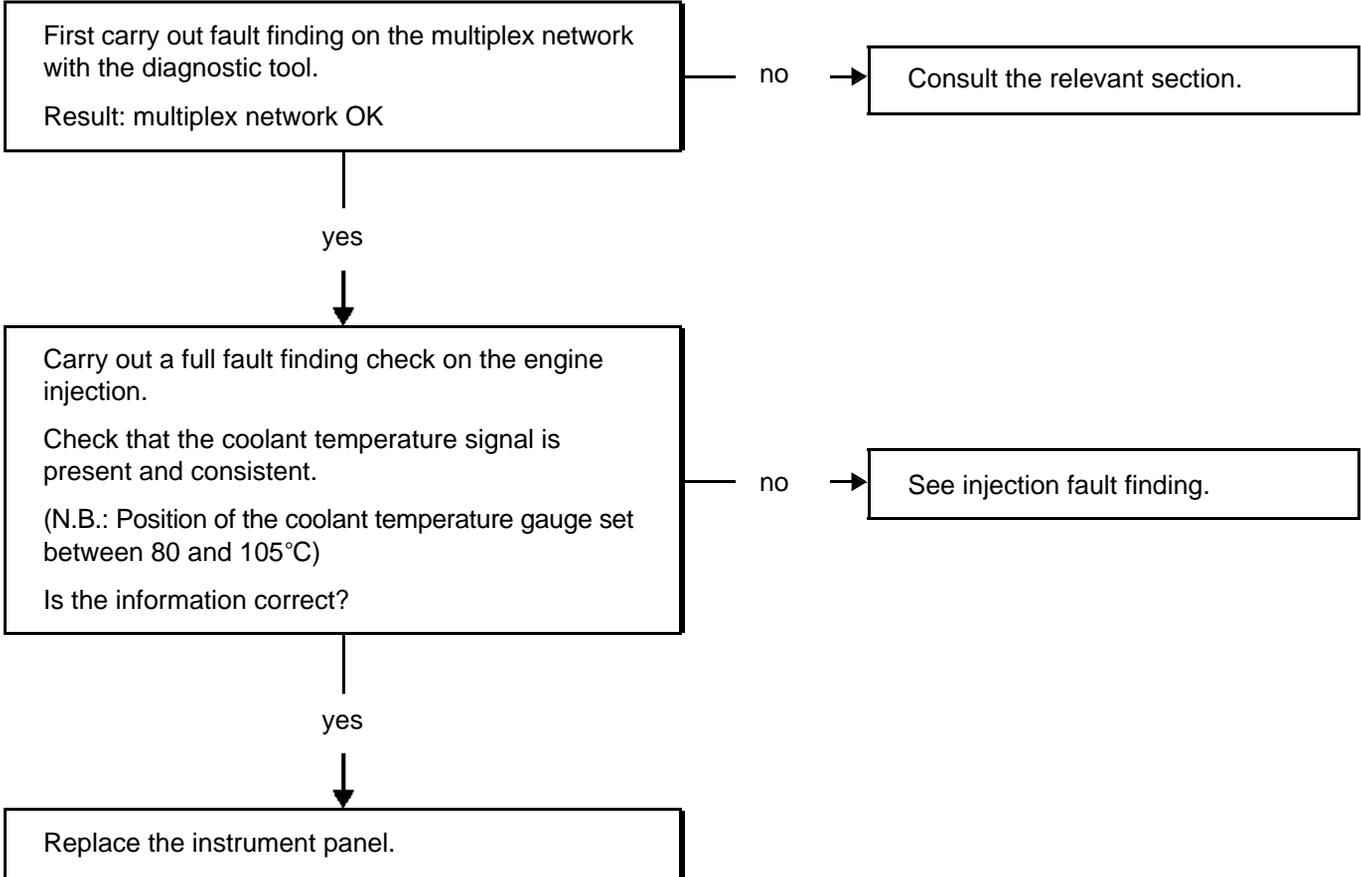
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FAULT FINDING - CUSTOMER COMPLAINTS

Fault Finding Chart 20	Power assisted steering (PAS) warning light stays off
Fault Finding Chart 21	ABS warning light remains lit
Fault Finding Chart 22	ABS warning light remains off
Fault Finding Chart 23	Direction indicator and indicator light stay on
Fault Finding Chart 24	Main beam headlight indicator light stays on or off
Fault Finding Chart 25	Dipped beam headlight indicator light stays on or off
Fault Finding Chart 26	Front fog lights warning light stays on or off
Fault Finding Chart 27	Rear fog lights warning light stays on or off
Fault Finding Chart 28	Safety belt warning light stays on
Fault Finding Chart 29	Parking brake warning light stays on without STOP warning light coming on
Fault Finding Chart 30	Brake and stop warning lights on
Fault Finding Chart 31	SERVICE warning light stays on
Fault Finding Chart 32	The instrument panel does not function
Fault Finding Chart 33	ADAC and trip meter reset to zero every time the ignition is switched off

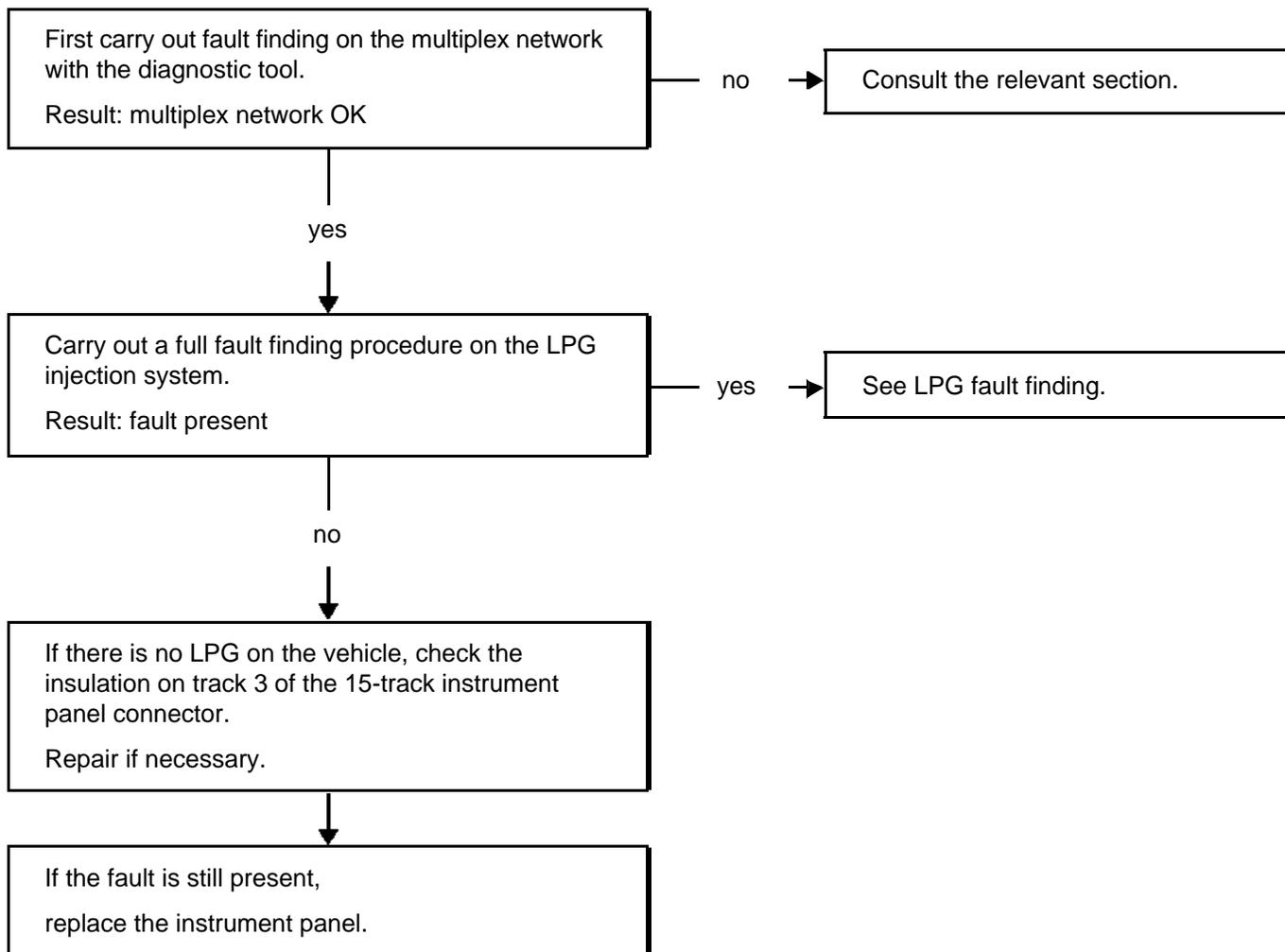
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 1	Coolant temperature gauge and / or rev counter at zero Pollution control and / or injection criticality 1 and / or criticality 2 indicator on
	Message from: injection computer



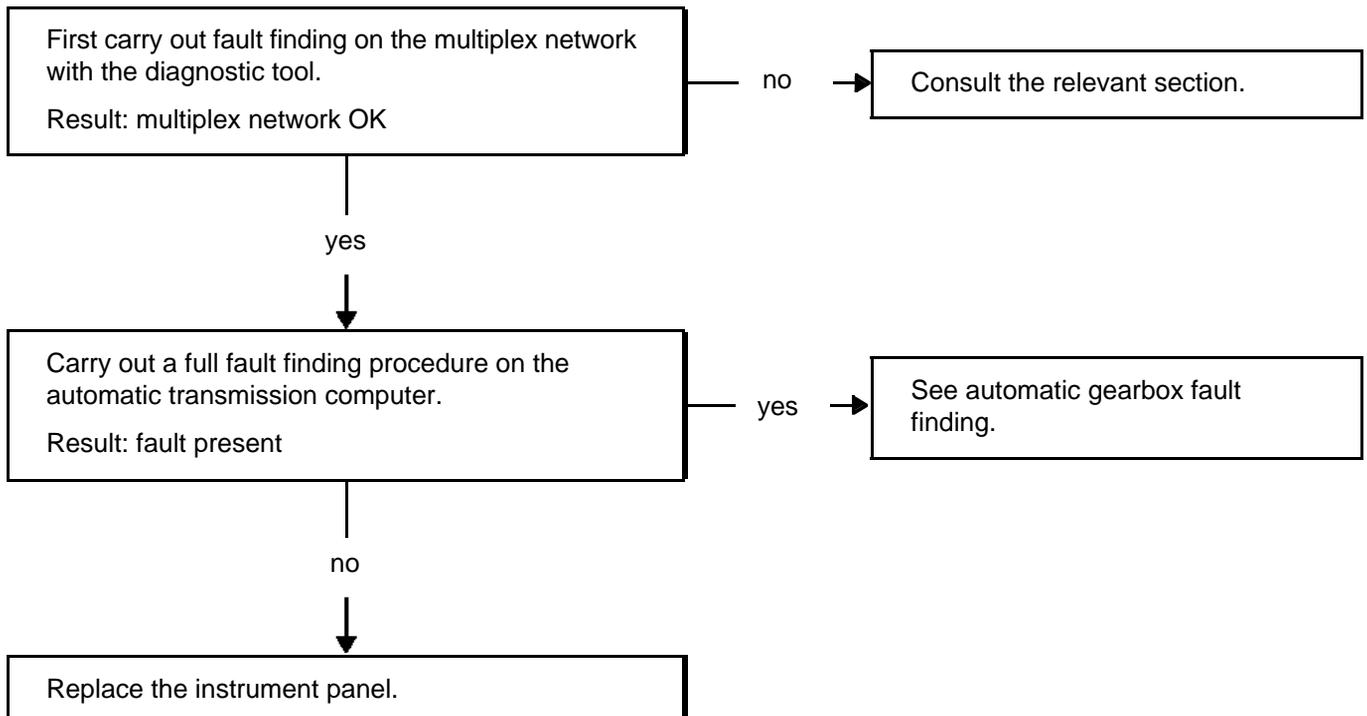
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 2	No LPG fuel gauge display and / or LPG warning light on
	Message transmitted by: LPG computer



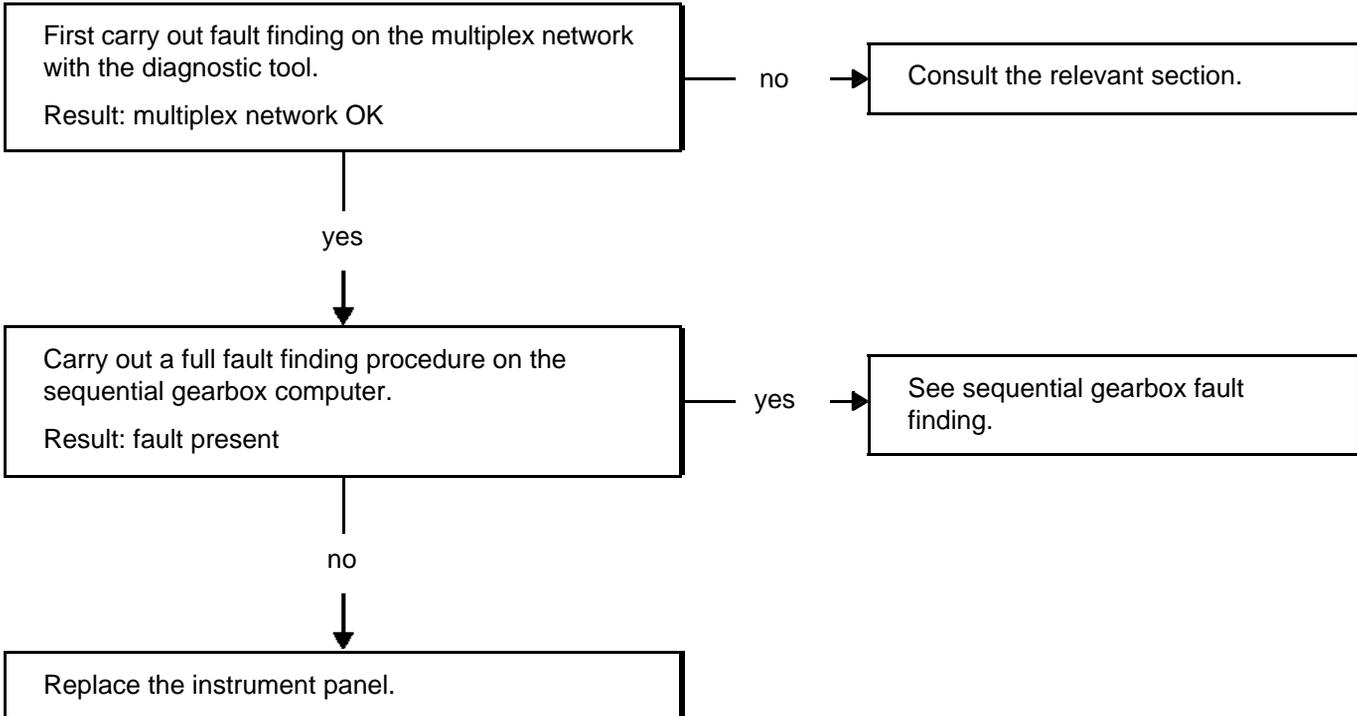
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 3	Ratio engaged indicator not operational and / or automatic gearbox fault warning light on
	Message transmitted by: automatic gearbox computer



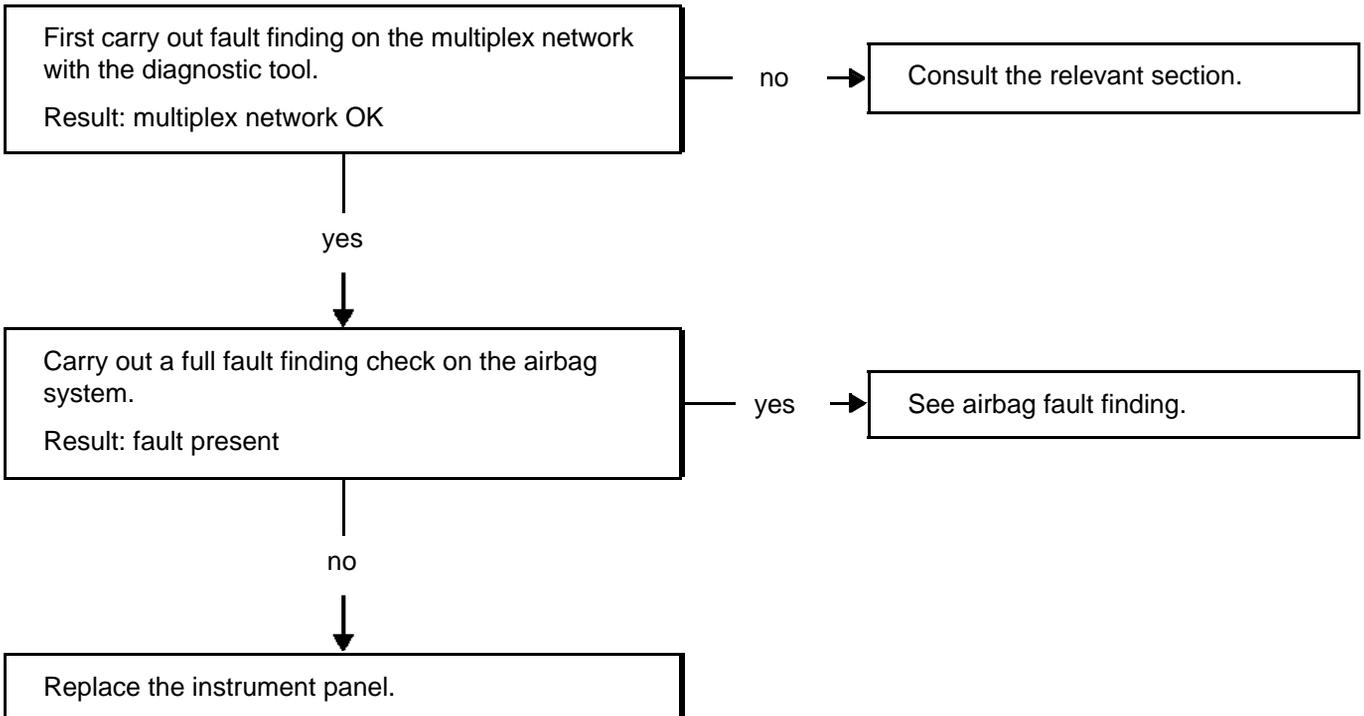
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 4	Ratio engaged indicator not operational and / or sequential gearbox fault warning light on
	Message transmitted by: sequential gearbox computer



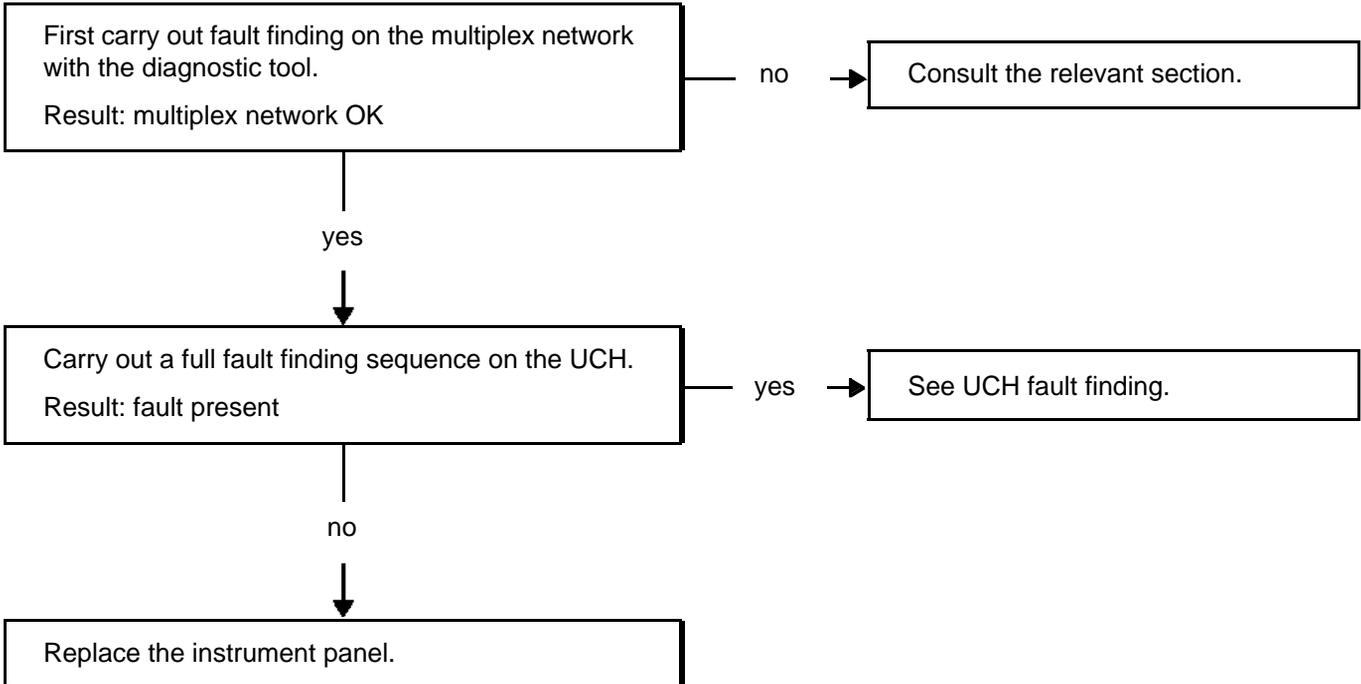
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 5	Airbag and service fault warning light on
	Message from: airbag computer



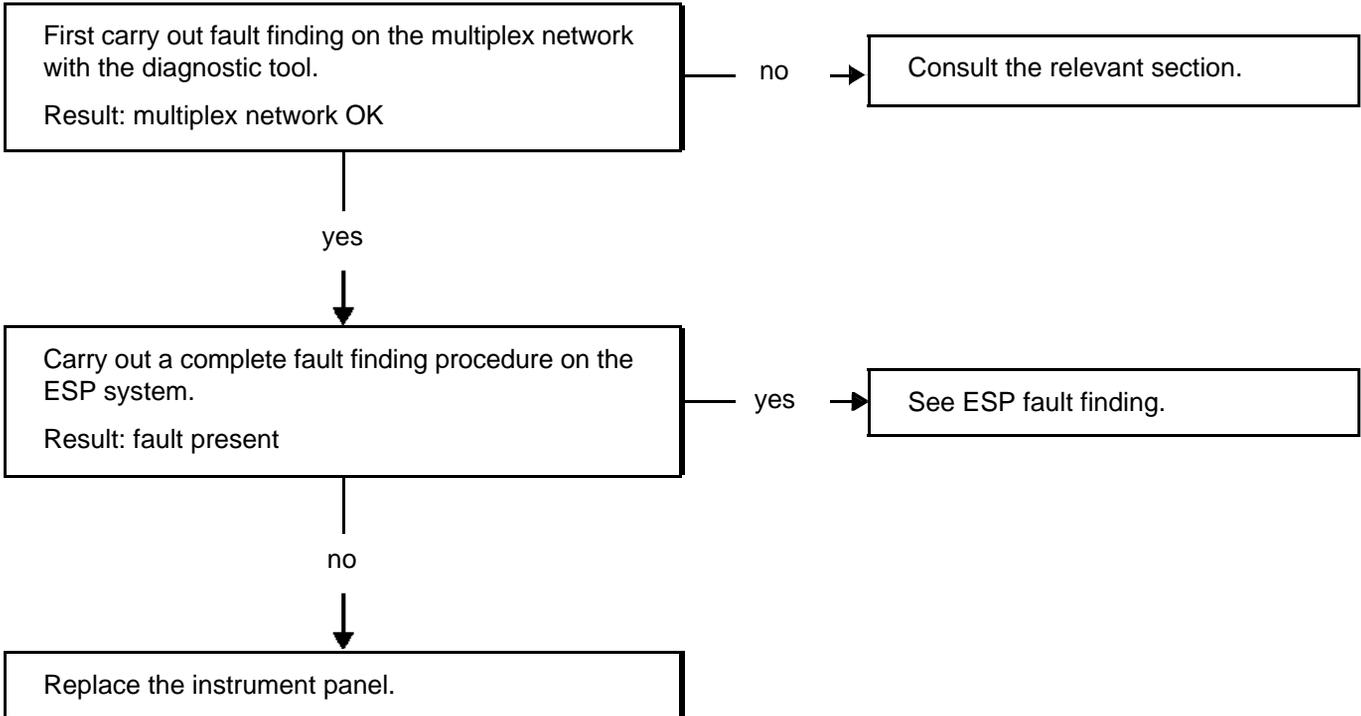
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 6	Opening element indicator and / or de-icing indicator does not light up
	Message from: UCH



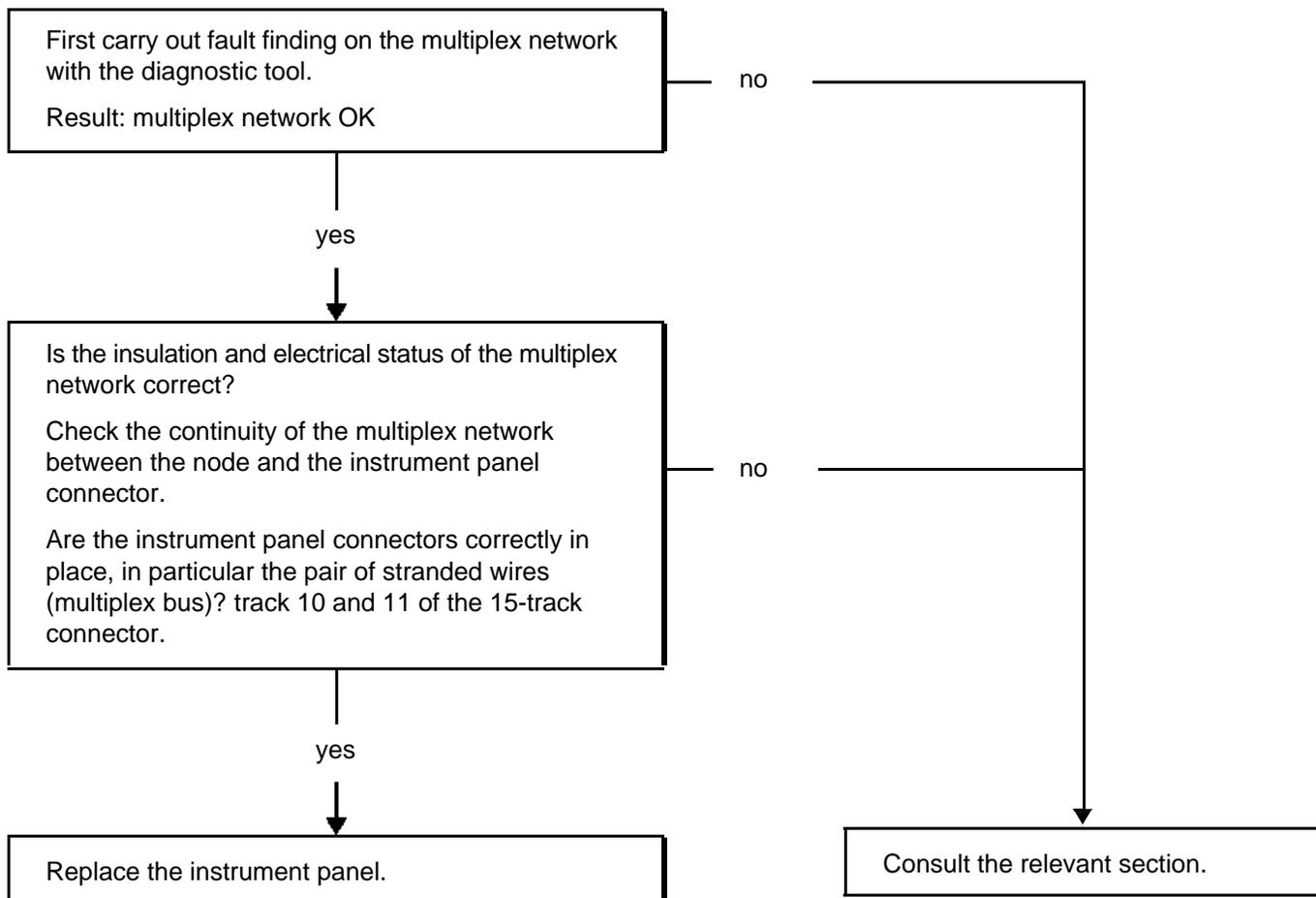
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 7	ESP fault warning light on and service warning light off 4 seconds after switching on the ignition
	Message transmitted by: ESP system

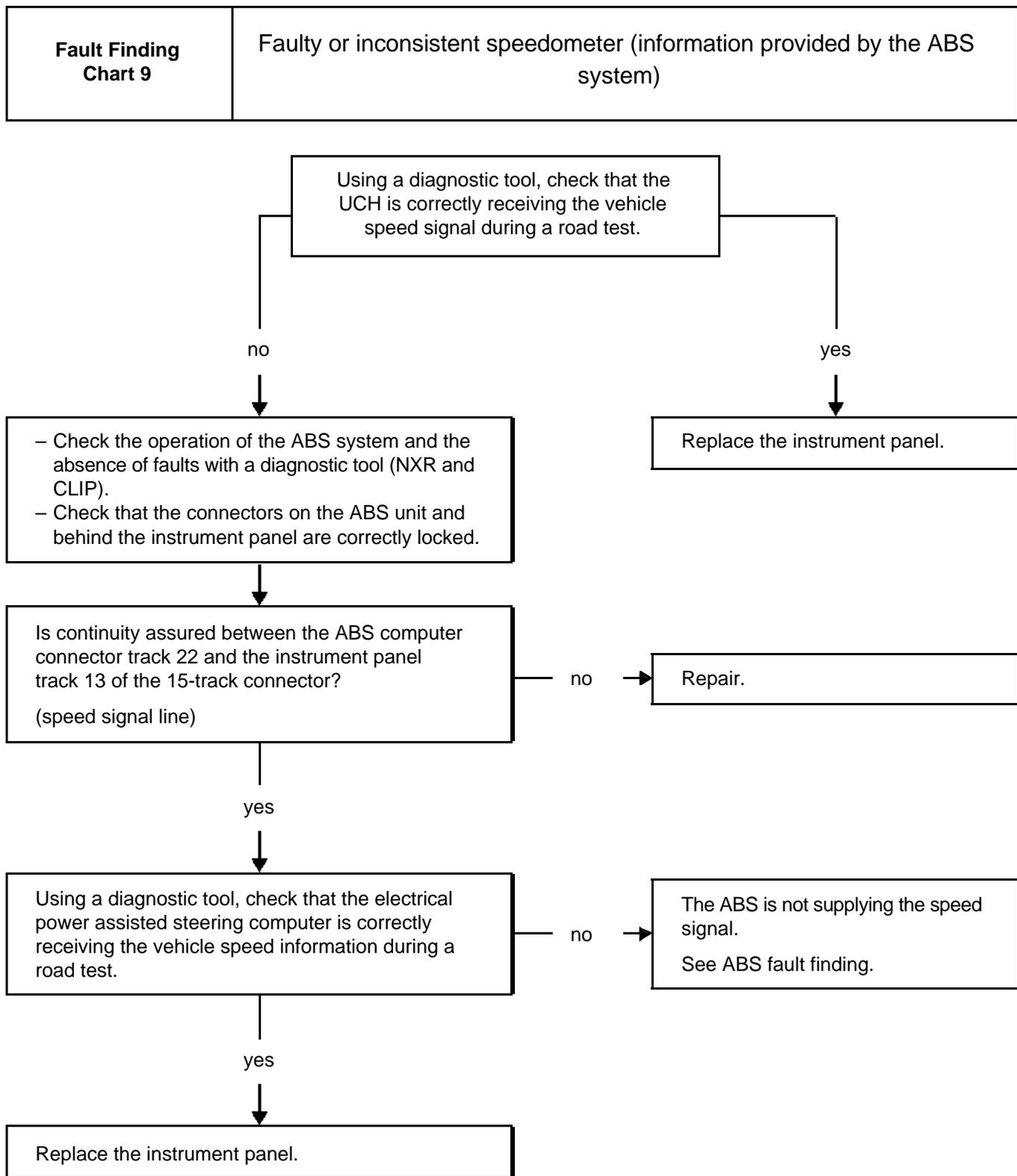


FAULT FINDING - FAULT FINDING CHART

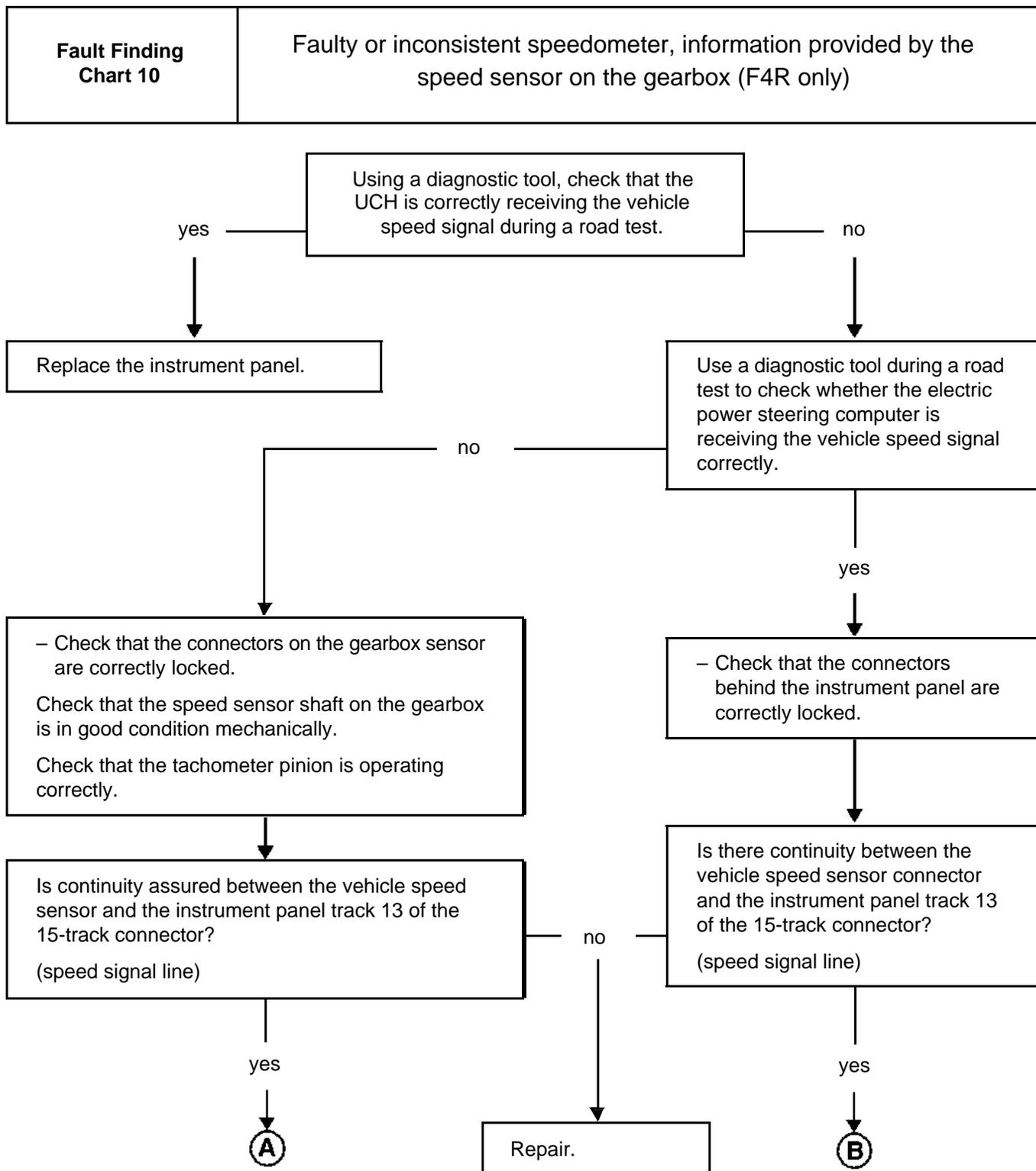
Fault Finding Chart 8	ESP / SERVICE / airbag / automatic gearbox (if present) / LPG (if present), injection criticality 1 / injection criticality 2 / pollution control warning light on Coolant temperature gauge and rev counter at zero
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FAULT FINDING - FAULT FINDING CHART

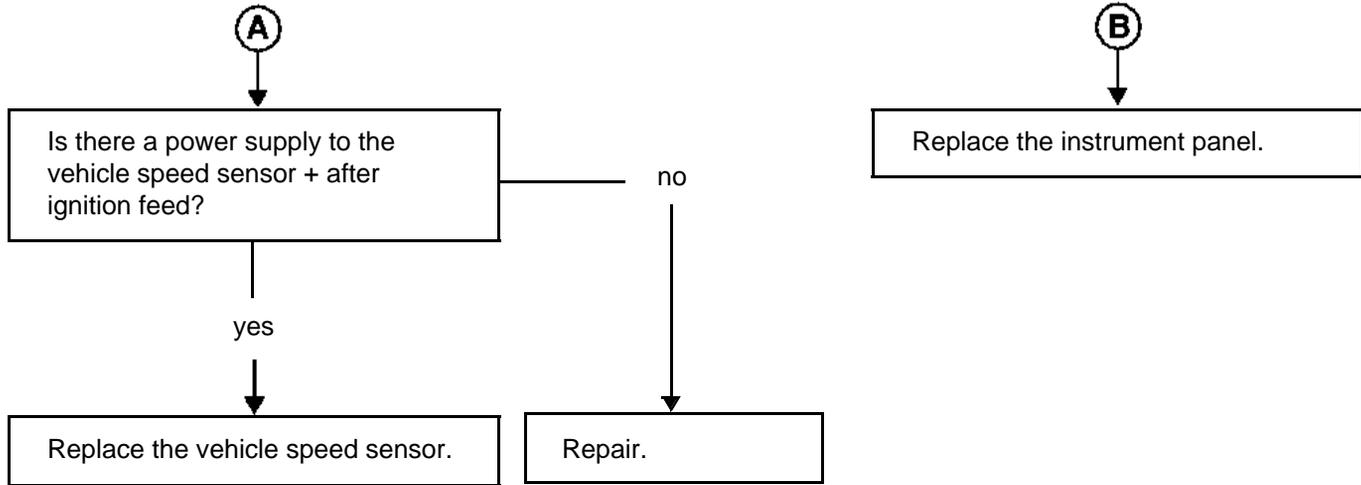


FAULT FINDING - FAULT FINDING CHART



FAULT FINDING - FAULT FINDING CHART

<p>Fault Finding Chart 10 CONTINUED</p>	
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INSTRUMENT PANEL

Multiplex instrument panel

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FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 11	No fuel level information on needle gauge (tank not empty) with reserve light on
-------------------------------	--

Check the condition of the fuel gauge connector and the instrument panel 30-track and 15-track connectors.
Repair if necessary.

Check the resistance of the fuel tank sender at the disconnected fuel tank connector.
A resistance in excess of 350 ohms is considered an open circuit (CO) by the instrument panel.

Fuel tank sender OK

CO

Replace the fuel tank sender unit.

Disconnect the connectors from the instrument panel and check the continuity of the fuel gauge electrical harness between:

- track 2 of the 15-track connector of the instrument panel and track A1 of the fuel gauge,
- track 22 of the 30-track connector of the instrument panel and track B1 of the fuel gauge.

Is it correct?

no

yes

Repair.

Replace the instrument panel.

FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 12	Fuel level receiver needle remains at maximum (with ignition on), tank not full
-------------------------------	---

CONDITION	If a fault is detected by the instrument panel, this triggers the illumination of warning light J in ADAC test mode, 100 seconds after switching on the ignition.
------------------	---

Check the condition of the fuel gauge connector and the 30-track and 15-track connectors of the instrument panel.
Repair if necessary.



Check the resistance of the fuel gauge ~~at the tank~~ with the connector disconnected.
A resistance of less than 5 ohms is considered a short circuit (CC) by the instrument panel.

Fuel tank sender OK

Short circuit



Replace the fuel gauge.

Disconnect the connectors at the instrument panel and check the insulation of the fuel tank sender electrical wiring between earth and +12 volts:

- track 2 of the 15-track connector of the instrument panel > track A1 of the fuel gauge,
- track 22 of the 30-track connector of the instrument panel > track B1 of the fuel gauge.

Is it correct?

no

yes

Replace the instrument panel.

Repair.

FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 13	Fuel level gauge remains stuck whatever the fuel level; reserve warning light off
-------------------------------	---

CONDITION	When testing the indicator with the fuel tank sender removed, it is necessary to switch the ignition off and on again between each variation so that the instrument panel can take a new measurement.
------------------	---

Check the resistance of the fuel tank sender at the disconnected fuel tank connector.
Compare the true level in the tank with the fuel tank sender resistance value table.
Is there any inconsistency?

no

yes

Disconnect the connectors from the instrument panel and check the continuity of the fuel gauge electrical harness between:

- track 2 of the 15-track connector of the instrument panel and track A1 of the fuel gauge,
- track 22 of the 30-track connector of the instrument panel and track B1 of the fuel gauge.

Check the insulation of these against earth and +12 volts.
Is it correct?

Check that the gauge ballast slides correctly within the tank.
If the fault is still present, replace the fuel tank sender.

yes

no

Replace the instrument panel.

Repair.

Fuel tank sender resistance value:

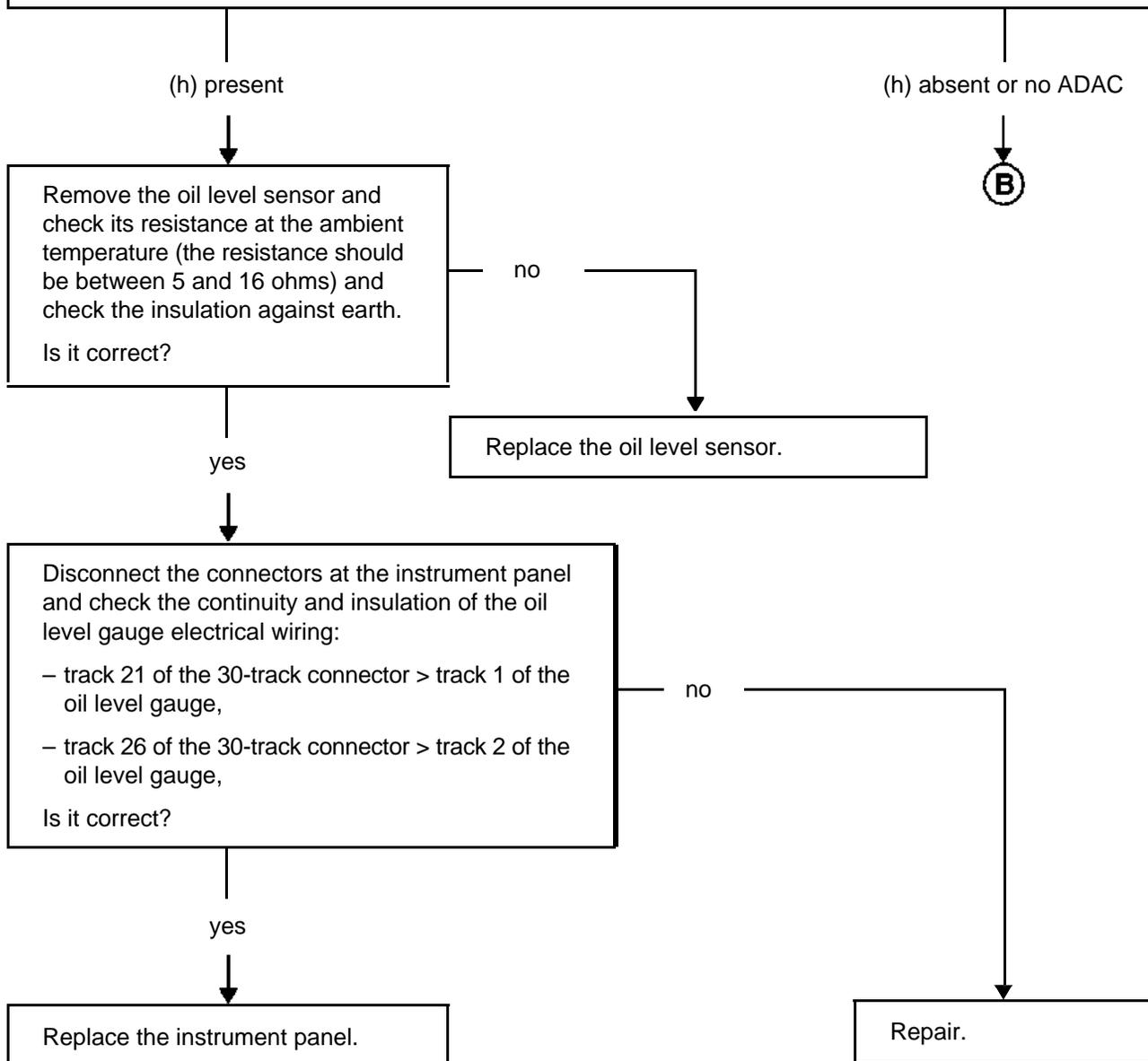
proportion:	reserve	full
resistance:	290	20

FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 14	Oil level indication absent or erroneous
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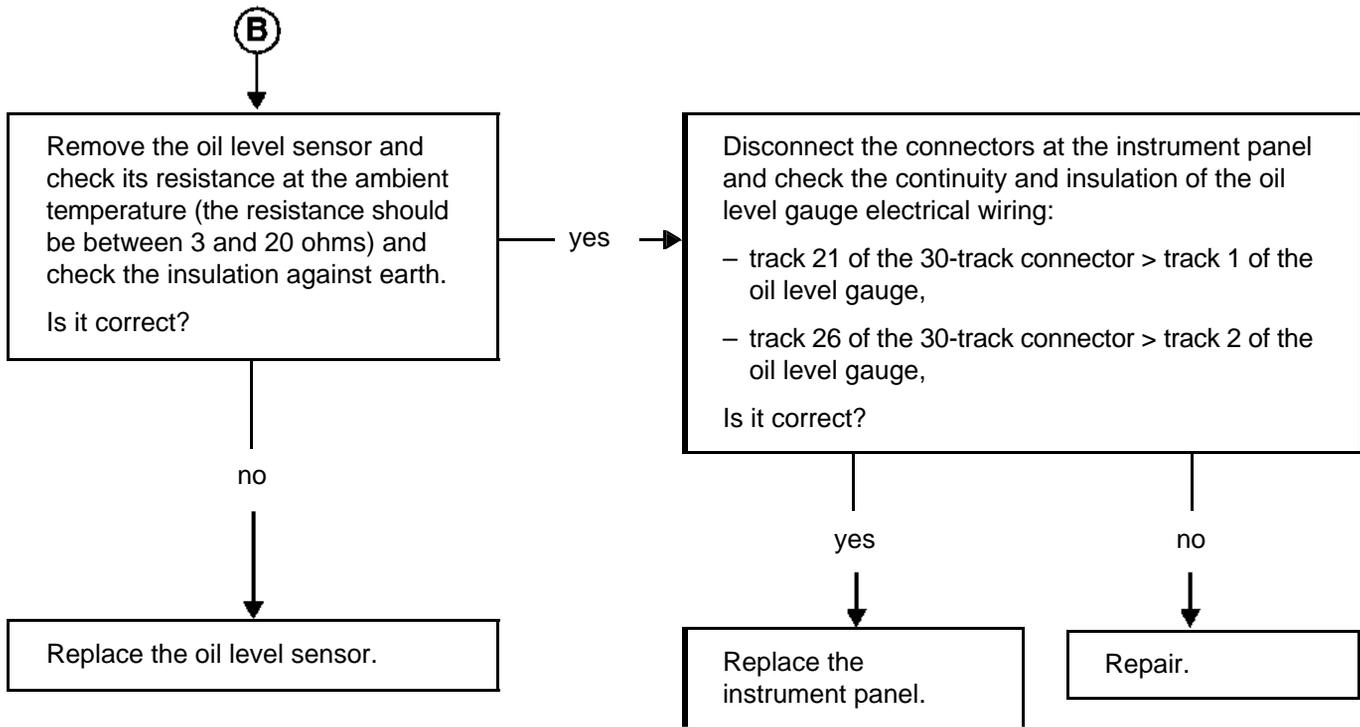
CONDITION	The oil level indication will only be correct if the vehicle is on a flat surface; a measurement should be retaken after switching the ignition off for at least one minute.
------------------	--

Check the presence of the letter (h) in ADAC test mode (if ADAC fitted).



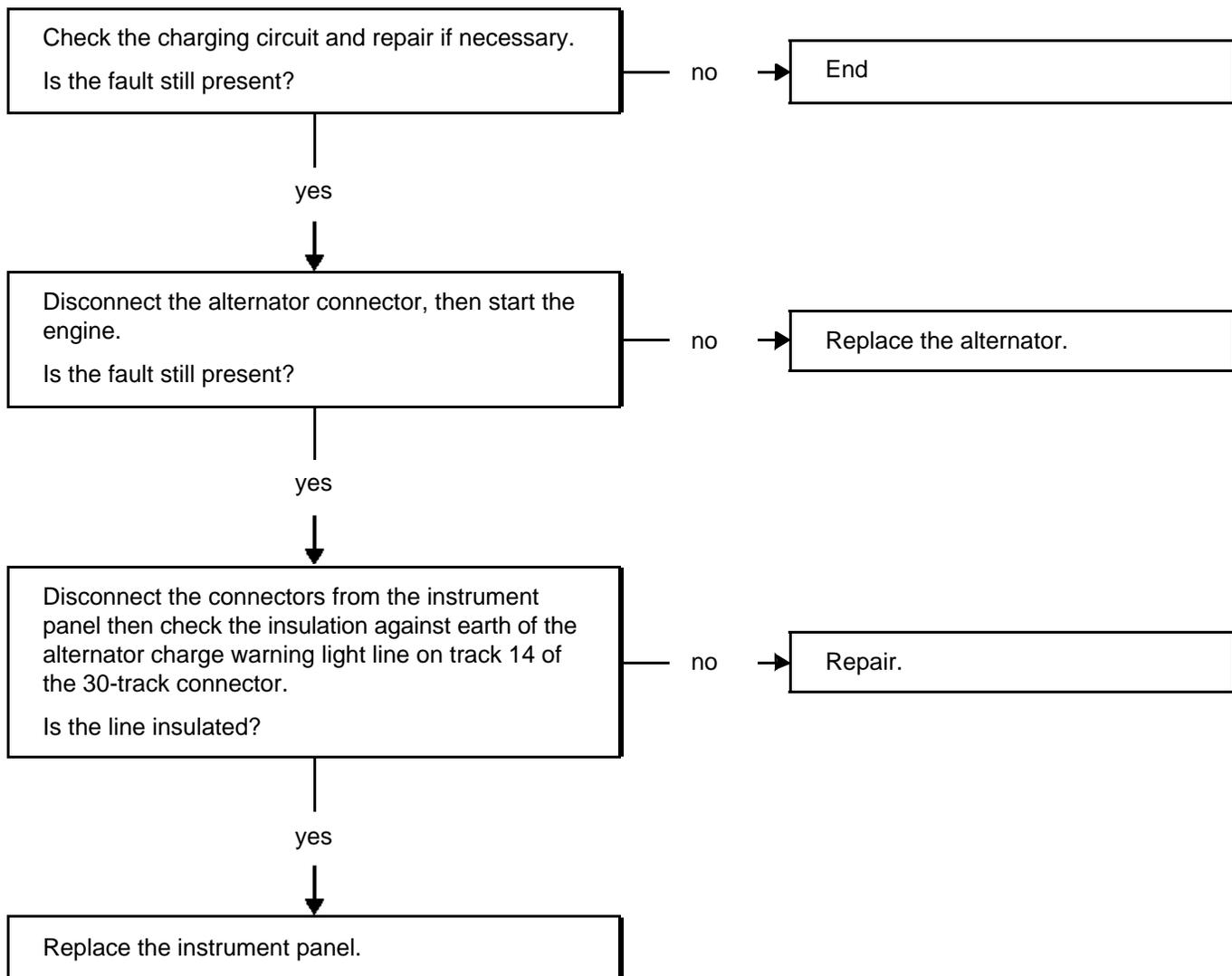
FAULT FINDING - FAULT FINDING CHART

<p>Fault Finding Chart 14 CONTINUED</p>	
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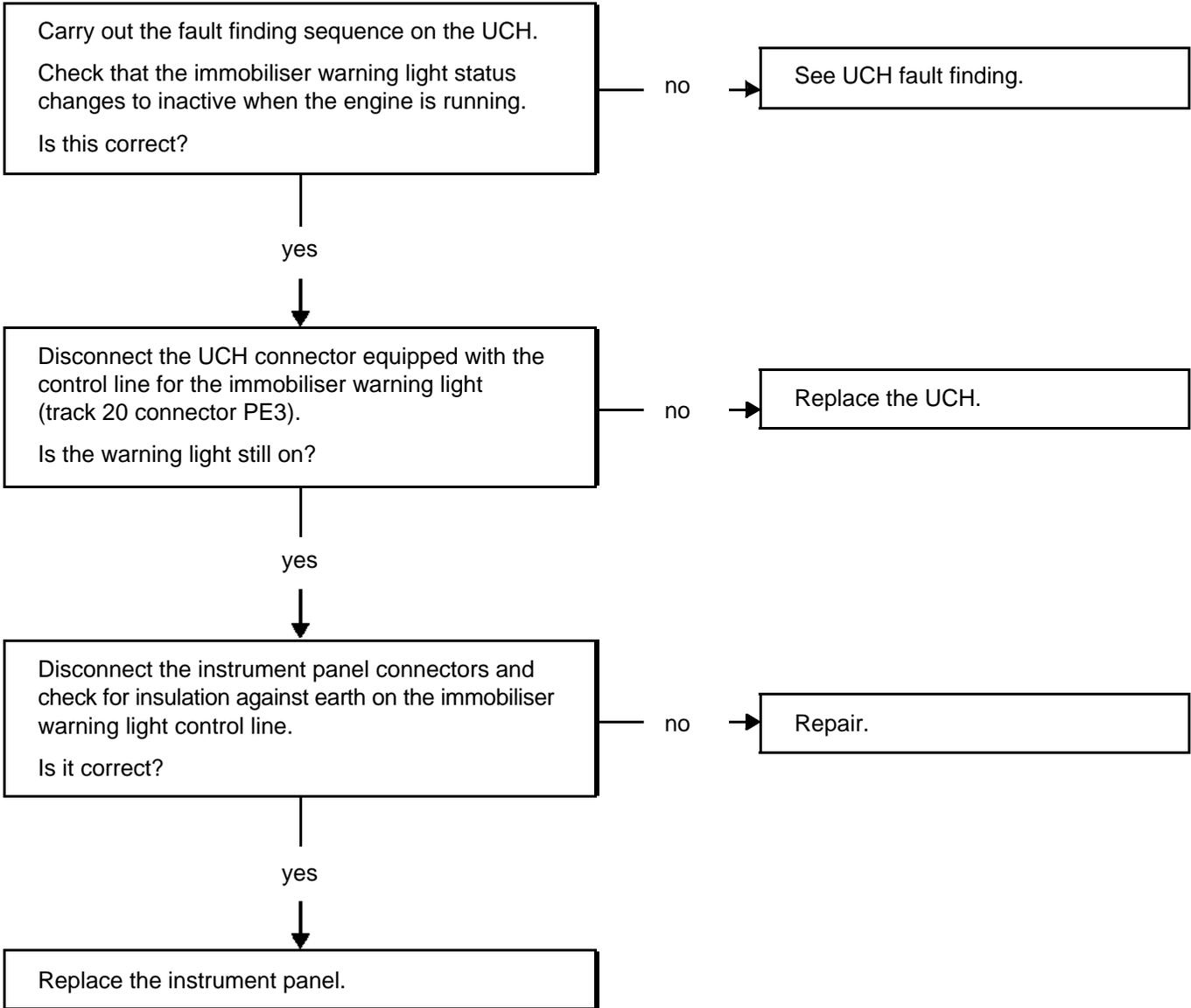
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 15	Battery charge and stop warning lights stay on
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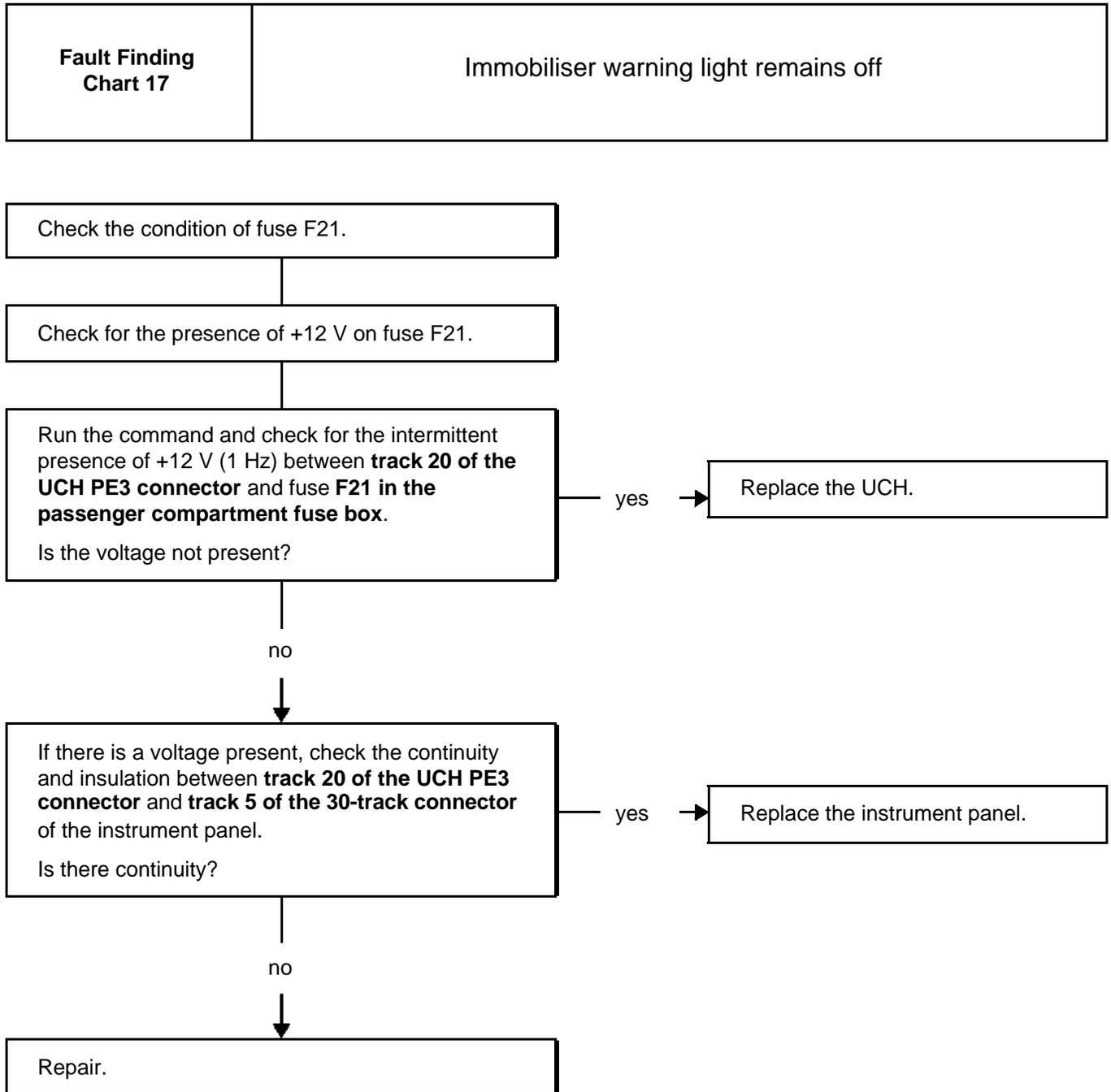


FAULT FINDING - FAULT FINDING CHART

<p>Fault Finding Chart 16</p>	<p>Immobiliser warning light stays on</p>
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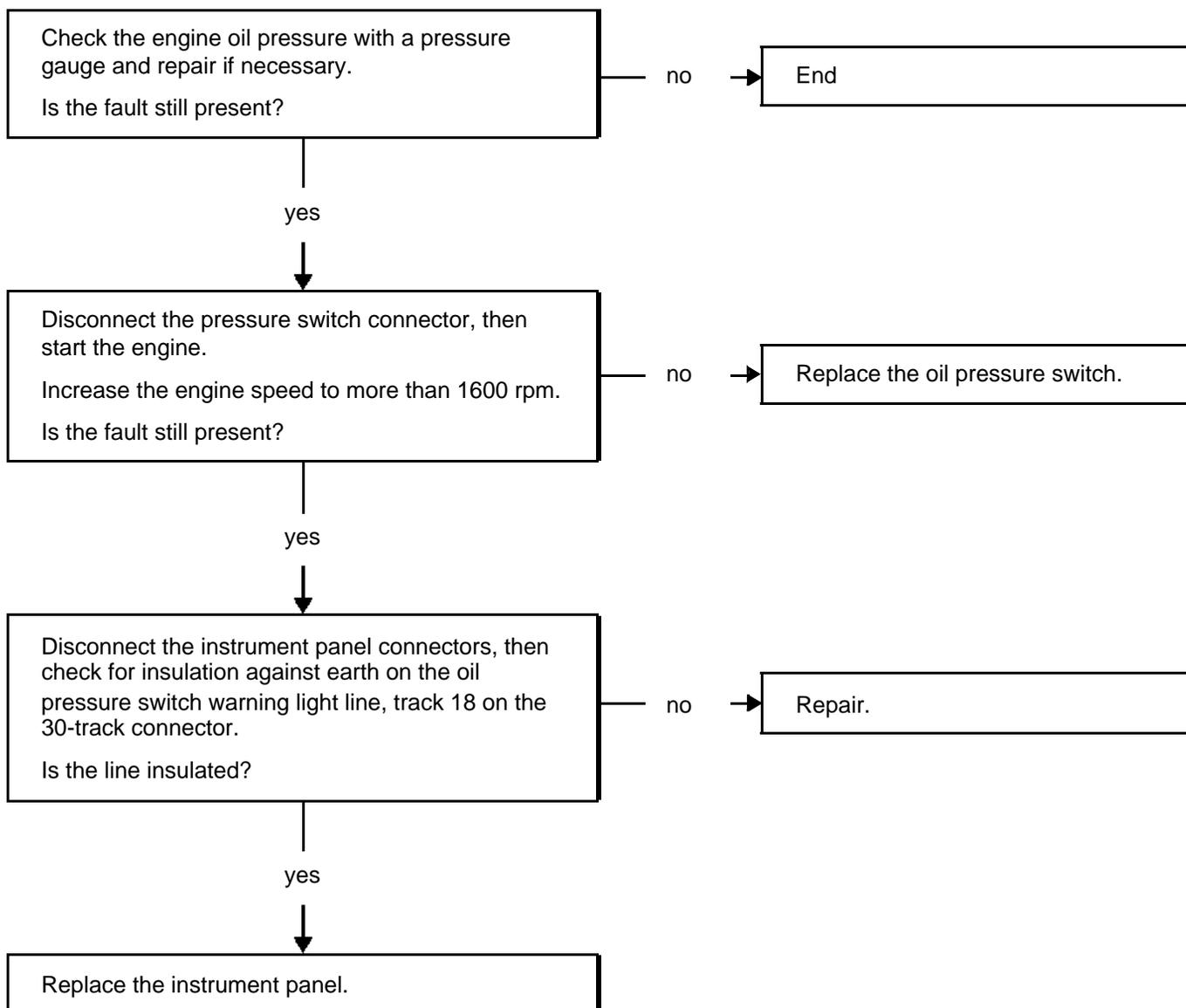
FAULT FINDING - FAULT FINDING CHART



FAULT FINDING - FAULT FINDING CHART

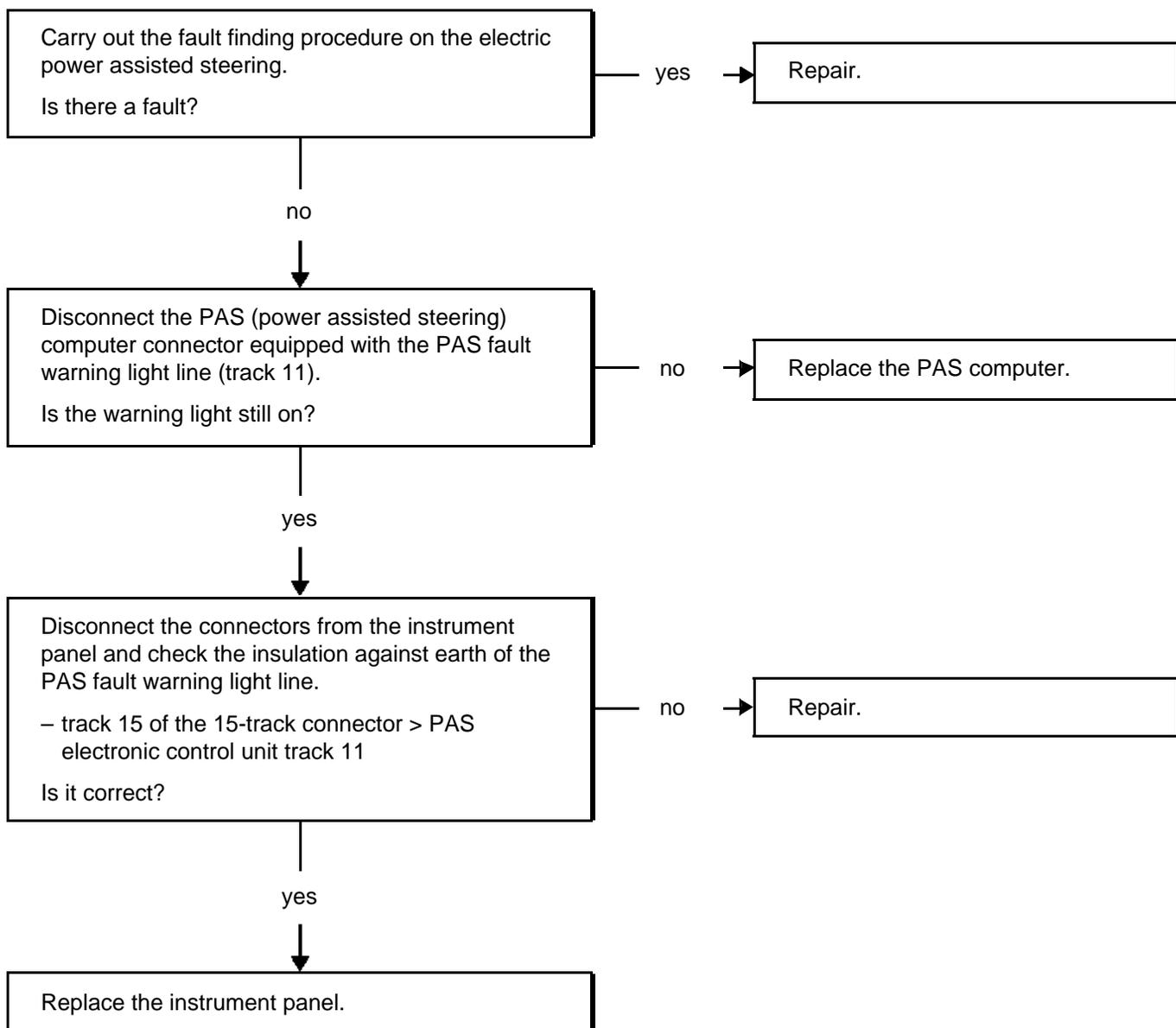
Fault Finding Chart 18	Oil pressure and stop warning lights come on at the same time
-------------------------------	---

CONDITION	The instrument panel only takes account of the information from the oil pressure switch when the engine speed is above 1600 rpm.
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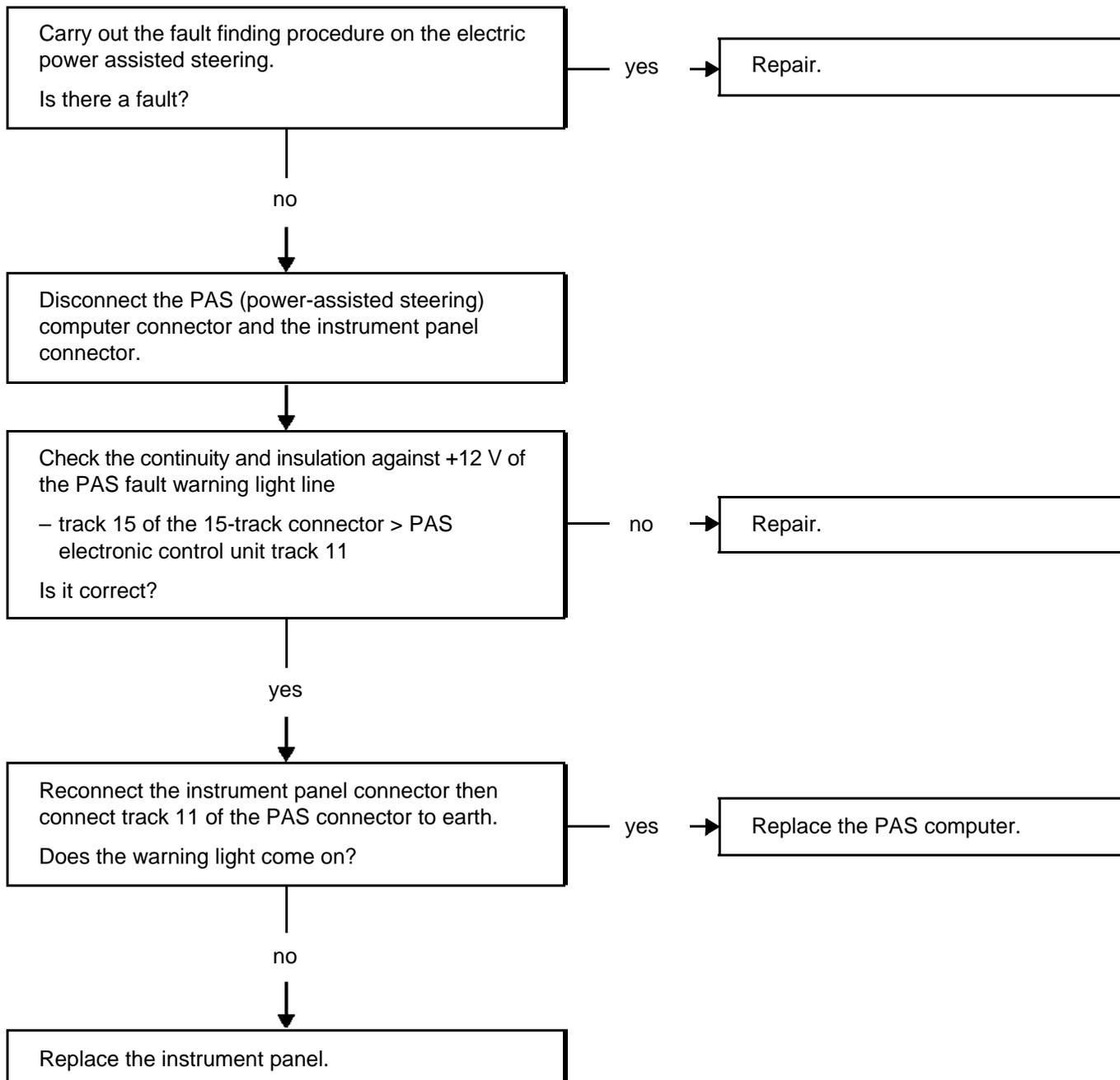
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 19	Power assisted steering (PAS) warning light stays on
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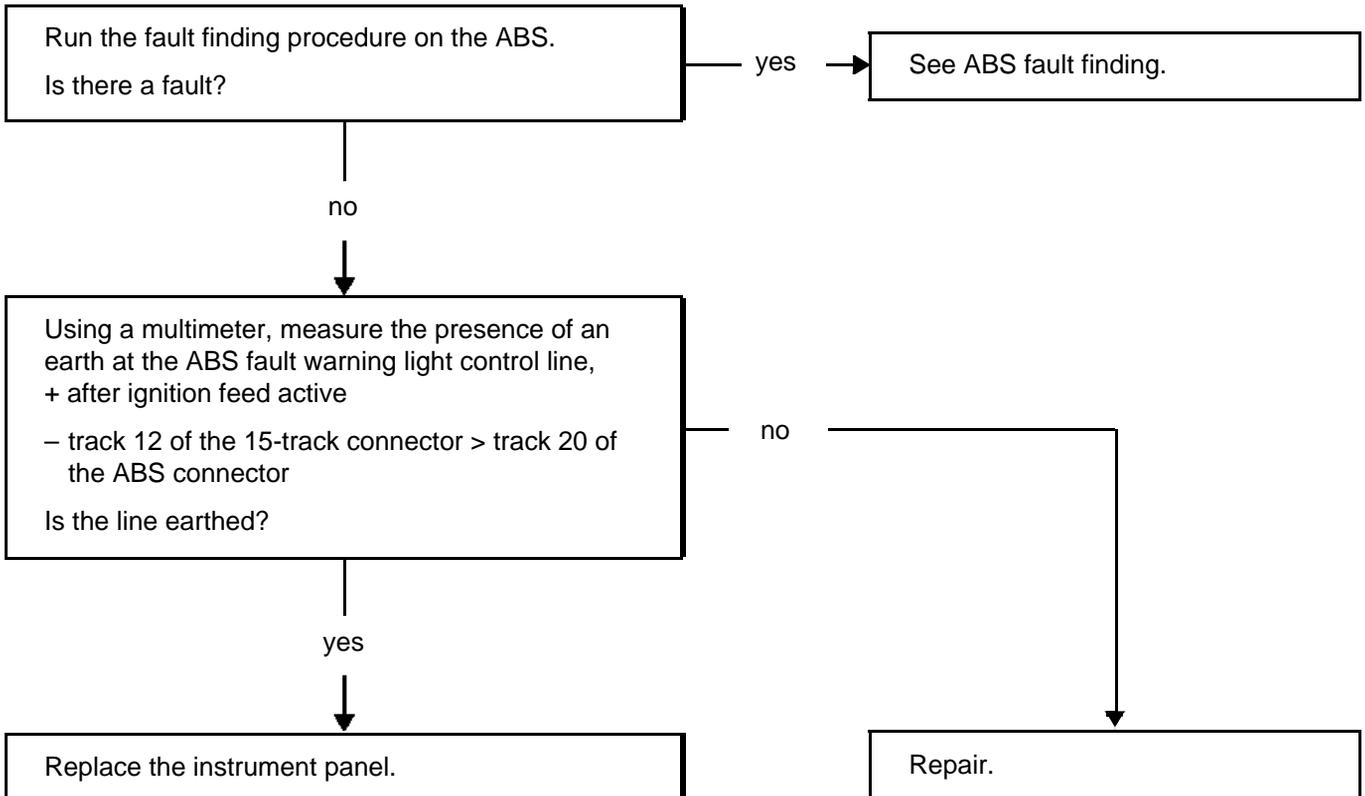
FAULT FINDING - FAULT FINDING CHART

<p>Fault Finding Chart 20</p>	<p>Power assisted steering (PAS) warning light stays off</p>
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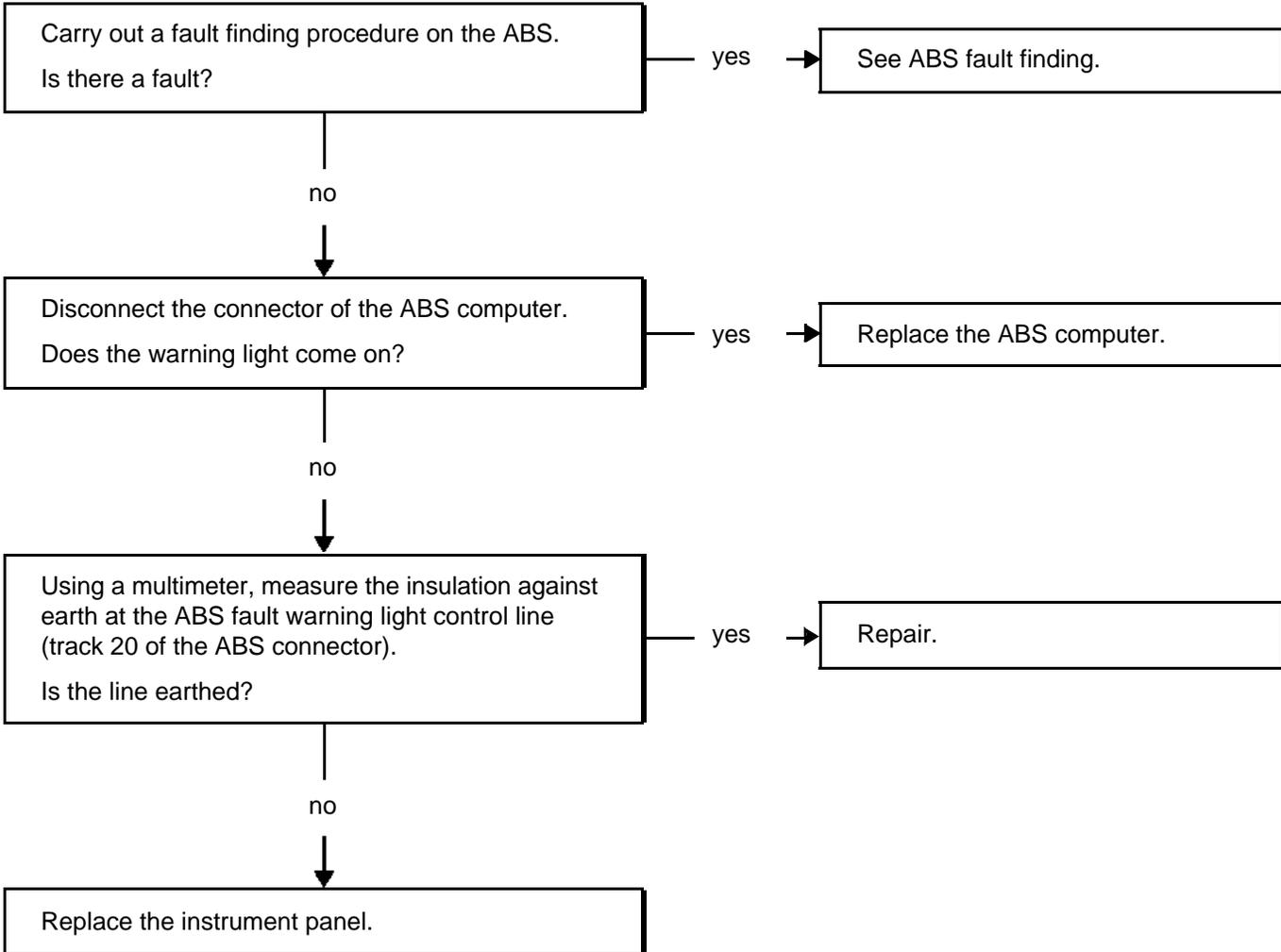
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 21	ABS warning light remains lit
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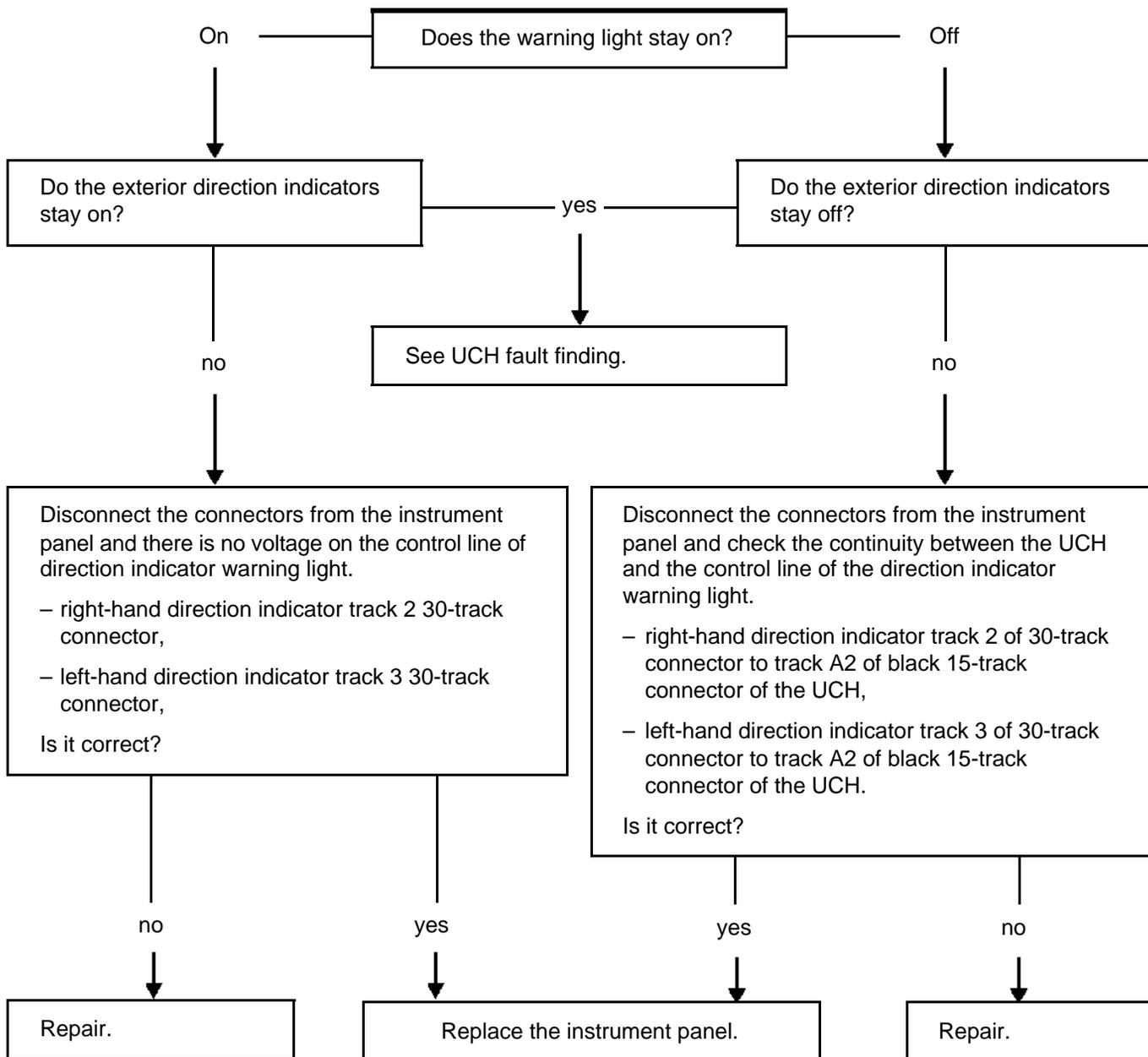
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 22	ABS warning light remains off
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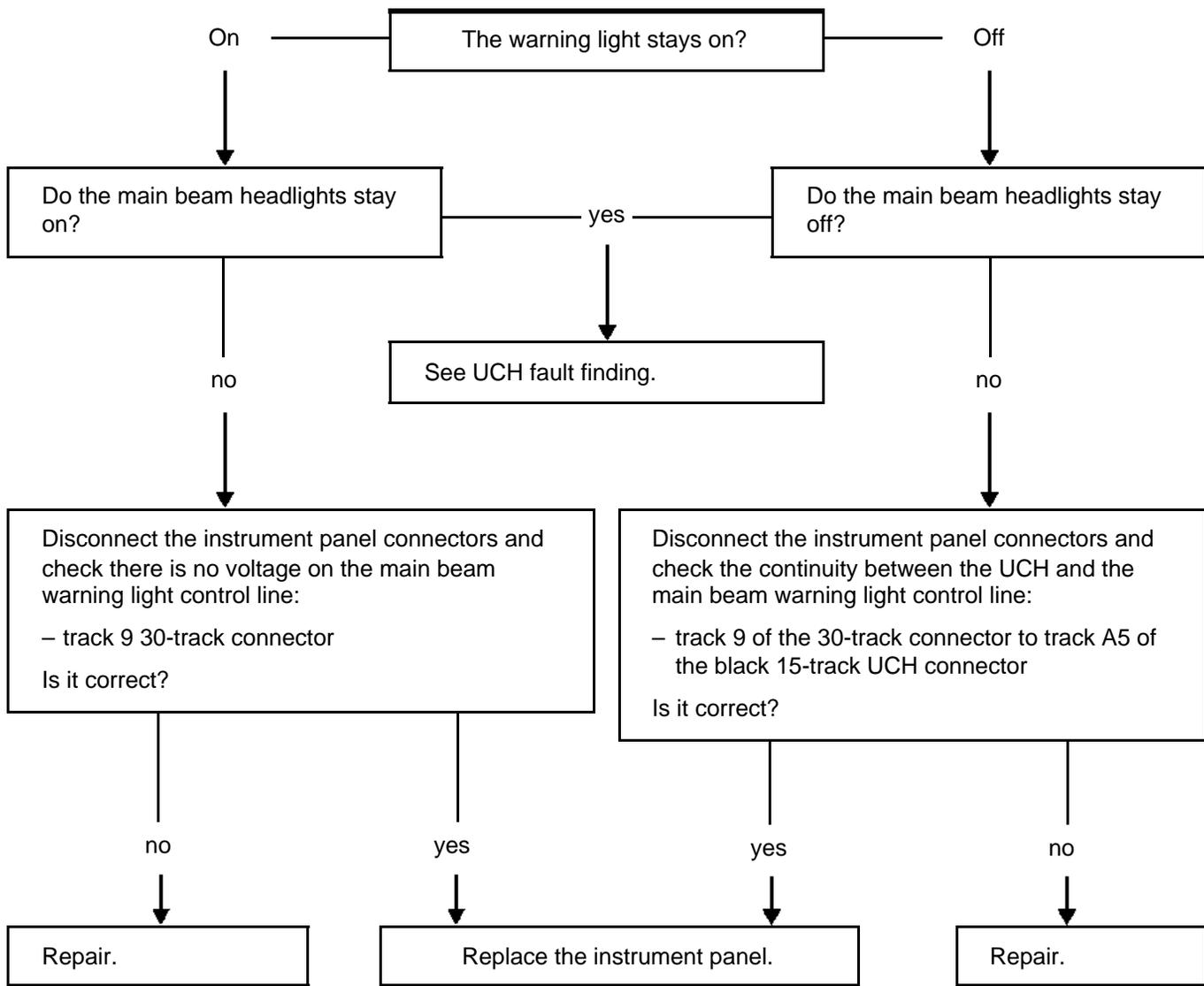
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 23	Direction indicator warning light stays on or off
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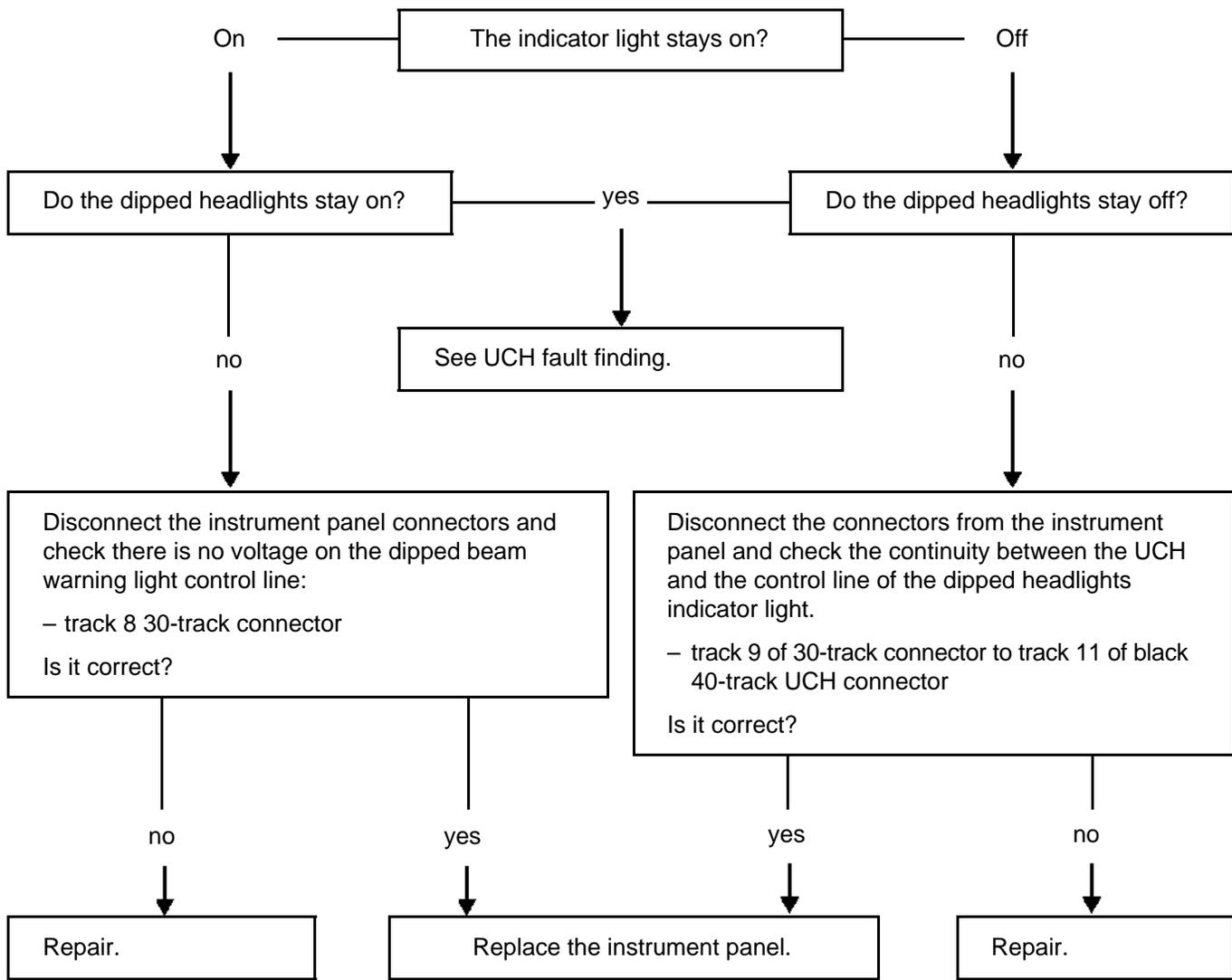
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 24	Main beam headlight indicator light stays on or off
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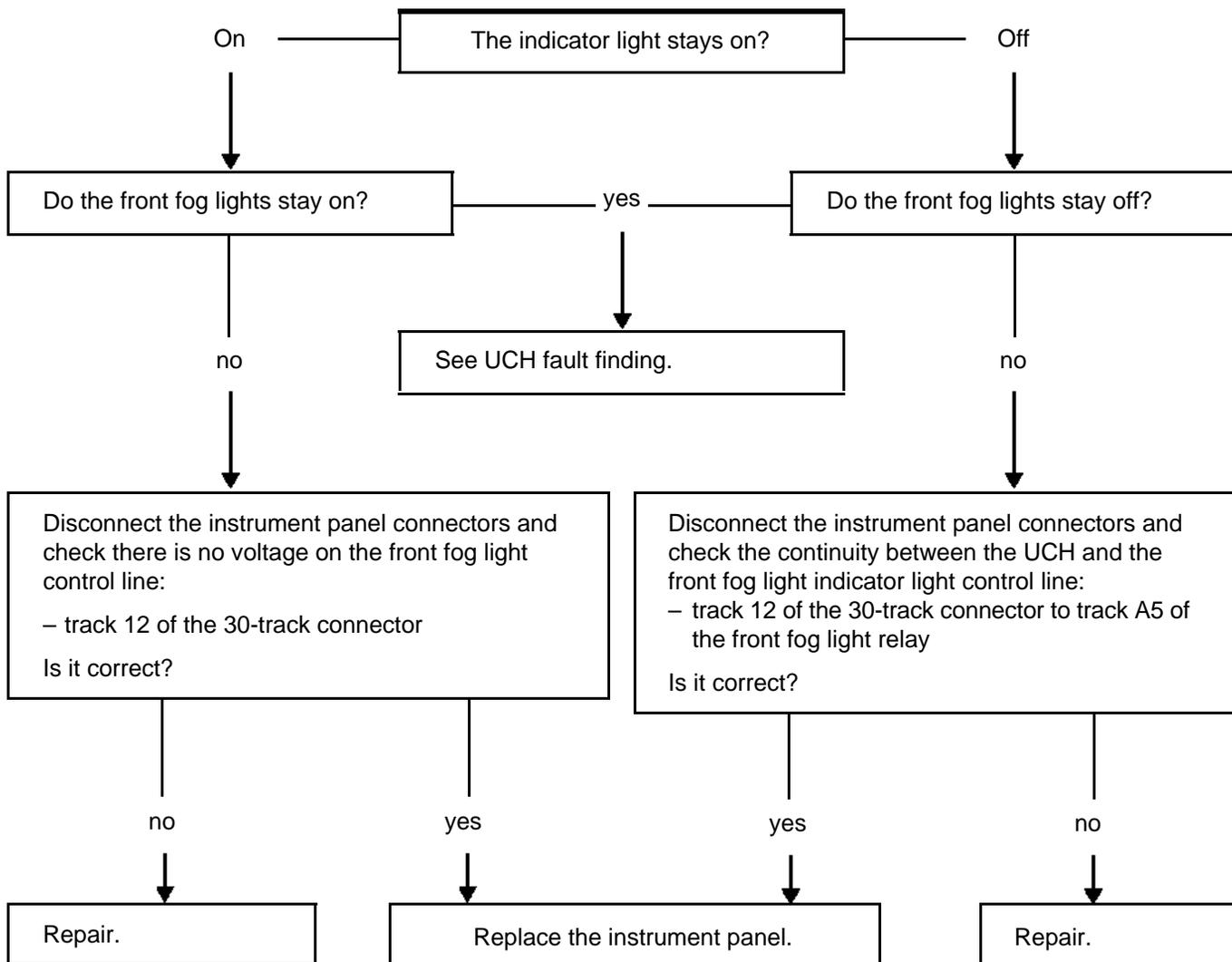
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 25	Dipped beam headlight indicator light stays on or off
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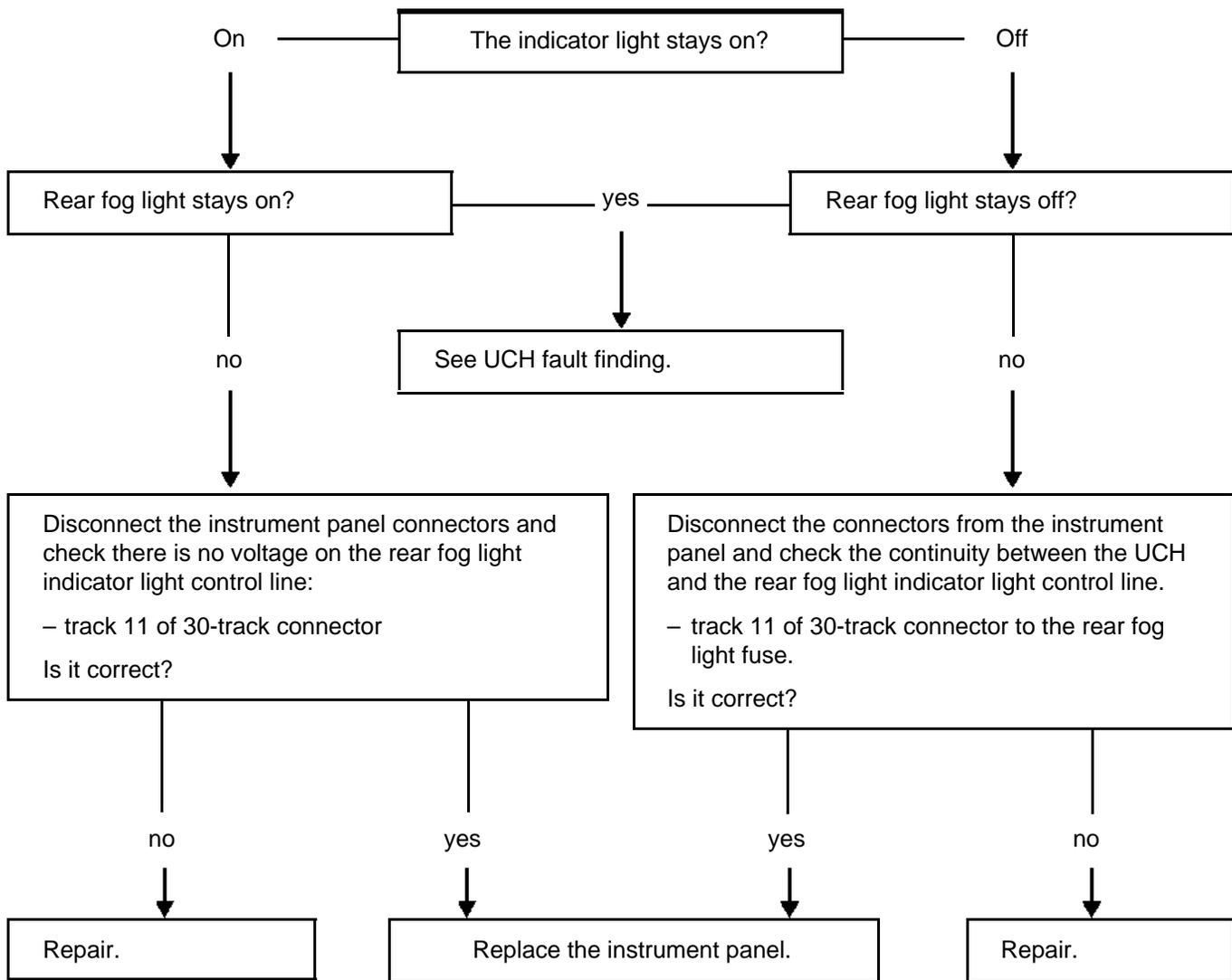
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 26	Front fog lights indicator light stays on or off
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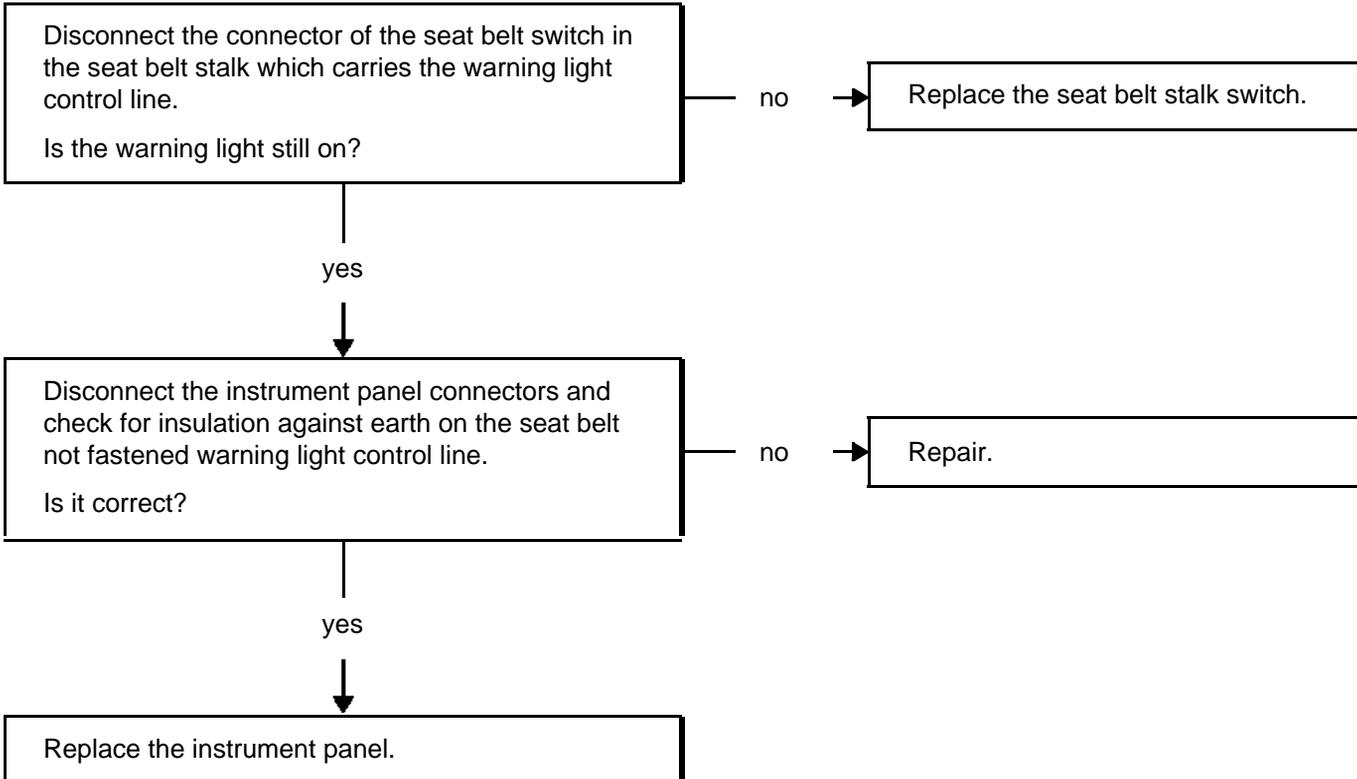
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 27	Rear fog light indicator light stays on or off
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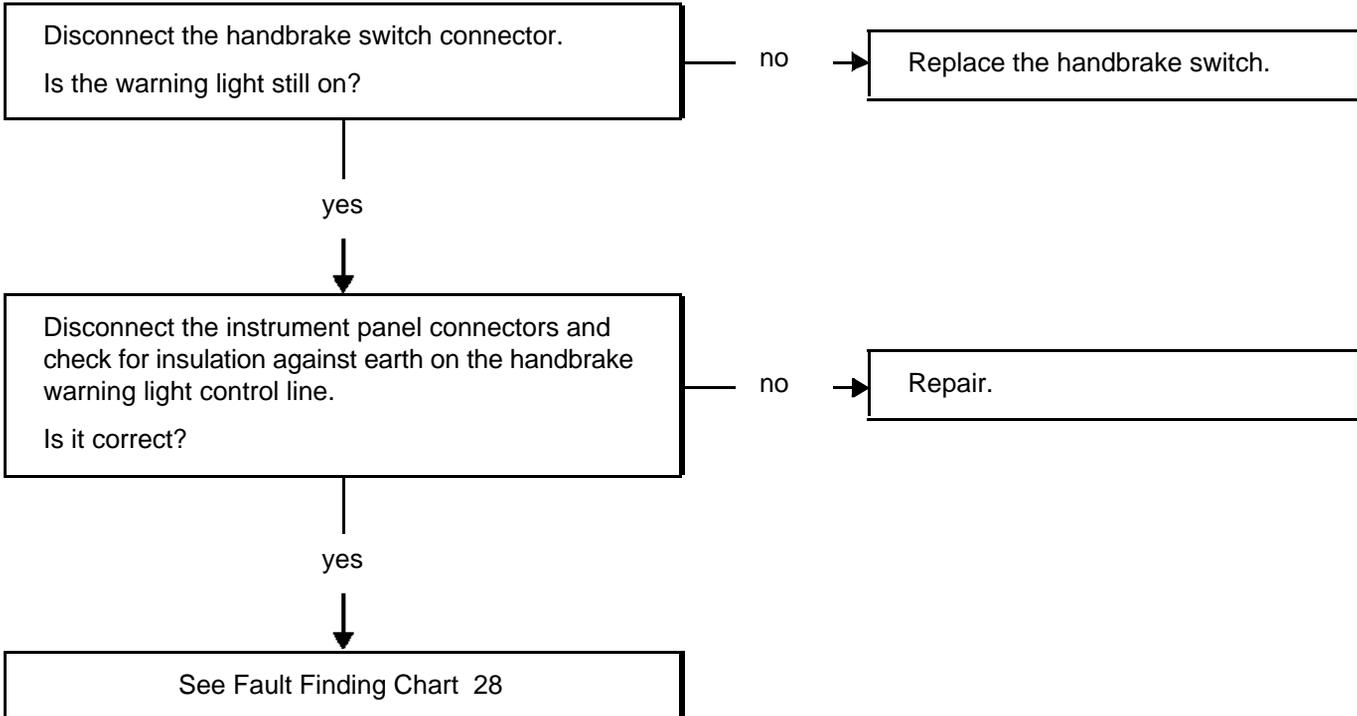
FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 28	Seat belt not fastened warning light remains lit
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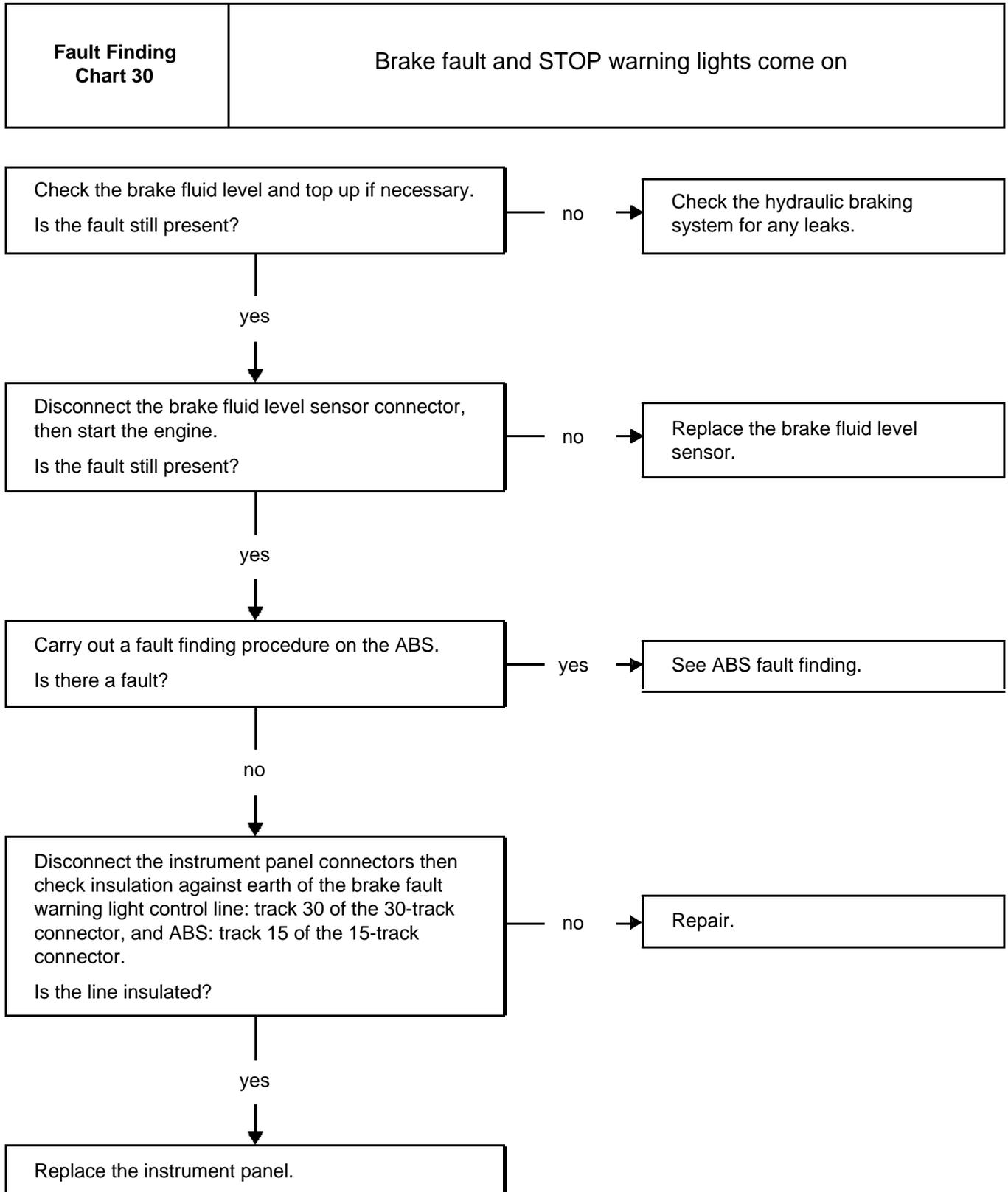


FAULT FINDING - FAULT FINDING CHART

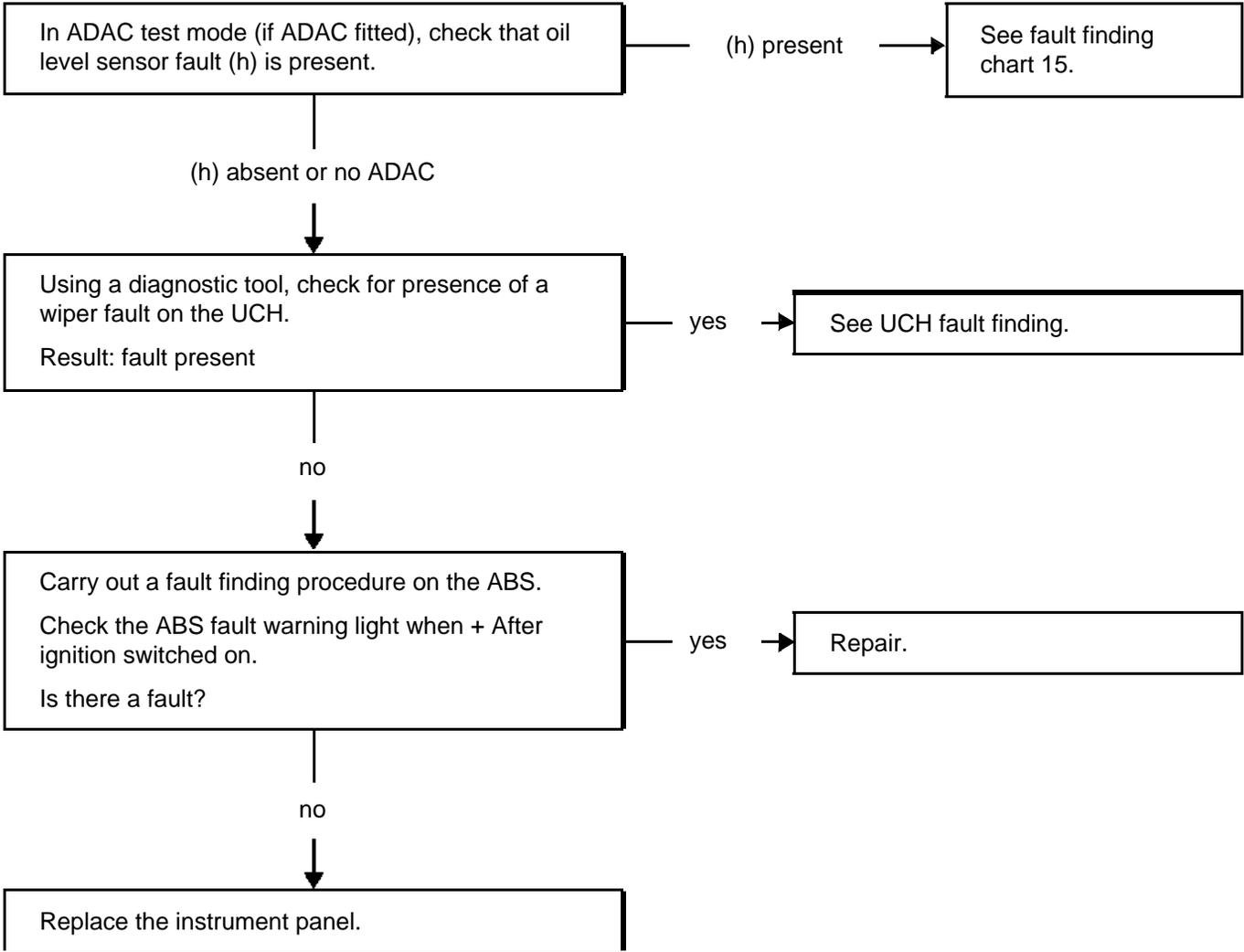
Fault Finding Chart 29	Brake fault warning light remains on without the STOP warning light coming on
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FAULT FINDING - FAULT FINDING CHART



FAULT FINDING - FAULT FINDING CHART



FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 32	The instrument panel does not function
-------------------------------	---

Check the condition of the passenger compartment fuses.
Check all feeds to the instrument panel:
– + After ignition on track 16 of the 30-track connector,
– earth on track 24 of the 30-track connector.
Is it correct?

yes
↓

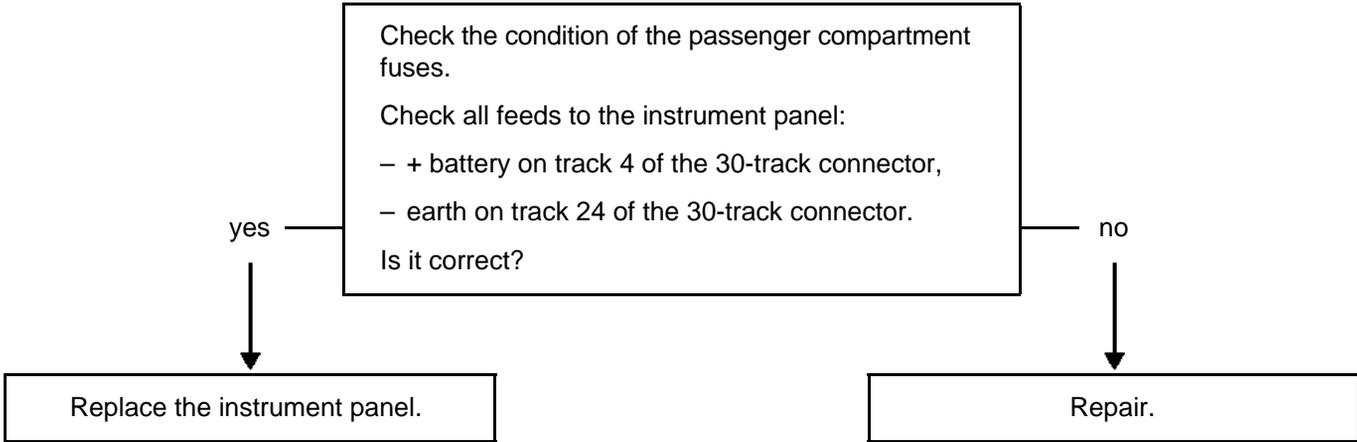
Replace the instrument panel.

no
↓

Repair.

FAULT FINDING - FAULT FINDING CHART

Fault Finding Chart 33	ADAC and trip meter reset to zero every time the ignition is switched off
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FAULT FINDING - INTRODUCTION

This document contains the general fault finding procedures applicable to all the computers for the UCH functions of all CLIO II V6 phase 2 vehicles, all engine types except F9Q.

To carry out fault finding on this system, it is essential to have the following items:

- Workshop Repair Manual for the vehicle concerned,
- the electrical wiring diagram of the function for the vehicle concerned,
- The tools listed under Special tooling required.

GENERAL APPROACH TO FAULT FINDING:

- Use one of the diagnostic tools to identify the system fitted to the vehicle (to read the computer group, the program number, the Vdiag, etc.).
- Find the Fault finding documents corresponding to the system identified.
- Take note of information contained in the introductory sections.
- Read the faults stored in the computer memory and use the Interpretation of Faults section of the documents.
Reminder: Each fault is interpreted for a particular type of storage (fault present, fault stored in memory, fault present or stored). The checks defined for dealing with each fault are therefore only to be performed if the fault declared by the diagnostic tool is interpreted in the document for its type of storage. The storage type should be considered when using the diagnostic tool after the ignition has been switched off and switched back on. If a fault is interpreted when it is declared as stored, the conditions for applying fault finding appear in the NOTES box. If the conditions are not satisfied, use the fault finding strategy to check the circuit of the faulty part since the fault is no longer present on the vehicle. Perform the same operation when a fault is declared as stored by the diagnostic tool but is only interpreted in the documentation as a present fault.
- Perform the conformity check (appearance of possible incorrect operations not yet stated by the system's self diagnosis procedure) and apply the associated diagnostic strategy according to results.
- Confirm the repair (customer complaint disappears).
- Use the fault finding procedure for each Customer complaint if the fault persists.

SPECIAL TOOLING REQUIRED:

- diagnostic tool (except XR25),
- bornier,
- multimeter.

ELECTRONIC ASSISTANCE EQUIPMENT

87B

UCH

PROGRAM No.: 3.9
AND 4.0 VDIAG No.: 04

FAULT FINDING - INTRODUCTION

FUNCTIONS REQUIRED

UCH FEATURES REQUIRED	Basic UCH	High-end UCH	hard-wired relays
indicators and hazard warning lights	*	*	
interior lighting (timed) with radio frequency locking	*	*	
supervisor type interior supply	*	*	*
control of audible signal integrated in the instrument panel	*	*	
side lights feed input for lights on reminder buzzer	*	*	
overspeed function (ARABIA)	*		
windscreen wiper low speed	*	*	*
windscreen wiper high speed	*	*	*
variable timing allowed (not if rain sensor present)		*	
park position input for windscreen wiper	*	*	
rain sensor		*	
light sensor (except cold countries)		*	
automatic headlights		*	
rear screen wiper	*	*	*
rear park position input	*	*	
reverse input	*	*	
heated rear screen timing	*	*	*
control of heated rear screen warning light by multiplex system			
control of door and tailgate locking/unlocking	*	*	*
radio frequency control of electric central door locking	*	*	
management of doors and tailgate locking when driving	*	*	
unlocking on impact	*	*	
door locking warning light	*	*	
door open warning light to the instrument panel by multiplex system	*	*	
radio frequency system (two key remote control)	*	*	
encoded transponder / engine immobiliser	*	*	
fault finding procedure	*	*	
immobiliser warning light connected by wire	*	*	
vehicle speed multiplex signal	*	*	
timed headlight washer (cold countries) except Denmark		*	
daytime running lights (cold countries)	*	*	
one-touch driver / passenger electric windows	* / -	* / *	*
activation of factory-fitted alarm			
starter relay	*	*	
after ignition relay	*	*	*

FAULT FINDING - INTRODUCTION**UCH functions****WINDSCREEN WIPERS****Variable timing of windscreen wiper**

Only functions with ignition on and if the switch is on intermittent position; it is implemented at low speed.

A 5-position (1 to 5) ISO selector, located on the wiper stalk, modifies the series resistance on the control line. The UCH should, as a result of this signal, vary the interval between two wipes, corresponding to the pause time between the two wipes.

Wiper interval as a function of the ring position.

Ring position	Interval between wipes
1 slow interval	14 seconds
2	10 seconds
3	6 seconds
4	3 seconds
5 fast intervals	1 second

Timing of rear screen wiper

The rear screen wiper timer function is only operational with the ignition on and the wiper stalk in the rear intermittent position; the interval between two wipes is 5 seconds.

Rear screen wiper timing triggered by reverse gear.

The presence of + after ignition feed with reverse gear engaged and the front wiper control set to low or high speed or intermittent is equivalent to a rear wiper timing control.

The absence of any one of these conditions will stop the timing.

The UCH remains in rear wiper timing mode for as long as reverse gear is selected.

Rain sensor

The rain sensor allows automatic operation of the wipers and the control of the wiper speeds as a function of the quantity of water on the windscreen.

A series connection controls the rain and light sensor. This sensor is installed in the windscreen.

The sensor is activated by setting the wiper stalk to intermittent on position.

If the wiper stalk is already in the intermittent on position when the ignition is switched on, the rain sensor is inhibited.

The function is released again by resetting the wiper stalk to intermittent on position.

On the other hand, if the low speed or high speed commands are present when the ignition is switched on, these commands are accepted.

FAULT FINDING - INTRODUCTION**LIGHTING****Headlight washers**

Cold countries functions with the high-end UCH: the unit should ensure the timing of the headlight washer. It should only control them if the lighting stalk is in the dipped headlights or main beam headlight position and a headlight washer command is activated for more than 0.5 seconds. The period of activation of the headlight washer pump relay is 800 milliseconds. The pump should be activated in one direction then the other, alternate control.

Daytime running lights

Cold country functions with the high-end UCH: When the lighting stalk is in the Off position, if the + after ignition feed is activated, the side lights and dipped headlights come on. The other functions are identical to the French version.

Light sensor

The light sensor allows the dipped headlights to be switched on as a function of the amount of light.

The connection is common with the rain sensor.

It is possible to activate or deactivate the function by means of the lighting stalk.

Switching the side lights on and off twice within less than 4 seconds confirms the initiation or cancellation of the function by an audible signal.

The lights are only switched on automatically when the engine is running.

FAULT FINDING - INTRODUCTION

Pin-outs and connections

The connectors, three in all, are as follows:

Black 40-track P201 connector:

PIN	Signal
1	Side lights relay output
2	Dipped beam input
3	Passenger side one-touch window lowering input
4	Passenger side one-touch window raising input
5	VERLOG LED output
6	Windscreen wiper intervals input
7	+ battery
8	Transporter line input
9	CAN L
10	CAN H
11	Dipped beam relay output
12	Main beam input
13	Rain sensor serial line
14	Starter relay output
15	Electric door locking LED output
16	Rear wiper park switch input
17	Windscreen wiper park switch input
18	K diagnostic line
19	CAN L
20	CAN H
21	Windscreen wiper high-speed input
22	Windscreen wiper low-speed input
23	Relay plate
24	Rear screen washer input
25	Windscreen washer input
26	Side lights input
27	Left side indicator input
28	Right side indicator input
29	Hazard warning light input
30	Rear door switch input
31	Hazard warning light output
32	Reverse gear switch input
33	+ after ignition
34	Rear screen wiper input
35	Heated rear screen input
36	Electric door locking input
37	Driver one-touch window lowering input
38	Driver one-touch window raising output
39	Luggage compartment door switch input
40	Front door switch input

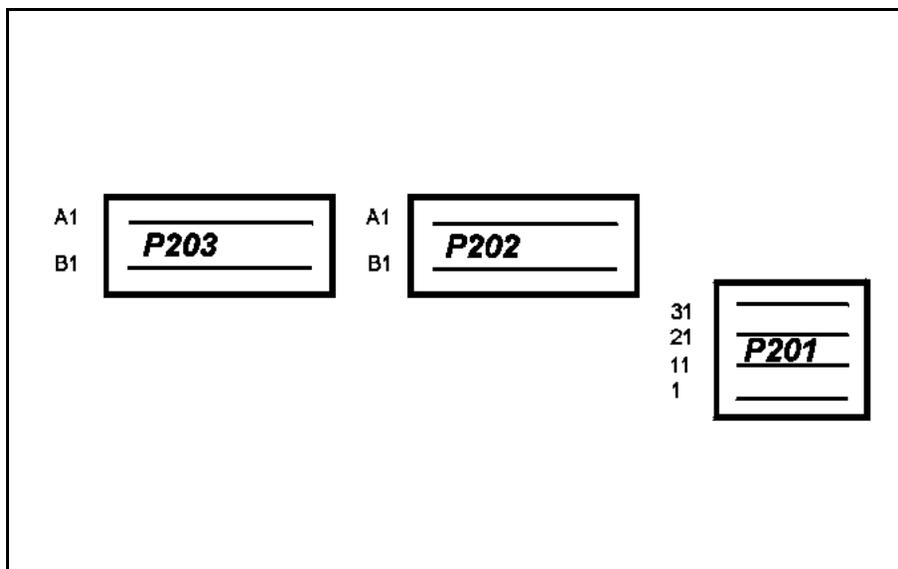
FAULT FINDING - INTRODUCTION

Clear 15-track P202 connector:

PIN	Signal
A1	Windscreen wiper high-speed output
A2	+ after ignition for rear screen wiper
A3	+ battery for lighting management
A4	+ after ignition for windscreen wiper
A5	Headlight 1 washer pump relay output
A6	+ battery for timed supply
A7	Headlight 2 washer pump relay output
A8	Courtesy light output
A9	Footwell light output
B1	Passenger side one-touch window raising output
B2	Driver side one-touch window lowering output
B3	+ battery for driver side one-touch window
B4	Earth
B5	Driver side one-touch window raising output
B6	Earth

Black 15-track P203 connector:

PIN	Signal
A1	+ battery for direction indicators
A2	Left hand direction indicator output
A3	Right hand direction indicator output
A4	Electric door locking output
A5	Main beam relay output
A6	Electric door unlocking output
A7	+ battery for electric door locking
A8	Rear screen wiper output
A9	Front wiper low speed output
B1	+ after ignition supply for LARC
B2	LARC output
B3	Electric window input
B4	+ after ignition electric window switch output
B5	Passenger side one-touch window lowering output
B6	+ battery feed for one-touch window control, passenger side



FAULT FINDING - INTERPRETATION OF FAULTS

DF039 PRESENT	<u>UCH INTERNAL ELECTRICAL FAULT</u>
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NOTES	The fault is declared present when the ignition is switched off. Special features: if there is a fault stored check whether there are any other faults present and clear them.
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Replace the UCH.

AFTER REPAIR	Deal with any other possible faults. Clear the fault memory.
---------------------	---

FAULT FINDING - INTERPRETATION OF FAULTS

DF119 PRESENT OR STORED	<u>WINDSCREEN WIPER PARK POSITION</u>
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NOTES	Condition for applying the fault finding strategy to the stored fault. The fault is declared present following operation of the windscreen wiper. Intermittent operation of the windscreen wipers at low speed (timing not being followed).
--------------	---

Check whether the windscreen wiper or rear screen wiper park position state **ET005 is active** every time the wiper arm reaches the idle position then switches to inactive.

Check the connection and condition of the UCH connectors and replace the connector if necessary.

Check the connections for insulation, continuity and the absence of interference resistance:

UCH P201 connector track 17	—▶	track 1 windscreen wiper motor
earth	—▶	track 5 windscreen wiper motor

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF120 PRESENT OR STORED	<u>REAR SCREEN WIPER PARK POSITION</u>
--	--

NOTES	Condition for applying the fault finding strategy to the stored fault. The fault is declared present following operation of the windscreen wiper.
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Check whether the windscreen wiper or rear screen wiper park position state **ET006 is active** every time the wiper arm reaches the idle position then switches to inactive.

Check the connection and condition of the UCH connectors and replace the connector if necessary.

Check the connections for insulation, continuity and the absence of interference resistance:

UCH P201 40-track connector track 16	—→	track 2 rear screen wiper motor
earth	—→	track 3 rear wiper motor

Repair if necessary.

Check the motor.

Check the assembly of the wiper.

Replace the windscreen wiper motor if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF128 PRESENT OR STORED	<u>VEHICLE SPEED NOT AVAILABLE</u>
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NOTES	None. Special features: if there is a fault stored check whether there are any other faults present and clear them.
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Is the vehicle speed signal present on the instrument panel?

YES	Carry out a multiplex network fault finding procedure (see Section 88 "Multiplex network harness").
------------	---

NO	Carry out the fault finding procedure on the airbag circuit. Repair if necessary.
	Carry out a diagnostic check on the ABS system and the instrument panel. Repair if necessary.

AFTER REPAIR	Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF130 PRESENT OR STORED</p>	<p><u>INCORRECT CONFIGURATION OF THE INSTRUMENT PANEL</u></p>
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<p>NOTES</p>	<p>The fault is declared present when the ignition is switched on. Special features: if there is a fault stored check whether there are any other faults present and clear them.</p>
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Carry out an instrument panel configuration (see Section 83: "Instrument panel").

<p>AFTER REPAIR</p>	<p>Follow the instructions. Deal with any other possible faults. Clear the fault memory.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF132 PRESENT OR STORED	<u>MAIN BEAM HEADLIGHT RELAY CONTROL CIRCUIT</u> CC.1 : short circuit to +12 V
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NOTES	Vehicle fitted with running lights, rain sensor or light sensor Condition for applying the fault finding strategy to the stored fault. The fault is declared present following operation of the main beam headlights.
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With the ignition on, verify the presence of + 12 V at terminals **B3** and **B1** of the daytime running lights main relay.

If the relay is not supplied, check the presence of + 12 V at terminals **A3** and **A1** of the running lights side lights relay.

If there is no supply to **track A3** check the following connection:

track A3 \longrightarrow **fuse box**

(See wiring diagram of the vehicle concerned).

Repair if necessary.

If the running lights main relay is properly supplied, swap the running lights main relay with the running lights side lights relay. If the fault changes to stored, replace the relay.

If the fault is still present, check the insulation and continuity of the following connection:

track B2 \longrightarrow **track 5 UCH P203 15-track connector**

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF133 PRESENT OR STORED	<u>DIPPED BEAM HEADLIGHTS RELAY CONTROL CIRCUIT</u> CC.1 : short circuit to +12 V
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NOTES	Vehicle fitted with daytime running lights, rain sensor or light sensor Condition for applying the fault finding strategy to the stored fault. The fault is declared present following operation of the main beam headlights.
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With the ignition on, verify the presence of + 12 V at terminals **A3** and **A1** of the running lights dipped headlights relay.

If there is no supply to **track A3** check the following connection:

track A3 \longrightarrow **fuse box**

(See wiring diagram of the vehicle concerned).

Repair if necessary.

If the dipped beam running lights relay is properly supplied, swap the dipped beam relay with the side lights running lights relay. If the fault changes to stored, replace the relay.

If the fault is still present, check the insulation and continuity of the following connection:

track A2 \longrightarrow **track 11 UCH P201 40-track connector**

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF134 PRESENT OR STORED	<u>SIDE LIGHTS RELAY CONTROL CIRCUIT</u> CC.1 : short circuit to +12 V
--	---

NOTES	Vehicle fitted with running lights, rain sensor or light sensor Condition for applying the fault finding strategy to the stored fault. The fault is declared present following operation of the side lights control.
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With the ignition on, verify the presence of + 12V at terminals **A3** and **A1** of the running lights side lights relay.
If there is no supply to **track A3** check the following connection:

track A3 —————▶ **fuse box**

(See wiring diagram of the vehicle concerned).

Repair if necessary.

If the side lights running lights relay is properly supplied, swap the side lights relay with the dipped beam running lights relay. If the fault changes to stored, replace the relay.

If the fault is still present, check the insulation and continuity of the following connection:

track A2 —————▶ **track 1 UCH P201 40-track connector**

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF135 PRESENT OR STORED	<u>HEADLIGHT WASHER 1 RELAY CONTROL CIRCUIT</u> CC.1 : short circuit to +12 V
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NOTES	Vehicle fitted with daytime running lights or discharge bulbs. Application of the fault finding procedure to the stored fault. The fault is declared present with the lighting stalk in dipped or main beam position during operation of the windscreen washer for more than 0.5 seconds.
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Check the condition of the 20A direction indicator supply fuse (F33).

Check the connection and condition of the UCH P202 15-track connector and replace it if necessary.

Check the insulation and continuity of the connections:

P202 15-track connector track A5	—————▶	track B2 headlight washer 1 relay
fuse box (F33) 20A	—————▶	tracks B5 and B1 headlight washer relay

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF136 PRESENT OR STORED	<u>HEADLIGHT WASHER 2 RELAY CONTROL CIRCUIT</u> CC.1 : short circuit to +12 V
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NOTES	Vehicle fitted with daytime running lights or discharge bulbs. Application of the fault finding procedure to the stored fault. The fault is declared present with the lighting stalk in dipped or main beam position during operation of the windscreen washer for more than 0.5 seconds.
--------------	---

Check the condition of the 20A direction indicator supply fuse (F33).

Check the connection and condition of the UCH P202 15-track connector and replace it if necessary.

Check the insulation and continuity of the connections:

P202 15-track connector track A7	—————▶	track A2 headlight washer 2 relay
fuse box (F33) 20A	—————▶	tracks A5 and A1 headlight washer relay

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF138 PRESENT OR STORED	<u>RAIN SENSOR</u>
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NOTES	<p>Application of the fault finding procedure to the stored fault. Fault declared present with wiper stalk in intermittent position.</p> <p>Special note: service warning light (orange) comes on if the UCH does not detect the rain sensor. When the rain sensor is faulty, a fixed interval of 5 seconds is applied at low speed.</p>
--------------	---

Check the insulation, continuity and absence of interference resistance of the connections between:

fuse box F3 (15A)	—————▶	track 1 rain sensor
earth	—————▶	track 2 rain sensor
UCH P201 40 track connector track 13	—————▶	track 3 rain sensor

Repair if necessary.

AFTER REPAIR	<p>Follow the instructions. Deal with any other possible faults. Clear the fault memory.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF145 PRESENT OR STORED	<u>DOORS AND TAILGATE LOCKING WARNING LIGHT CIRCUIT</u> CC.0 : Short circuit to earth CC.1 : Short circuit to + 12 V
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NOTES	Condition for applying the fault finding strategy to the stored fault. The fault is declared present following the warning light command.
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Check that the doors and tailgate locking status indicator light **ET217 comes on** when central door locking is actuated.

Check the connection and condition of the UCH P201 40-track connector and replace it if necessary.

Check the insulation and continuity of the connections:

UCH P201 40 track connector track 15	→	track B3 electric door lock button
passenger compartment fuse box	→	track B2 electric door lock button

Repair if necessary.

AFTER REPAIR	Follow the instructions. Deal with any other possible faults. Clear the fault memory.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF146 PRESENT OR STORED	<u>INDICATOR SUPPLY</u>
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NOTES	None.
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Check the condition of the **15A (F22)** fuse for the direction indicator supply.

Check the connection and condition of the UCH P203 15-track connector and replace it if necessary.

Check the insulation and continuity of the connection between:

fuse box **(F22) 15A** \longrightarrow **track A1** P203 15-track connector

Repair if necessary.

AFTER REPAIR	Deal with any other possible faults. Clear the fault memory.
---------------------	---

FAULT FINDING - CONFORMITY CHECK

NOTES	<p>Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples.</p> <p>Test conditions: engine stopped, ignition on.</p>
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Order	Function	Parameter or state Check or action		Display and notes	Fault finding
1	Power supply	PR002:	battery voltage	12 < X < 12.5 volts	if there is a problem: carry out a fault finding test on the charging circuit.
		ET002:	+ 12 V after ignition	PRESENT	in the event of a problem: consult the fault finding procedure for state ET002
		ET001:	+ 12 V accessories	PRESENT	None.
		ET242:	engine running	NO	None.
2	Lighting	ET020:	side lights control	ACTIVE during side lights control	if INACTIVE: consult the fault finding procedure for state ET020
		ET029:	right indicator control	ACTIVE during right indicator control	if INACTIVE: consult the fault finding procedure for state ET029
		ET028:	left indicator control	ACTIVE during left indicator control	if INACTIVE: consult the fault finding procedure for state ET028
		ET022:	hazard warning lights control	ACTIVE during hazard lights control	if INACTIVE: consult the fault finding procedure for state ET022
		ET231:	low light detection	NO	in the event of a problem: consult the fault finding procedure for state ET231

FAULT FINDING - CONFORMITY CHECK

NOTES	<p>Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples. Test conditions: engine stopped, ignition on.</p>
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Order	Function	Parameter or state Check or action		Display and notes	Fault finding
3	Windscreen wiper	ET032:	windscreen washer control	ACTIVE during windscreen washer control	if INACTIVE: consult the fault finding procedure for state ET032
		ET035:	windscreen wiper timer	ACTIVE with windscreen wiper control in intermittent position	if INACTIVE: consult the fault finding procedure for state ET035
		ET005:	windscreen wiper park position	ACTIVE with windscreen wiper control in intermittent position during each pause of the windscreen wipers	in the event of a problem: perform the fault finding procedure on windscreen wiper park position fault DF119
		ET051:	windscreen wiper low speed control	ACTIVE with windscreen wiper control in low speed position	if INACTIVE: consult the fault finding procedure for state ET051
		ET052:	windscreen wiper high speed control	ACTIVE with windscreen wiper control in high speed position	if INACTIVE: consult the fault finding procedure for state ET052

FAULT FINDING - CONFORMITY CHECK

NOTES	<p>Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples.</p> <p>Test conditions: engine stopped, ignition on.</p>
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Order	Function	Parameter or state Check or action		Display and notes	Fault finding
3	Wipers (continued)	ET031:	rear screen washer control	ACTIVE during rear screen washer control	if INACTIVE: consult the fault finding procedure for state ET031
		ET036:	rear screen wiper intermittent facility	ACTIVE with rear screen wiper control in intermittent position	if INACTIVE: consult the fault finding procedure for state ET036
4	Doors and tailgate	ET192:	front door	OPEN when front door is open	in the event of a problem: consult the fault finding procedure for state ET192
		ET111:	rear door	OPEN when rear door is open	in the event of a problem: consult the fault finding procedure for state ET111
		ET240:	luggage compartment open	YES when luggage compartment is open	in the event of a problem: consult the fault finding procedure for state ET240
		ET217:	doors and tailgate locking warning light	ON when doors and tailgate are locked OFF when doors and tailgate are unlocked	in the event of a problem: consult the fault finding procedure for state ET217

FAULT FINDING - CONFORMITY CHECK

NOTES	<p>Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples.</p> <p>Test conditions: engine stopped, ignition on.</p>
--------------	---

Order	Function	Parameter or state Check or action		Display and notes	Fault finding
4	Doors and tailgate (continued)	ET010:	valid radio frequency key	YES state during locking or unlocking of the vehicle by remote control.	in the event of a problem: consult the fault finding procedure for state ET010
		ET193:	RF frame received	YES state during locking or unlocking of the vehicle by remote control.	in the event of a problem: consult the fault finding procedure for state ET193
		ET012:	source of last doors and tailgate command	TRF during locking with the remote control CPE during locking using the central door locking switch	None
		ET105:	last doors and tailgate command	UNLOCKING LOCKING	None
5	Speed	PR001:	vehicle speed	X in Km/ h	in the event of a problem: perform the fault finding procedure on incorrect vehicle speed fault DF129
6	Switch	ET008:	heated rear screen button	ACTIVATED when the rear screen heater is activated	in the event of a problem: consult the fault finding procedure for state ET008
		ET245:	driver's window lift push button	LOWERING RAISING HALTED	in the event of a problem: consult the fault finding procedure for state ET245

FAULT FINDING - CONFORMITY CHECK

NOTES	<p>Only perform this conformity check after a complete check with the diagnostic tool. The values indicated in this conformity check are given as examples.</p> <p>Test conditions: engine stopped, ignition on.</p>
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Order	Function	Parameter or state Check or action		Display and notes	Fault finding
6	Switch (continued)	ET244:	passenger window lift push button	LOWERING RAISING HALTED	in the event of a problem: consult the fault finding procedure for state ET244
		ET141:	reverse gear engaged	YES NO	in the event of a problem: consult the fault finding procedure for state ET141

FAULT FINDING -INTERPRETATION OF STATES

ET002	<u>+ 12 V AFTER IGNITION</u>
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ET002 INACTIVE, ignition on

Check the passenger compartment fuse.
Use a multimeter to check the presence of + 12 V at the fuse holder with the ignition on.
Repair if necessary.

Use a multimeter to check the presence of + 12 V on track 33 of the UCH 40-track connector with the ignition on.
If the voltage is present, replace the UCH.

If there is no voltage, verify continuity and insulation from earth between **track 33 of the UCH P201 40-track connector and fuse F21 (SA) in the passenger compartment fuse box.**
Repair if necessary.

ET002 ACTIVE ignition off

Use a multimeter to check the absence of + 12 V in the passenger compartment fuse holder with the ignition off.
Repair if necessary.

If the voltage is absent, replace the UCH.

AFTER REPAIR

Repeat the fault finding procedure on the system.
Deal with any other possible faults.
Erase the stored faults.

FAULT FINDING -INTERPRETATION OF STATES

ET008	<u>REAR DE-ICING SWITCH</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Activate the heated rear screen and check that the heated rear screen state button is ACTIVATED.</p>
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ET008 HALT button activated

Check fuse F30 (30A) for the heated rear screen.
Replace it if necessary.

Check the connection and status of the connector for the heated screen button.
Replace it if necessary.

With the button pressed, use a multimeter to check for the presence of an earth on **track 35** of the UCH P201 40-track connector.
Repair if necessary.

If there is no voltage, verify continuity and insulation between **track 35** of the P201 40 track connector and the heated screen button.
Repair if necessary.

Replace the de-icing switch.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET010	<u>VALID RADIO FREQUENCY KEY</u>
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NOTES	<p>Check that no fault is present. State declared is YES when the remote control is pressed. If the state is declared to be NO switch the after ignition feed off and on again, and retry with another key belonging to the vehicle.</p>
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If ET010 stays at NO: when the remote control is pressed

Resynchronise the keys by switching on the after ignition feed.

If the problem persists and if **ET193 RF FRAME RECEIVED** state is shown as **YES**, replace the keys.
 If the problem persists, replace the UCH.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET020	<u>SIDE LIGHTS CONTROL</u>
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NOTES	<p>Only on high-end UCH. There must be no faults present or stored. Activate the side lights control. The state must be ACTIVE.</p>
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ET020 INACTIVE	<p>Check the connection and condition of the light stalk connector. Replace it if necessary.</p>
	<p>Check the connection and condition of the UCH P201 40-track connector. Replace the connector if necessary.</p>
	<p>Check the continuity and insulation of the following connection: UCH P201 40-track connector track 26 \longrightarrow lighting stalk track B1 Repair if necessary.</p>

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET022	<u>HAZARD WARNING LIGHTS CONTROL</u>
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NOTES	There must be no faults present or stored. Activate the hazard warning light control. The state must be ACTIVE .
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ET022 INACTIVE	Check the F22 (15A) fuse for the indicator supply. Replace it if necessary.
	Check the connection and condition of the connector of the hazard warning light switch. Replace the connector if necessary.
	Check the continuity of the following connection: hazard warning lights switch track 2 → earth Repair if necessary.
	Check the connection for continuity, insulation and absence of interference resistance: hazard warning lights switch track 3 → track 29 of the UCH P201 40-track connector Repair if necessary.
	Check the operation of the hazard warning lights control.

AFTER REPAIR	Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.
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FAULT FINDING -INTERPRETATION OF STATES

ET023	<u>DIPPED HEADLIGHTS CONTROL</u>
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NOTES	<p>Only on high-end UCH. There must be no faults present or stored. Activate the dipped headlights control. The state must be ACTIVE.</p>
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ET023 INACTIVE	<p>Check the connection and condition of the light stalk connector. Replace it if necessary.</p>
	<p>Check the connection and condition of the UCH P201 40-track connector. Replace it if necessary.</p>
	<p>Check the continuity and insulation of the following connection: UCH P201 40-track connector track 2 \longrightarrow lighting stalk track B4 Repair if necessary.</p>

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET024	<u>MAIN BEAM HEADLIGHT CONTROL</u>
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NOTES	<p>Only on high-end UCH. There must be no faults present or stored. Activate the side lights control. The state must be ACTIVE.</p>
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ET024 INACTIVE	<p>Check the connection and condition of the light stalk connector. Replace it if necessary.</p> <p>Check the connection and condition of the UCH P201 40-track connector. Replace it if necessary.</p> <p>Check the continuity and insulation of the following connection: UCH P201 40-track connector track 12 → stalk track B7 Repair if necessary.</p>
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AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET028 ET029	<u>LH DIRECTION INDICATOR SWITCH</u> <u>RH DIRECTION INDICATOR SWITCH</u>
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NOTES	There must be no faults present or stored. Switch on the ignition. Operate the left or right direction indicator. The state must be ACTIVE .
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ET028 or ET029 INACTIVE	Check the F22 (15A) fuse for the direction indicator supply. Replace it if necessary.
	Check the connection and condition of the indicator stalk connector. Replace the connector if necessary.
	Check the continuity of the following connection: direction indicator stalk track A6 \longrightarrow earth Repair if necessary.
	Disconnect the UCH P201 40-track connector with the left or right direction indicator in operation. Check the continuity and insulation of the following connections: right indicator stalk track A5 \longrightarrow track 28 UCH P201 40-track connector left indicator stalk track A7 \longrightarrow track 27 UCH P201 40-track connector Repair if necessary.

AFTER REPAIR	Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.
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FAULT FINDING - INTERPRETATION OF STATES

ET031	<u>REAR SCREEN WASHER CONTROL</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Put the windscreen wiper stalk in the rear screen wash position. The state must be ACTIVE.</p>
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ET031 INACTIVE	<p>Check the fuses F13 (20A). Replace it if necessary.</p>									
	<p>Check the connection and condition of the windscreen wiper stalk connector. Replace the connector if necessary.</p>									
	<p>Check the continuity and insulation of the following connections:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">UCH P201 40-track connector track 24</td> <td style="width: 5%; text-align: center;">→</td> <td>wiper stalk track B1</td> </tr> <tr> <td>earth</td> <td style="text-align: center;">→</td> <td>wiper stalk track B5</td> </tr> <tr> <td>+ after ignition</td> <td style="text-align: center;">→</td> <td>wiper stalk tracks B4 and A7</td> </tr> </table> <p>Repair if necessary.</p>	UCH P201 40-track connector track 24	→	wiper stalk track B1	earth	→	wiper stalk track B5	+ after ignition	→	wiper stalk tracks B4 and A7
UCH P201 40-track connector track 24	→	wiper stalk track B1								
earth	→	wiper stalk track B5								
+ after ignition	→	wiper stalk tracks B4 and A7								
	<p>Check the correct operation of the washer pump, in particular the continuity and insulation of the following connections:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">pump track 2</td> <td style="width: 5%; text-align: center;">→</td> <td>track A4 wiper stalk</td> </tr> <tr> <td>pump track 1</td> <td style="text-align: center;">→</td> <td>track B1 wiper stalk</td> </tr> </table> <p>Repair if necessary.</p>	pump track 2	→	track A4 wiper stalk	pump track 1	→	track B1 wiper stalk			
pump track 2	→	track A4 wiper stalk								
pump track 1	→	track B1 wiper stalk								

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING - INTERPRETATION OF STATES

ET032	<u>WINDSCREEN WASH CONTROL</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Put the windscreen wiper stalk in the rear screen wash position. The state must be ACTIVE.</p>
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ET032 INACTIVE	<p>Check the F4 20A fuses. Replace it if necessary.</p>									
	<p>Check the connection and condition of the windscreen wiper stalk connector. Replace it if necessary.</p>									
	<p>Check the continuity and insulation of the following connections:</p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 5px;">UCH P201 40-track connector track 25</td> <td style="text-align: center; padding: 5px;">→</td> <td style="padding: 5px;">wiper stalk track A4</td> </tr> <tr> <td style="padding: 5px;">earth</td> <td style="text-align: center; padding: 5px;">→</td> <td style="padding: 5px;">wiper stalk track B5</td> </tr> <tr> <td style="padding: 5px;">+ after ignition</td> <td style="text-align: center; padding: 5px;">→</td> <td style="padding: 5px;">wiper stalk tracks B4 and A7</td> </tr> </table> <p>Repair if necessary.</p>	UCH P201 40-track connector track 25	→	wiper stalk track A4	earth	→	wiper stalk track B5	+ after ignition	→	wiper stalk tracks B4 and A7
UCH P201 40-track connector track 25	→	wiper stalk track A4								
earth	→	wiper stalk track B5								
+ after ignition	→	wiper stalk tracks B4 and A7								
	<p>Check the correct operation of the washer pump, in particular the continuity and insulation of the following connections:</p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 5px;">pump track 2</td> <td style="text-align: center; padding: 5px;">→</td> <td style="padding: 5px;">track A4 wiper stalk</td> </tr> <tr> <td style="padding: 5px;">pump track 1</td> <td style="text-align: center; padding: 5px;">→</td> <td style="padding: 5px;">track B1 wiper stalk</td> </tr> </table> <p>Repair if necessary.</p>	pump track 2	→	track A4 wiper stalk	pump track 1	→	track B1 wiper stalk			
pump track 2	→	track A4 wiper stalk								
pump track 1	→	track B1 wiper stalk								

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET034	<u>POSITION OF PASSENGER SIDE ELECTRIC WINDOW BUTTON</u>
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NOTES	<p>Only on high-end UCH.</p> <p>There must be no faults present or stored. Switch on the ignition. When the Raise button is pressed the state must be RAISE. When the Lower button is pressed the state must be LOWER. When there is no operation of the electric window button the state must be RELEASED.</p>
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Check the connection and condition of the UCH P201 40-track connector.
Replace it if necessary.

Check the connection and condition of the electric window switch connector.
Replace it if necessary.

Check the continuity and insulation of the following connections:

UCH 40-track connector track 3	→	track A3 electric window switch connector
UCH 40-track connector track 4	→	track B1 electric window switch connector
earth	→	track A2 electric window switch connector

Repair if necessary.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET035	<u>WINDSCREEN WIPER TIMER</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Put the wiper stalk in the intermittent wipe position. The state must be ACTIVE.</p>
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ET035 INACTIVE	<p>Check the F4 20A fuses. Replace it if necessary.</p>								
	<p>Check the connection and condition of the wiper stalk connector. Replace it if necessary.</p>								
	<p>Check the continuity and insulation of the following connections:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">UCH P201 40-track connector track 6</td> <td style="width: 5%; text-align: center;">→</td> <td style="width: 35%;">wiper stalk track A6</td> </tr> <tr> <td>earth</td> <td style="text-align: center;">→</td> <td>wiper stalk track B5</td> </tr> <tr> <td>+ after ignition</td> <td style="text-align: center;">→</td> <td>wiper stalk tracks B4 and A7</td> </tr> </table> <p>Repair if necessary.</p>	UCH P201 40-track connector track 6	→	wiper stalk track A6	earth	→	wiper stalk track B5	+ after ignition	→
UCH P201 40-track connector track 6	→	wiper stalk track A6							
earth	→	wiper stalk track B5							
+ after ignition	→	wiper stalk tracks B4 and A7							

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET036	<u>REAR SCREEN WIPER INTERMITTENT WIPE</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Engage reverse gear and operate the wiper (low speed, high speed or intermittent wiper). The state must be ACTIVE.</p>
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ET036 INACTIVE	<p>Check the F13 fuse (20A). Replace it if necessary.</p>
	<p>Check the + after ignition feed of the stalk: at tracks A7 and B4. Repair if necessary.</p>
	<p>Check the continuity and insulation of the following connections:</p> <p style="margin-left: 40px;"> UCH P201 40-track connector track 34 \longrightarrow stalk track B2 UCH P201 40-track connector track 16 \longrightarrow rear screen wiper motor track 2 </p> <p>Repair if necessary.</p>

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET051	<u>WINDSCREEN WIPER LOW SPEED CONTROL</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Switch the wiper stalk to the low speed position: the state should be ACTIVE</p>
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ET051 INACTIVE	<p>Check the F4 20A fuses. Repair if necessary.</p>
	<p>Check the + after ignition feed of the stalk: at tracks A7 and B4. Repair if necessary.</p>
	<p>Check the continuity and insulation of the following connection: UCH P201 40-track connector track 22 \longrightarrow stalk track A2 Repair if necessary.</p>

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET052	<u>WINDSCREEN WIPER HIGH SPEED CONTROL</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. Switch the wiper stalk to the high speed position: the state should be ACTIVE.</p>
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ET052 INACTIVE	<p>Check the F4 20A fuses. Repair if necessary.</p>
	<p>Check the + after ignition feed of the stalk: at tracks A7 and B4. Repair if necessary.</p>
	<p>Check the continuity and insulation of the following connection: UCH P201 40-track connector track 21 \longrightarrow stalk track A1 Repair if necessary.</p>

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET141	<u>REVERSE GEAR ENGAGED</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. With reverse gear engaged the state must be ACTIVE.</p>
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Manual gearbox	<p>Check the connection and condition of the UCH P201 40-track connector. Replace the connector if necessary.</p>
	<p>Check the continuity and insulation of the following connection: UCH P201 40-track connector track 32 \longrightarrow gear lever switch Repair if necessary.</p>

Automatic gearbox	<p>Carry out a multiplex network fault finding procedure (see Section 88: Multiplex network harness).</p>
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AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET192 ET111	<u>FRONT DOORS</u> <u>REAR DOORS</u>
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NOTES	Check that no fault is present. Open the front and rear doors.
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Check that for each open door the corresponding state is active and for each closed door the corresponding state is inactive.

Check the connection of the door harness and the passenger compartment harness and the continuity and insulation between:

the lock concerned and the UCH

the lock concerned and earth

Repair if necessary (see wiring diagram of the vehicle concerned).

Open the door, disconnect the lock and close the lock.

Check the continuity between the earth input track and the UCH track.

Pull the handle to open the lock and check that there is no longer continuity between the earth input track and the UCH track.

In the event of a fault, replace the lock.

Check that the lock is fitted into the striker properly.

AFTER REPAIR	Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.
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FAULT FINDING -INTERPRETATION OF STATES

ET193	<u>RF FRAME RECEIVED</u>
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NOTES	<p>Check that no fault is present. State declared is YES when the remote control is pressed. If the state is declared as NO switch the after ignition feed off and on again, then retry using another key belonging to the vehicle.</p>
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ET193 NO: when the remote control unit is operated.

Press the remote control button of another vehicle in the same family (CLIO II 07/01> or TRAFIC 09/01>) or blank key: Check that the state changes to **YES** when it is pressed.
if **state YES**, replace the remote control of the vehicle being serviced.
if **state NO**, replace **the UCH**.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET217	<u>DOORS AND TAILGATE LOCKING INDICATOR LIGHT</u>
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NOTES	<p>There must be no faults present or stored. Get in the vehicle and lock the doors using the electric door lock button.</p>
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Verify that when the electric door lock button is pressed that the corresponding state is ON; if the state remains OFF, check the insulation, continuity and absence of interference resistance of the following connections:

UCH P201 40 track connector track 15	→	track B3 door locking button
fuse box F21 (5A)	→	track B2 door locking button

Repair if necessary.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET231	<u>LOW</u>
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NOTES	<p>Only on high-end UCH. There must be no faults present or stored. The rain and light sensors are not separable. Switch on the ignition. When the light level is low the state must be YES. Switch a light on in front of the light sensor: the state must change to NO.</p>
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Check the **F3 (15A)** fuse.
Repair if necessary.

Check the operation of the rain sensor by pouring water in front of it, with automatic intermittent wipe activated.
If the windscreen wipers come on, replace the sensor.

Verify the after ignition feed to the rain sensor at track **A2**.
Repair if necessary.

Check the continuity and insulation of the following connections:

UCH P201 40 track connector track 13	→	rain sensor track B2
earth	→	rain sensor track A3

Repair if necessary.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET240	<u>LUGGAGE COMPARTMENT OPEN</u>
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NOTES	<p>There must be no faults present or stored.</p> <p>Open the luggage compartment, the luggage compartment open state must be YES.</p> <p>Close the luggage compartment, the luggage compartment open state must be NO.</p>
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Check that for each open door the corresponding state is active and for each closed door the corresponding state is inactive.

Check the connection of the rear harness and the passenger compartment harness.
Check the connection of the luggage compartment harness and the rear harness and the continuity and insulation between:

the luggage compartment lock **track 1** \longrightarrow **track 39** UCH P201 40-track connector
the luggage compartment lock **track 2** \longrightarrow **earth**

Repair if necessary (see wiring diagram of the vehicle concerned).

Open the luggage compartment, disconnect the lock and close it.
Verify continuity between the earth input **track 2** and **track 1** of the UCH.
Pull the handle to open the lock and check that there is no longer continuity between the earth input track and the UCH track.
In the event of a fault, replace the lock.

Check that the lock catches in the striker properly.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system.</p> <p>Deal with any other possible faults.</p> <p>Erase the stored faults.</p>
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FAULT FINDING -INTERPRETATION OF STATES

ET245	<u>POSITION OF DRIVER SIDE ELECTRIC WINDOW BUTTON</u>
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NOTES	<p>There must be no faults present or stored. Switch on the ignition. When the Raise button is pressed the state must be RAISE. When the Lower button is pressed the state must be LOWER. When there is no operation of the electric window button the state must be RELEASED.</p>
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Check the connection and condition of the electric window switch connector.
Replace the connector if necessary.

Check the connection and condition of the UCH P201 40-track connector.
Replace it if necessary.

Check the continuity and insulation of the following connections:

UCH 40-track connector track 37	→	track 5 electric window switch white connector
UCH 40-track connector track 38	→	track 6 electric window switch black connector
earth	→	track 4 electric window switch black connector

Repair if necessary.

AFTER REPAIR	<p>Repeat the fault finding procedure on the system. Deal with any other possible faults. Erase the stored faults.</p>
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FAULT FINDING - CUSTOMER COMPLAINTS

NOTES

These customer complaints should only be investigated after a complete check has been run using the diagnostic tool.

No dialogue with the UCH

CHART 1

Lights

direction indicators do not operate CHART 2

side lights do not operate CHART 3

dipped beam headlights do not operate CHART 4

main beam headlights do not operate CHART 5

front fog lights do not operate CHART 6

rear fog lights do not operate CHART 7

Wipers, washers, de-icing

low speed windscreen wipers do not operate CHART 8

high speed windscreen wipers do not operate CHART 9

rear screen wiper does not operate CHART 10

rear screen de-icing does not operate CHART 11

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 1	No dialogue with the UCH
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NOTES	None.
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Try the diagnostic tool on another vehicle.

Check:

- The connection between the diagnostic tool and the diagnostic socket (wiring in good condition),
- the engine and passenger compartment fuses.

Check for the presence of **+ 12 volts before ignition** on **track 16**, **+ 12 volts after ignition** on **track 1** and an **earth** on **tracks 4 and 5** of the diagnostic socket.
Repair if necessary.

Check the computer connections.

Connect the bornier and check the **insulation, continuity and absence of interference resistance** of the following connections:

UCH P201 40-track connector track 7	→	fuse box
UCH P202 15-track connector track B6	→	earth
UCH P201 40-track connector track 18	→	track 7 of the diagnostic socket (line K)

Repair if necessary.

AFTER REPAIR	Check the operation of the system.
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DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 2	Direction indicators do not operate
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NOTES	Only consult this customer complaint after a complete check using the diagnostic tool. Check the bulbs.
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Check the condition of the fuses and change them if necessary.

Activate the hazard warning light control and check that state **ET022 hazard warning lights control** is active; if not refer to the section on how to deal with this state.

Activate the right-hand or left-hand direction indicators and check that the right-hand direction indicator switch and left-hand direction indicator switch states **ET228** and **ET229** are active.

If not, refer to the section about these states.

Check the condition of the UCH P203 15-track connector.
Replace it if necessary.

Check the continuity of the following connections:

UCH P203 15-track connector **track A2**  **LH indicator**
UCH P203 15-track connector **track A3**  **RH indicator**

Repair if necessary.

AFTER REPAIR	Check the operation of the system.
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DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 3	Side lights do not operate
NOTES	<p>Only consult this customer complaint after a complete check using the diagnostic tool. Check the bulbs. Check the type of UCH installed in the vehicle (relayed or non-relayed lighting).</p>
High-end UCH with relay-controlled lighting	<p>Activate the side lights control and check that state ET020 side lights control is active; if not refer to the section on how to deal with this state.</p> <p>Check fuses F26 (10A) and F27 (10A) for the side lights supply. Replace them if necessary.</p> <p>Check the continuity of the connection: <div style="display: flex; justify-content: space-between; align-items: center; margin-left: 40px;"> lighting stalk track B1 —————▶ track 26 UCH P201 40-track connector </div> Repair if necessary</p> <p>Activate command AC100 side lights relay. Listen to check that the relay operates correctly.</p>
YES	<p>Check the continuity of the following connections: <div style="display: flex; justify-content: space-between; align-items: center; margin-left: 40px;"> side lights running lights relay track A5 —————▶ fuse box F26 and F27 </div> <div style="display: flex; justify-content: space-between; align-items: center; margin-left: 40px;"> fuse box F26 and F27 —————▶ side lights harness </div> See wiring diagram for the vehicle concerned. Repair if necessary.</p>
NO	<p>Check the continuity of the following connection: <div style="display: flex; justify-content: space-between; align-items: center; margin-left: 40px;"> UCH P201 40 track connector track 1 —————▶ track A2 running lights side lights relay </div> Repair if necessary.</p> <p>Check that the relay is functioning correctly.</p>
AFTER REPAIR	<p>Check the operation of the system.</p>

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 3
CONTINUED

NOTES

Only consult this customer complaint after a complete check using the diagnostic tool.
Check the bulbs.

Basic UCH
with non-
relayed
controlled
lighting

Check fuses **F26 (10A)** and **F27 (10A)** for the side lights supply.
Replace them if necessary.

Check the continuity connections between:

lighting stalk track B1	————▶	fuse box F26 and F27
fuse box F26 and F27	————▶	side lights harness

See wiring diagram for the vehicle concerned.

Repair if necessary.

AFTER REPAIR

Check the operation of the system.

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 4
CONTINUED

NOTES

Only consult this customer complaint after a complete check using the diagnostic tool.
Check the bulbs.

Basic UCH
with non-relay
controlled
lighting

Check the dipped headlights supply fuses **F9 (10A) and F10 (10A)**.
Replace them, if necessary.

Check the continuity connections between:

lighting stalk track B4	→	fuse box F9 and F10
fuse box F9 and F10	→	side lights harness

See wiring diagram for the vehicle concerned.

Repair if necessary.

AFTER REPAIR

Check the operation of the system.

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 5
CONTINUED

NOTES

Only consult this customer complaint after a complete check using the diagnostic tool.
Check the bulbs.

Basic UCH
with non-relay
controlled
lighting

Check fuses **F11 (10A) and F12 (10A)** for the main beam headlights supply.
Replace it if necessary.

Check the continuity connections between:

lighting stalk track B7	→	fuse box F11 and F12
fuse box F11 and F12	→	main beam headlight harness

See wiring diagram for the vehicle concerned.

Repair if necessary.

AFTER REPAIR

Check the operation of the system.

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 6

Front fog lights do not operate

NOTES

Only consult this customer complaint after a complete check using the diagnostic tool.
Check the bulbs.

Check fuse **F18 (20A)** and replace if necessary.

Front fog lights activated.
Verify the after ignition feed to the front fog light relay at **track A1**.
Repair if necessary.

Check the continuity and insulation of the following connections:

earth	————▶	track A2 front fog light relay
fuse supply (F18)	————▶	track A3 front fog light relay
front fog lights	————▶	track A5 front fog light relay

Replace the relay if necessary.

AFTER REPAIR

Check the operation of the system.

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 7	Rear fog lights do not operate
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NOTES	Only consult this customer complaint after a complete check using the diagnostic tool. Check the bulbs.
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Check fuse **F23 (15A)** and replace if necessary.

Check the continuity and insulation of the following connections:

lighting stalk track A3	→	fuse box F23
fuse box F23	→	rear fog lights

Repair if necessary.

AFTER REPAIR	Check the operation of the system.
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PROGRAM No.: 3.9
AND 4.0 VDIAG No.: 04

DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 8	Low speed windscreen wipers do not operate
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NOTES	Check the fault. Only consult this customer complaint after a complete check using the diagnostic tool.
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Switch on the ignition.
 Activate command **AC064 low speed windscreen wipers** and check operation of the windscreen wipers.
 Does the windscreen wiper operate?

YES	Check the + after ignition feed to the stalk, track A7 . Repair if necessary.
	Check the continuity and insulation of the following connection: lighting stalk track A2 → track 22 UCH P201 40-track connector Repair if necessary.

NO	Check fuse F4 (20A) . Repair if necessary.
	Check the + after ignition feed to the stalk: at tracks A7 and B4 . Repair if necessary.
	Verify the after ignition feed at track A4 UCH P202 15-track connector. Repair if necessary.
	Check the continuity and insulation of the following connection: lighting stalk track A2 → track 22 UCH P201 40-track connector Repair if necessary.
	Check the continuity and insulation of the following connections: UCH P203 15-track connector track A9 → track 3 windscreen wiper motor earth → track 5 windscreen wiper motor Repair if necessary.
	Check that the motor operates correctly.
	Check that the wiper mechanism and motor are not jammed. Repair if necessary.

AFTER REPAIR	Check the operation of the system.
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DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 9	Windscreen wipers do not operate at high speed
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NOTES	Confirm the fault. Only consult this customer complaint after a complete check using the diagnostic tool.
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Activate command **AC065 high speed windscreen wipers** and check operation of the windscreen wipers.
Does the windscreen wiper operate?

YES	Check the + after ignition feed to the stalk: at track A7 . Repair if necessary.
	Check the continuity and insulation of the following connection: lighting stalk track A1 → track 21 UCH P201 40-track connector Repair if necessary.
NO	Check fuse F4 (20A) . Repair if necessary.
	Check the + after ignition feed to the stalk: at tracks A7 and B4 . Repair if necessary.
	Check the after ignition feed to track A4 UCH P202 15-track connector. Repair if necessary.
	Check the continuity and insulation of the following connection: lighting stalk track A1 → track 21 UCH P201 40-track connector Repair if necessary.
	Check the continuity and insulation of the following connections: UCH P202 15-track connector track A1 → track 4 windscreen wiper motor earth → track 5 windscreen wiper motor Repair if necessary.
	Check that the motor operates correctly.
	Check that the wiper mechanism and motor are not jammed. Repair if necessary.

AFTER REPAIR	Check the operation of the system.
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DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 10	Rear screen wiper does not operate.
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NOTES	Confirm the fault. Only consult this customer complaint after a complete check using the diagnostic tool.
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Switch on the ignition.
 Activate command **AC029 rear screen wiper** and check operation of the rear windscreen wiper.
 Does the windscreen wiper operate?

YES	Check the + after ignition feed to the stalk, at track B4 . Repair if necessary.
	Check the continuity and insulation of the following connection: lighting stalk track B2 —————▶ track 34 UCH P201 40-track connector Repair if necessary.
NO	Check the F3 (15A) fuse. Repair if necessary.
	Check the + after ignition feed to the stalk: at tracks A7 and B4 . Repair if necessary.
	Verify the after ignition feed at track A2 UCH P202 15-track connector. Repair if necessary.
	Check the continuity and insulation of the following connection: lighting stalk track B2 —————▶ track 34 UCH P201 40-track connector Repair if necessary.
	Check the continuity and insulation of the following connections: UCH P203 15-track connector track A8 —————▶ track 1 rear wiper motor earth —————▶ track 3 rear wiper motor Repair if necessary.
	Check that the motor operates correctly.
	Check that the wiper mechanism and motor are not jammed. Repair if necessary.

AFTER REPAIR	Check the operation of the system.
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DIAGNOSTICS - DIAGNOSTIC CHARTS

CHART 11

HEATED REAR SCREEN DOES NOT OPERATE

NOTES

Only consult this customer complaint after a complete check using the diagnostic tool.

Activate the heated rear screen control.
And check that state **ET008 heated rear screen button is activated**.
If not, refer to the section dealing with this state.

Check fuse **F30 (30A)**.
Repair if necessary.

Activate the **AC043 heated rear screen** command.
Can you hear the relay operate correctly?

YES

Check the continuity and insulation of the following connections:

UCH P203 15-track connector **track B2** → heated rear screen
earth → heated rear screen

Repair if necessary.

NO

Replace the UCH.

AFTER REPAIR

Check the operation of the system.

FAULT FINDING - INTRODUCTION

This document contains the general fault finding procedures applicable all the BOSCH AB8.2E AIRBAG computers with VDIAG 10 fitted to Clio II V6 phase II vehicles.

In order to implement fault finding on this system, it is essential to have the following items available:

- The wiring diagram of the function for the vehicle concerned,
- the tools listed under the heading Special tooling required.

GENERAL APPROACH TO FAULT FINDING:

- Use one of the fault finding tools to identify the system fitted to the vehicle (read the computer group, the program number, the Vdiag, etc.).
- Locate the Fault finding documents corresponding to the system identified.
- Take note of information contained in the introductory sections.
- Read the faults stored in the computer memory and use the Interpretation of faults section of the documents.
Reminder: each fault is interpreted for a particular type of storage (fault present, fault stored in memory, fault present or stored). The checks defined for dealing with each fault are therefore only to be performed if the fault declared by the diagnostic tool is interpreted in the document for its type of storage. The storage type should be considered when using the diagnostic tool after the ignition has been switched off and switched back on.
If a fault is interpreted when it is declared as stored, the conditions for applying fault finding appear in the NOTES box. If the conditions are not satisfied, use the fault finding strategy to check the circuit of the faulty part since the fault is no longer present on the vehicle. Perform the same operation when a fault is declared as stored by the diagnostic tool but is only interpreted in the documentation as a present fault.
- Carry out the conformity check (appearance of possible faults not yet identified by the system's self diagnostic procedure) and implement the relevant fault finding strategies according to the results.
- Confirm the repair (disappearance of the fault reported by the customer).
- Use the fault finding strategy for each Customer complaint if the fault is still present.

Special tooling required for operations on the airbag and seat belt pretensioner systems:

- Diagnostic tools (except XR 25).
- Adaptors and borniers kit for use with the "Checking airbags and pretensioners electrical harnesses" function of CLIP and NXR tools or the latest update of XRBAG containing the new **B54 50-track** adaptor, the **Elé. 1617 8-track** adaptor, the **10-track** rotary switch adaptor.
- Multimeter.
- **Modifying the series of new airbag ignition module connectors entails modifying the dummy ignition module.**

LOCAL MODIFICATION OF THE DUMMY IGNITION MODULE:

- Remove the ignition module from its red support and remove one of the two brown locking notches.

FAULT FINDING - INTRODUCTION

Reminders:

During operations on the airbag/seat belt pretensioner systems it is vital that you lock the computer using the diagnostic tool to prevent any risk of accidental triggering (all the ignition lines will be disabled). The locked mode is signalled when the instrument panel warning light comes on.

Without the diagnostic tool, switch off the ignition and remove the supply fuse from the system, then wait at least 2 seconds for the power reserve capacity to discharge.

Never measure the airbag or pretensioner ignition lines with any device other than the XRBAG or by the "Airbag and pretensioner wiring harness check" function on the CLIP and NXR tools.

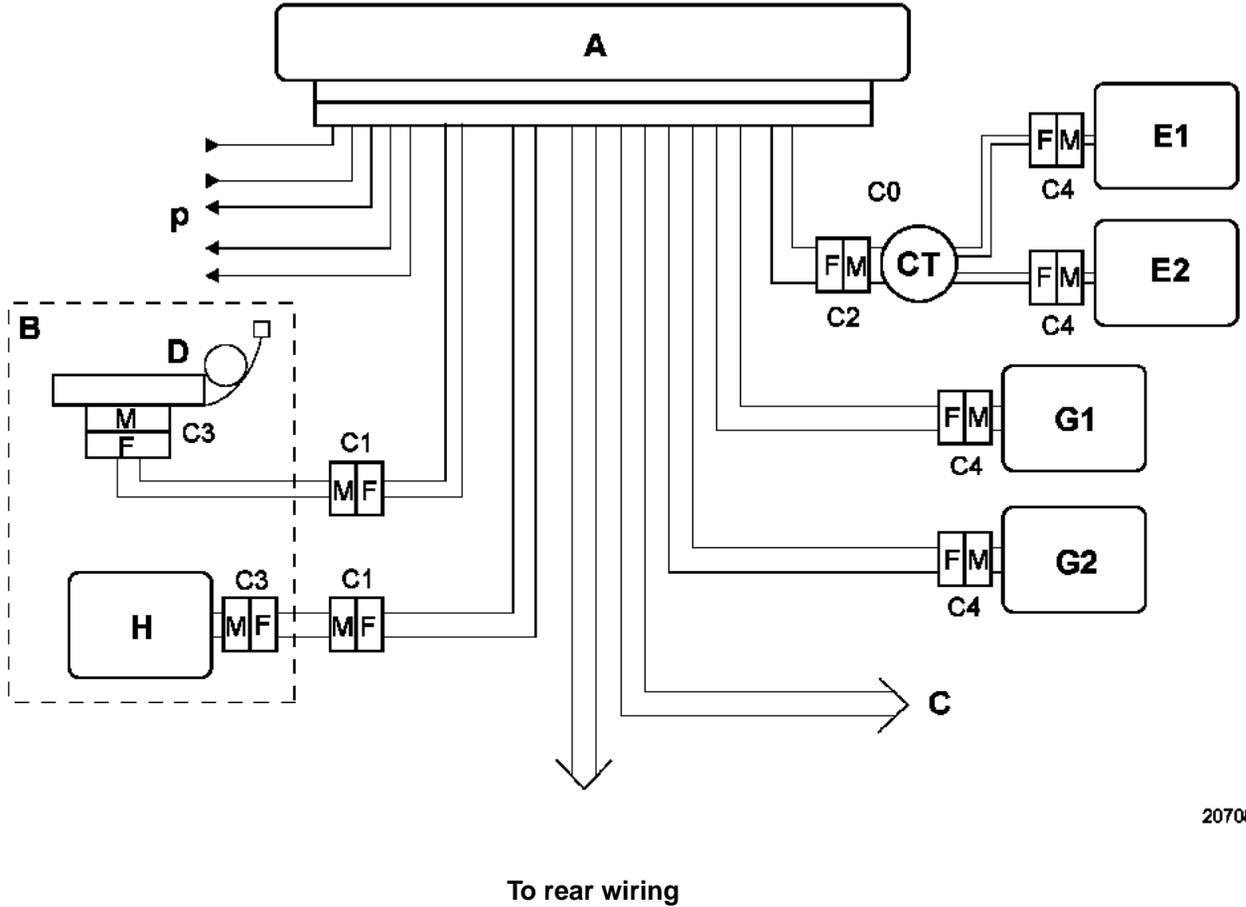
Before using a dummy ignition module, ensure that its resistance is between 1.8 and 2.5 ohms.

Ensure during the operation that the voltage supply to the computer does not drop below 10 volts.

FAULT FINDING - INTRODUCTION

FAULT FINDING - SYSTEM CONFIGURATION DIAGRAM (FRONT part)

Front and chest airbags + front pretensioners.

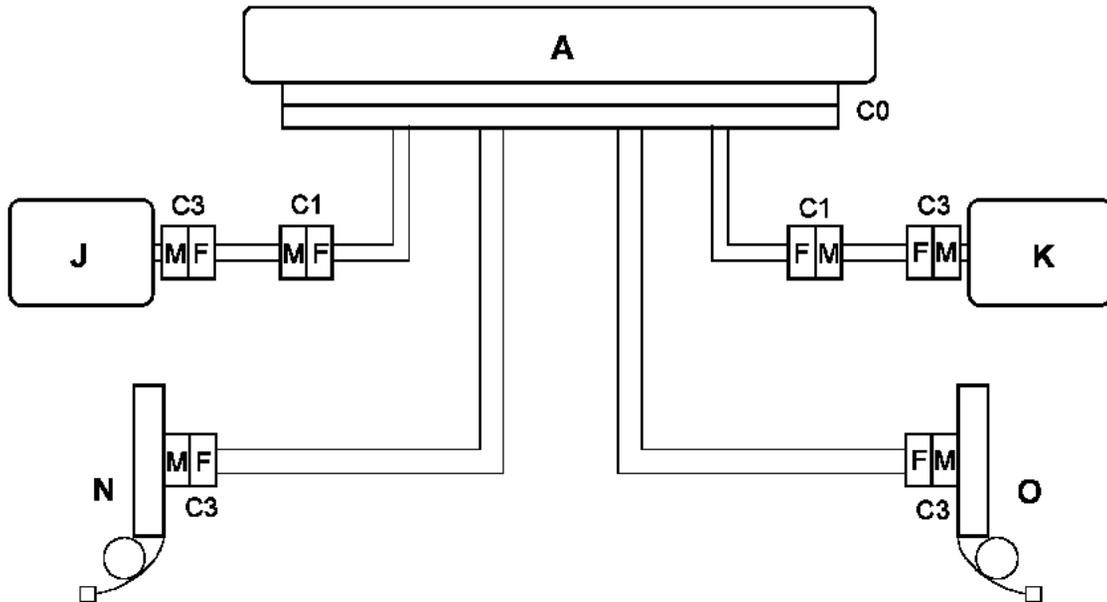


20708

FAULT FINDING - INTRODUCTION

FAULT FINDING - SYSTEM CONFIGURATION DIAGRAM (REAR part)

Side (curtain) airbags + rear seat belt inertia reels in central unit.



20709

- | | | | |
|----------|--|------------|-------------------------------------|
| A | Central unit | J/K | Curtain airbag ignition modules |
| B | Driver's seat | N/O | Rear seat belt inertia reels |
| C | Front passenger seat | CT | Rotary switch |
| D | Buckle pretensioner | | + 12 volts / Earth |
| E | Driver's front airbag ignition module | P | Warning light / Fault finding lines |
| G | Passenger's front airbag ignition module | | Impact sensors/Impact information |
| H | Front side airbag ignition module | | |

FRONT AIRBAGS		
	Measuring point	Correct value
Driver	C0, C2 and C4	1.8 to 7.3 ohms
Passenger	C0 and C4	0.8 to 4.8 ohms
SIDE AIRBAGS AND PRETENSIONERS		
	Measuring point	Correct value
	C0, C1 and C3	0.8 to 4.8 ohms

Correct insulation value: display > = 100 h or 9999 flashing.

FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF001 PRESENT</p>	<p><u>COMPUTER</u> 1.DEF : Internal electronic fault.</p>
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<p>NOTES</p>	<p>Special notes: None.</p>
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For this fault, contact your techline.

<p>AFTER REPAIR</p>	<p>None.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF002 PRESENT	<p><u>Computer voltage supply</u></p> <p>1.DEF : Voltage too low 2.DEF : Voltage too high 3.DEF : Excessive micro-break</p>
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NOTES	<p>Special notes: Use the B54 adaptor to work on the computer connector (cable 1).</p>
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1.DEF - 2.DEF - 3.DEF	NOTES	None.
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Carry out the operations necessary to obtain the correct computer voltage:
10.5 volts ± 0.1 <correct voltage < 16 volts ± 0.1.

- Check the battery charge.
- Check the charge circuit.
- Check the tightening and the condition of the battery terminals.
- Check the computer earth.
- Check the condition of the computer and that it is locked.

AFTER REPAIR	<p>Deal with any faults detected by the diagnostic tool. Clear the computer memory, then switch the ignition off and re-test with the diagnostic tool.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF028 PRESENT</p>	<p><u>Passenger's airbag status warning light circuit</u> 1.DEF : Fault finding performed by the instrument panel.</p>
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<p>NOTES</p>	<p>Special notes: None.</p>
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Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<p>AFTER REPAIR</p>	<p>Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF034 PRESENT</p>	<p><u>Computer locked</u> 1.DEF : Locking by diagnostic tool.</p>
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<p>NOTES</p>	<p>Special notes: None.</p>
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Using the diagnostic tool actuate control **VP007** to unlock the airbag computer.

<p>AFTER REPAIR</p>	<p>Clear the computer memory then switch off the ignition. Check again using the diagnostic tool.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF060 PRESENT	<u>Multiplex network</u>
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NOTES	None.
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Apply the fault finding procedure for the multiplex network.

AFTER REPAIR	Erase the computer memory then switch off the ignition. Check again using the diagnostic tool.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF062 PRESENT	<u>Configuration of side sensors.</u>
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NOTES	None.
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This fault indicates an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer has detected the presence of an element additional to its configuration. Carry out a reading of the configuration under the heading "READING THE CONFIGURATION". Modify the computer configuration, adapting it to the equipment level of the vehicle.

AFTER REPAIR	Erase the computer memory then switch off the ignition. Check again using the diagnostic tool.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF065 PRESENT	<p><u>Driver's seat position sensor circuit.</u></p> <p>CO.1 : Open circuit of short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Signal detection off limits, above or below</p>
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NOTES	<p>Special notes: Use the B54 50 track adapter to work on the computer connector.</p>
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CO.1 - CC.0 - 3.DEF	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
 Check the connections on the **grey 16-track** connector under the seat (**tracks A2 and B2**). Repair if necessary.
 Disconnect the **grey 16-track** connector under the seat, measure the resistance between **tracks A2** and **B2** with the seat in fully forward and reclined positions.

In the fully forward position, the resistance is approximately: **400 ohms**

In the fully reclined position, the resistance is approximately: **100 ohms**

Are the values correct?

NO

Check the connection and the condition of the sensor connections.
 Check and ensure the continuity and insulation of the connections between:

Track A2 \longrightarrow **Track A1 Sensor connector**
Track B2 \longrightarrow **Track A2 Sensor connector**

If the checks are correct, replace the seat position sensor.

YES

Check the wiring again on the seat connector (**track A2 and B2**) as well as on the 50-track connector (**tracks 19 and 20**).

Disconnect the computer connector and fit the B54 50-track control adapter.
 Check and ensure the continuity and insulation of the connections between:

Computer **Track 19** \longrightarrow **Track A2** 16-track connector under the seat
 Computer **Track 20** \longrightarrow **Track B2** 16-track connector under the seat

If the value obtained is incorrect, the wiring is faulty between the computer and the seat connector (C0/C1). Replace the wiring if necessary.

AFTER REPAIR

Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition. Clear the computer memory then switch off the ignition.
 Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

FAULT FINDING - INTERPRETATION OF FAULTS

DF068 PRESENT	<p><u>Passenger's front side airbag circuit</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and the procedure for the second fault, to localise the short circuit.</p> <p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adaptor to work on the computer connector (Cable F).</p>
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CO - CC	NOTES	None.
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Lock the computer.
 Disconnect the brown **2-track** connector underneath the passenger seat and check the connections on the connector.
 CLIP, NXR or XRBAG must be used for measuring the resistance at **point C1**.
Is the value obtained correct?

NO	<p>Check the seat connector connections. Remove the trim from the passenger seat and check that the side airbag ignition module is connected correctly.</p> <p>Disconnect the airbag ignition module for the side airbag module, connect a dummy ignition module to the ignition module connector then re-measure the resistance at point C1.</p> <ul style="list-style-type: none"> - If the value obtained is correct, replace the passenger's front side airbag module. - If the value obtained is still incorrect, replace the wiring between points C1/C3 (seat wiring).
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YES	<p>Check the wiring again on the seat connector as well as on the 50-track connector (tracks 9 and 34).</p> <p>Reconnect the under-seat connector. Disconnect the computer connector and fit the 50-track adaptor B54. The Clip, NXR or XRBAG tool MUST be used for checking resistance on the wire marked F on the adapter.</p> <ul style="list-style-type: none"> - If the fault persists, the wiring is faulty between the computer and the passenger seat (C0/C1). <p>Replace the wiring if necessary.</p>
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AFTER REPAIR	<p>Reconnect the computer and the ignition module of the passenger's front side airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the chest side airbag module if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF068 CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer.
 Disconnect the brown **2-track** connector underneath the passenger seat and check the connections on the connector.
 CLIP, NXR or XRBAG must be used for measuring the insulation appropriate to the type of fault at point **C1**.
Is the value obtained correct?

NO

Check the seat connector connections.
 Remove the trim from the passenger seat and check that the side airbag ignition module is connected correctly.

Disconnect the ignition module from the side airbag module, connect a dummy ignition module to the ignition module connector and measure the insulation appropriate to the type of fault again at point **C1**.

- If the value obtained is correct, replace the passenger's front side airbag module.
- If the value obtained is still incorrect, replace the wiring between points **C1/C3** (seat wiring).

YES

Check the wiring again on the seat connector as well as on the 50-track connector (**tracks 9 and 34**).

Reconnect the under-seat connector.
 Disconnect the computer connector and fit the **50-track adaptor B54**. The Clip, NXR or XRBAG tools **MUST** be used for measuring the insulation appropriate to the type of fault on the **wires marked F** on the adapter.

- If the fault is still present, the wiring is faulty between the computer and the passenger seat (**C0/C1**).

Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and the ignition module of the passenger's front side airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the chest side airbag module if it has been replaced (tool EIé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF071 PRESENT	<p><u>Driver's front airbag circuit 2</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and the procedure for the second fault, to localise the short circuit.</p> <p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adapter to work on the computer connector (Cable D).</p>
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CO - CC	NOTES	None.
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<p>Lock the computer using the command on the diagnostic tool. Switch off the ignition and remove the steering wheel airbag. Check that it is correctly connected.</p>
<p>Disconnect the green connector on the steering wheel cushion and connect 1 dummy ignition module to the igniter connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the airbag if the fault has become stored (fault no longer declared present).</p>
<p>With the ignition switched off, disconnect and reconnect the connector of the rotary switch at the steering wheel. Check the connections if the fault has become stored (fault no longer declared present).</p>
<p>Fit the 10-track control adapter to the rotary switch (point C2 tracks 9 and 10). CLIP, NXR or XRBAG must be used for measuring the resistance on cable A. If the value obtained is incorrect, replace the rotary switch under the steering wheel.</p>
<p>Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector's connections (tracks 5 and 30). Fit the B54 50-track adaptor. The CLIP, NXR or XRBAG tool MUST be used for measuring the resistance on adaptor wire D. If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (C0/C2). Replace the wiring if necessary.</p>

AFTER REPAIR	<p>Reconnect the computer and the ignition modules of the steering wheel airbag, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the driver's front airbag module if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF071 PRESENT CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
Switch off the ignition and remove the steering wheel airbag.
Check the condition of the ignition line wires.

Fit the 10-track control adapter to the rotary switch (point C2 **tracks 9 and 10**).
The CLIP, NXR or XRBAG tool **MUST** be used for correctly measuring the insulation for the type of fault on **cable A**.
If the value obtained is incorrect, replace the rotary switch under the steering wheel.

Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector's connections (**tracks 5 and 30**).
Fit the **B54 50-track** adaptor.
The CLIP, NXR or XRBAG tool **MUST** be used to carry out the correct insulation measurement for the type of fault on adaptor **wire A**.
If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (C0/C2). Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and the ignition modules of the steering wheel airbag, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the driver's front airbag module if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF072 PRESENT	<p><u>Driver's front airbag circuit 1</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the case of 1.DEF Short-circuit between 2 ignition lines, use the following approach and that for the second fault to locate the short-circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adapter to work on the computer connector (Cable C).</p>

CO - CC	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
 Switch off the ignition and remove the steering wheel airbag.
 Check that it is correctly connected.

Disconnect the **orange** connector on the steering wheel cushion and connect 1 dummy ignition module to the igniter connector.
 Switch on the ignition and carry out a check using the diagnostic tool.
 Replace the airbag if the fault has become stored (fault no longer declared present).

With the ignition switched off, disconnect and reconnect the connector of the rotary switch at the steering wheel.
 Check the connections if the fault has become stored (fault no longer declared present).

Fit the **10-track** control adapter to the rotary switch (point C2 **tracks 6 and 7**).
 The CLIP, NXR or XRBAG tool **MUST** be used for measuring the resistance on **wire B**.
 If the value obtained is incorrect, replace the rotary switch under the steering wheel.

Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector's connections (**tracks 4 and 29**).
 Fit the **B54 50-track** adaptor.
 CLIP, NXR or XRBAG must be used for checking the resistance on **wire C** of the adaptor.
 If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (C0/C2). Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and the ignition modules of the steering wheel airbag, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the driver's front airbag module if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF072 PRESENT</p> <p>CONTINUED</p>	
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CC.1 - CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
Switch off the ignition and remove the steering wheel airbag.
Check the condition of the ignition line wires.

Fit the **10-track** control adapter to the rotary switch (point C2 **tracks 6 and 7**).
The CLIP, NXR or XRBAG tool **MUST** be used for correctly measuring the insulation for the type of fault on **wire B**.
If the value obtained is incorrect, replace the rotary switch under the steering wheel.

Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector's connections (**tracks 4 and 29**).
Fit the **B54 50-track** adaptor.
CLIP, NXR or XRBAG must be used for the insulation measurement appropriate to the type of fault, on **wire C** of the adaptor.
If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (C0/C2). Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and the ignition modules of the steering wheel airbag, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the driver's front airbag module if it has been replaced (tool Elé. 1287).</p>
---------------------	---

FAULT FINDING - INTERPRETATION OF FAULTS

DF074 PRESENT	<p><u>Passenger's front airbag circuit 2</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the case of 1.DEF Short-circuit between 2 ignition lines, use the following approach and that for the second fault to locate the short-circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adapter to work on the computer connector (Cable B).</p>

CO - CC	NOTES	None.
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<p>Lock the computer using the command on the diagnostic tool. Switch off the ignition and remove the passenger airbag. Check that it is correctly connected.</p>
<p>Disconnect the green connector on the passenger airbag and connect 1 dummy ignition module to the igniter connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the airbag if the fault has become stored (fault no longer declared present).</p>
<p>If the value is incorrect: Disconnect the computer and check the connector connections (tracks 3 and 28). Fit the B54 50-track adaptor. CLIP, NXR or XRBAG must be used for measuring the resistance on wire B of the adaptor. If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (C0/C4). Replace the wiring if necessary. If the value obtained is correct, check the computer wiring again.</p>

AFTER REPAIR	<p>Reconnect the computer and the connectors of the passenger airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the passenger's front airbag module if it has been replaced (tool EIé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF074 PRESENT CONTINUED	
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CC.1 - CC.0	NOTES	None.
--------------------	--------------	-------

Lock the computer using the command on the diagnostic tool.
Switch off the ignition and remove the passenger airbag.
Check that it is correctly connected.

Disconnect the **green** connector on the passenger airbag and connect 1 dummy ignition module to the igniter connector.
Switch on the ignition and carry out a check using the diagnostic tool.
Replace the airbag if the fault has become stored (fault no longer declared present).

If the value is incorrect:
Disconnect the computer and check the connector connections (**tracks 3 and 28**).
Fit the **B54 50-track** adaptor.
CLIP, NXR or XRBAG must be used for the insulation measurement appropriate to the type of fault, on **wire B** of the adaptor.
If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (C0/C4).
Replace the wiring if necessary.
If the value obtained is correct, check the computer wiring again.

AFTER REPAIR	<p>Reconnect the computer and the connectors of the passenger airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the passenger's front airbag module if it has been replaced (tool EIé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF075 PRESENT	<p><u>Passenger's front airbag circuit 1</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
--------------------------	--

NOTES	<p>Processing priority in the event of a number of faults: In the case of 1.DEF Short-circuit between 2 ignition lines, use the following approach and the procedure for the second fault to locate the short-circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adapter to work on the computer connector (Cable A).</p>

CO - CC	NOTES	None.
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<p>Lock the computer using the command on the diagnostic tool. Switch off the ignition and remove the passenger airbag. Check that it is correctly connected.</p>
<p>Disconnect the orange connector on the passenger airbag and connect 1 dummy ignition module to the igniter connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the airbag if the fault has become stored (fault no longer declared present).</p>
<p>If the value is incorrect: Disconnect the computer and check the connector connections (tracks 2 and 27). Fit the B54 50-track adaptor. The Clip, NXR or XRBAG tool MUST be used for measuring the resistance on adaptor wire A. If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (C0/C4). Replace the wiring if necessary. If the value obtained is correct, check the computer wiring again.</p>

AFTER REPAIR	<p>Reconnect the computer and the connectors of the passenger airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the passenger's front airbag module if it has been replaced (tool EIé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF075 PRESENT CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
Switch off the ignition and remove the passenger airbag.
Check that it is correctly connected.

Disconnect the **orange** connector on the passenger airbag and connect 1 dummy ignition module to the igniter connector.
Switch on the ignition and carry out a check using the diagnostic tool.
Replace the airbag if the fault has become stored (fault no longer declared present).

If the value is incorrect:
Disconnect the computer and check the connector connections (**tracks 2 and 27**).
Fit the **B54 50-track** adaptor.
The CLIP, NXR or XRBAG tool **MUST** be used to carry out the correct insulation measurement for the type of fault on adaptor **wire A**.
If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (C0/C4).
Replace the wiring if necessary.
If the value obtained is correct, check the computer wiring again.

AFTER REPAIR	<p>Reconnect the computer and the connectors of the passenger airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the passenger's front airbag module if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF077 PRESENT	<p><u>Driver's front side airbag circuit</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and that for the second fault, to localise the short circuit.</p> <p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adapter to work on the computer connector (Cable E).</p>
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CO - CC	NOTES	None.
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Lock the computer.
 Disconnect the brown **2-track** connector under the driver's seat and check the connector wiring.
 CLIP, NXR or XRBAG must be used for measuring the resistance at **point C1**.
Is the value obtained correct?

NO	<p>Check the seat connector connections. Remove the trim from the driver's seat and check that the side airbag ignition module is correctly connected.</p> <p>Disconnect the airbag ignition module for the side airbag module, connect a dummy ignition module to the ignition module connector then re-measure the resistance at point C1.</p> <ul style="list-style-type: none"> – If the value obtained is correct, replace the driver's front side airbag module. – If the value obtained is still incorrect, replace the wiring between points C1/C3 (seat wiring).
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YES	<p>Repeat the check of the seat connector wiring and the 50-track connector wiring (tracks 8 and 33).</p> <p>Reconnect the under-seat connector. Disconnect the computer connector and fit the B54 50-track adaptor. The CLIP, NXR or XRBAG tool MUST be used for measuring the resistance on the wire marked E on the adaptor.</p> <ul style="list-style-type: none"> – If the fault is still present, the wiring is faulty between the computer and the driver's seat (C0/C1). <p>Replace the wiring if necessary.</p>
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AFTER REPAIR	<p>Reconnect the computer and the ignition module of the driver's front side airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the chest side airbag module if it has been replaced (tool E1é. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF077 PRESENT CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer.
Disconnect the brown **2-track** connector under the driver's seat and check the connector wiring.
CLIP, NXR or XRBAG must be used for measuring the insulation appropriate to the type of fault at point **C1**.
Is the value obtained correct?

NO

Check the seat connector connections.
Remove the trim from the driver's seat and check that the side airbag ignition module is correctly connected.

Disconnect the ignition module from the side airbag module, connect a dummy ignition module to the ignition module connector and measure the insulation appropriate to the type of fault again at point **C1**.

- If the value obtained is correct, replace the driver's front side airbag module.
- If the value obtained is still incorrect, replace the wiring between points **C1/C3** (seat wiring).

YES

Repeat the check of the seat connector wiring and the 50-track connector wiring (**tracks 8 and 33**).

Reconnect the under-seat connector.
Disconnect the computer connector and fit the **B54 50-track adaptor**. The CLIP, NXR or XRBAG tools **MUST** be used for correctly measuring the insulation for the type of fault on the **wire marked E** on the adaptor.

- If the fault persists, the wiring is faulty between the computer and the driver's seat (**C0/C1**).

Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and the ignition module of the driver's front side airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the chest side airbag module if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF091 PRESENT	<p><u>Airbag locking switch circuit</u></p> <p>CO.1 : Open circuit or Short-circuit to + 12 Volts CC.0 : Short-circuit to earth 1.DEF : Detection of signal outside tolerance</p>
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NOTES	<p>Special notes: Use the B54 50-track adapter to work on the computer connector. Lock the computer using the command on the diagnostic tool.</p>
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CO.1 - CC.0 - 1.DEF	NOTES	None.
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Check the condition of the computer connections.
 Check the condition of the 50-track connector (locking system, wiring, etc.).
 Check that the locking switch is correctly connected and check its wiring.
 Ensure continuity and insulation of the connections between:

B54 **terminal 21** \longrightarrow **track 6** locking switch connector
 B54 **terminal 22** \longrightarrow **track 3** locking switch connector

Replace the locking switch if the fault persists.

AFTER REPAIR	<p>Reconnect the computer and the locking switch, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF165 PRESENT</p>	<p><u>Airbag fault warning light circuit</u> 1.DEF : Fault finding performed by the instrument panel.</p>
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<p>NOTES</p>	<p>Special notes: None.</p>
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Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<p>AFTER REPAIR</p>	<p>Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF177 PRESENT	<p><u>Driver side rear inertia reel circuit.</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and that for the second fault, to localise the short circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adapter to work on the computer connector (Cable K).</p>

CO - CC	NOTES	None.
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<p>Lock the computer. Switch off the ignition and verify that the white 2-track connector of the driver side rear pyrotechnic inertia reel is correctly connected (situated below the rear parcel shelf attachments, behind the rear wing soundproofing). Disconnect the white 2-track connector and check its connections with the connector. The CLIP, NXR or XRBAG tools MUST be used for measuring the resistance at point C1 of the driver side rear pyrotechnic inertia reel. If the value obtained is incorrect, the driver side rear pyrotechnic inertia reel is faulty. Replace the driver side rear pyrotechnic inertia reel.</p>
<p>If the value obtained is correct, reconnect the white 2-track connector. Disconnect the computer connector and check its wiring (tracks 16 and 41). Fit the B54 50-track adaptor. The CLIP, NXR or XRBAG tool MUST be used for checking the resistance on line K of the adaptor. If the value obtained is incorrect, the wiring is faulty between the computer and the white 2-track intermediate union (C0/C1). Replace the wiring.</p>

AFTER REPAIR	<p>Reconnect the computer and the seat belt inertia reel, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. If the pyrotechnic seat belt inertia reel has been replaced, destroy the old one (Elé. 1287 tool).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF177 CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer.

Switch off the ignition and verify that the **white 2-track** connector of the driver side rear pyrotechnic inertia reel is correctly connected (situated below the rear parcel shelf attachments, behind the rear wing soundproofing).

Disconnect the white 2-track connector and check its connections with the connector.

The CLIP, NXR or XRBAG tools **MUST** be used for correctly measuring the insulation for the type of fault at **point C1** of the driver side rear pyrotechnic inertia reel.

If the value obtained is incorrect, the driver side rear pyrotechnic inertia reel is faulty.

Replace the driver side rear pyrotechnic inertia reel.

If the value obtained is correct, reconnect the white 2-track connector.

Disconnect the computer connector and check its wiring (**tracks 16 and 41**).

Fit the **B54 50-track** adaptor. The CLIP, NXR or XRBAG tools must be used for correctly the insulation for the type of fault on **wire K** of the adapter.

If the value obtained is incorrect, the wiring is faulty between the computer and the white 2-track intermediate union (**C0/C1**).

Replace the wiring.

AFTER REPAIR	<p>Reconnect the computer and the inertia reel, then switch the ignition on.</p> <p>Clear the computer memory then switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p> <p>If the pyrotechnic seat belt retractor has been replaced, destroy the old one (EIé. 1287 tool).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF178 PRESENT	<p><u>Rear passenger side seat belt retractor circuit</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and that for the second fault, to localise the short circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adaptor to work on the computer connector (Cable L).</p>

CO - CC	NOTES	None.
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<p>Lock the computer. Switch off the ignition and check that the white 2-track connector of the rear passenger side seat belt inertia reel is correctly connected (located below the rear parcel shelf fixings, behind the rear wing soundproofing). Disconnect the white 2-track connector and check its connections with the connector. The CLIP, NXR or XRBAG tools MUST be used for checking resistance at point C1 of the rear passenger side seat belt inertia reel. If the value obtained is incorrect, the rear passenger side seat belt inertia reel wiring is faulty. Replace the rear passenger side seat belt inertia reel.</p>
<p>If the value obtained is correct, reconnect the white 2-track connector. Disconnect the computer connector and check the wiring on the connector (tracks 42 and 17). Fit the B54 50-track adaptor. CLIP, NXR or XRBAG must be used for checking the resistance on wire C of the adaptor. If the value obtained is incorrect, the wiring is faulty between the computer and the white 2-track intermediate union (C0/C1). Replace the wiring.</p>

AFTER REPAIR	<p>Reconnect the computer and the seat belt inertia reel, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. If the pyrotechnic seat belt inertia reel has been replaced, destroy the old one (Elé. 1287 tool).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF178 CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer.

Switch off the ignition and check that the **white 2-track** connector of the rear passenger side seat belt inertia reel is correctly connected (located below the rear parcel shelf fixings, behind the rear wing soundproofing).

Disconnect the **white 2-track connector** and check its connections with the connector.

The CLIP, NXR or XRBAG tool **MUST** be used for measuring the insulation appropriate to the type of fault at **point C1** of the rear passenger side seat belt inertia reel.

If the value obtained is incorrect, the rear passenger side seat belt inertia reel wiring is faulty.

Replace the rear passenger side seat belt inertia reel.

If the value obtained is correct, reconnect the white 2-track connector.

Disconnect the computer connector and check the wiring on the connector (**tracks 42 and 17**).

Fit the **B54 50-track** adaptor. The CLIP, NXR or XRBAG tool **MUST** be used to carry out the correct insulation measurement for the type of fault on adaptor **wire A**.

If the value obtained is incorrect, the wiring is faulty between the computer and the white 2-track intermediate union (**C0/C1**).

Replace the wiring.

AFTER REPAIR

Reconnect the computer and the seat belt inertia reel, then switch on the ignition again. Clear the computer memory then switch off the ignition.

Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

If the pyrotechnic seat belt inertia reel has been replaced, destroy the old one (**Elé. 1287** tool).

FAULT FINDING - INTERPRETATION OF FAULTS

DF179 PRESENT	<u>Driver's side front side sensor circuit</u> CC : Short circuit 1.DEF : No signal
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NOTES	Special notes: Use the B54 50-track adapter to work on the computer connector.
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CC	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
 Check that the driver's side sensor is connected correctly and check its wiring.
 Check the condition of the wiring on the computer (**tracks 12 and 13**).
 Check the condition of the 50-track connector (locking system, wiring, etc.).
 Ensure continuity and insulation of the connections between:

B54 **terminal 12**  **track 2** sensor connector
 B54 **terminal 13**  **track 1** sensor connector

Also check the insulation between these connections.

1.DEF	NOTES	None.
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Replace the driver's side sensor.

AFTER REPAIR	Reconnect the computer and the driver's side sensor then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF180 PRESENT	<u>Passenger side front side sensor circuit</u> CC : Short circuit 1.DEF : No signal
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NOTES	Special notes: Use the B54 50-track adapter to work on the computer connector.
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CC	NOTES	None.
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Lock the computer using the command on the diagnostic tool.
 Check that the passenger's side sensor is connected correctly and check its wiring.
 Check the condition of the wiring on the computer (**tracks 37 and 38**).
 Check the condition of the 50-track connector (locking system, wiring, etc.).
 Ensure continuity and insulation of the connections between:

B54 **terminal 37**  **track 2** sensor connector
 B54 **terminal 38**  **track 1** sensor connector

Also check the insulation between these connections.

1.DEF	NOTES	None.
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Replace the passenger's side sensor.

AFTER REPAIR	Reconnect the computer and the passenger's side sensor then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF183 PRESENT	<p><u>Driver's side front buckle pretensioner circuit</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and that for the second fault, to localise the short circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adaptor to work on the computer connector (Cable G).</p>

CO - CC	NOTES	None.
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Lock the computer.
 Switch off the ignition and check that the ignition module of the driver's seat buckle pretensioner is correctly connected.
 Disconnect the ignition module of the pretensioner and connect a dummy ignition module to the ignition module connector.
 Switch on the ignition and carry out a check using the diagnostic tool.
 Replace the driver's seat buckle pretensioner if the fault becomes stored (fault no longer declared present).

Reconnect the pretensioner.
 Disconnect the **grey 16-track** connector beneath the driver's seat and check the connections of the connector (**track A7 and A8**).
 Fit the **8-track adaptor** to the wiring harness at point **C1**.
 The CLIP, NXR or XRBAG tool **MUST** be used for measuring the resistance on adaptor **wire D**.
 If the value obtained is incorrect, the wiring is faulty between the **grey 16-track** union and the driver's seat buckle pretensioner (**C1/C3**). Replace the wiring if necessary.

Reconnect the 16-track connector.
 Disconnect the computer and check the wiring on the connector (**tracks 10 and 35**).
 Fit the B54 50-track adaptor. CLIP, NXR or XRBAG must be used for measuring the resistance on **cable X** of the adaptor.
 If the value obtained is incorrect, the wiring is faulty between the computer and the passenger seat buckle pretensioner (**C0/C1**).
 Replace the wiring.

AFTER REPAIR	<p>Reconnect the computer and the pretensioner, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the pretensioner if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF183 CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer.
Switch off the ignition and check that the ignition module of the driver's seat buckle pretensioner is correctly connected.
Disconnect the ignition module of the pretensioner and connect a dummy ignition module to the ignition module connector.
Switch on the ignition and carry out a check using the diagnostic tool.
Replace the driver's seat buckle pretensioner if the fault becomes stored (fault no longer declared present).

Reconnect the pretensioner.
Disconnect the **grey 16-track** connector beneath the driver's seat and check the connections of the connector (**track A7 and A8**).
Fit the **8-track adaptor** to the wiring harness at point **C1**.
The CLIP, NXR or XRBAG tool **MUST** be used to carry out the correct insulation measurement for the type of fault on adaptor **wire A**.
If the value obtained is incorrect, the wiring is faulty between the **grey 16-track** union and the driver's seat buckle pretensioner (**C1/C3**). Replace the wiring if necessary.

Reconnect the 16 track connector.
Check the wiring again on the **grey 16-track intermediate connector (tracks A7 and A8)** and on the 50-track connector (**tracks 10 and 35**).
Fit the B54 50-track adaptor. The CLIP, NXR or XRBAG tools must be used for measuring the insulation suited to the fault type on **wire G** of the adaptor.
If the fault persists the wiring is faulty between the computer and the **grey 16-track** intermediate union (**C0/C1**).
Replace the wiring.

AFTER REPAIR	<p>Reconnect the computer and the pretensioner, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the pretensioner if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF184 PRESENT	<p><u>Passenger side front buckle pretensioner circuit</u></p> <p>CC : Short circuit CO : Open circuit CC.1 : Short circuit to 12 volts CC.0 : Short circuit to earth 1.DEF : Short circuit between ignition lines</p>
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NOTES	<p>Processing priority in the event of a number of faults: In the event of 1.DEF short circuit between 2 ignition lines, follow the procedure below and that for the second fault, to localise the short circuit.</p>
	<p>Special notes: Never carry out measuring operations on ignition lines using any tool other than CLIP, NXR or XRBAG. Use the B54 adaptor to work on the computer connector (Cable L).</p>

CO - CC	NOTES	None.
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Lock the computer.
 Switch off the ignition and check that the ignition module of the passenger's seat buckle pretensioner is correctly connected.
 Disconnect the ignition module of the pretensioner and connect a dummy ignition module to the ignition module connector.
 Switch on the ignition and carry out a check using the diagnostic tool.
 Replace the passenger seat buckle pretensioner if the fault becomes stored (fault no longer declared present).

Reconnect the pretensioner.
 Disconnect the **grey 16-track** connector beneath the passenger seat and check the connections of the connector (**tracks A7 and A8**).
 Fit the **8-track adaptor** to the wiring harness at point **C1**.
 The CLIP, NXR or XRBAG tool **MUST** be used for measuring the resistance on adaptor **wire D**.
 If the value obtained is incorrect, the wiring is faulty between the **grey 16-track** union and the passenger seat buckle pretensioner (**C1/C3**). Replace the wiring if necessary.

Reconnect the 16-track connector.
 Disconnect the computer and check the wiring on the connector (**tracks 11 and 36**).
 Fit the B54 50-track adaptor. CLIP, NXR or XRBAG must be used for measuring the resistance on **wire H** of the adaptor.
 If the value obtained is incorrect, the wiring is faulty between the computer and the passenger seat buckle pretensioner (**C0/C1**).
 Replace the wiring.

AFTER REPAIR	<p>Reconnect the computer and the passenger seat buckle pretensioner, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the pretensioner if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF184 CONTINUED	
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CC.1 - CC.0	NOTES	None.
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Lock the computer.
Switch off the ignition and check that the ignition module of the passenger's seat buckle pretensioner is correctly connected.
Disconnect the ignition module of the pretensioner and connect a dummy ignition module to the ignition module connector.
Switch on the ignition and carry out a check using the diagnostic tool.
Replace the passenger seat buckle pretensioner if the fault becomes stored (fault no longer declared present).

Reconnect the pretensioner.
Disconnect the **grey 16-track** connector beneath the passenger seat and check the connections of the connector (**tracks A7 and A8**).
Fit the **8-track adaptor** to the wiring harness at point **C1**.
The CLIP, NXR or XRBAG tool **MUST** be used to carry out the correct insulation measurement for the type of fault on adaptor **wire A**.
If the value obtained is incorrect, the wiring is faulty between the **grey 16-track** union and the passenger seat buckle pretensioner (**C1/C3**). Replace the wiring if necessary.

Reconnect the 16-track connector.
Check the wiring again on the **grey 16-track** intermediate connector (**tracks A7 and A8**) and on the 50-track connector (**tracks 11 and 36**).
Fit the B54 50-track adaptor. The CLIP, NXR or XRBAG tools must be used for measuring the insulation suited to the fault type on **wire H** of the adaptor.
If the fault persists the wiring is faulty between the computer and the **grey 16-track** intermediate union (**C0/C1**).
Replace the wiring.

AFTER REPAIR	<p>Reconnect the computer and the passenger seat buckle pretensioner, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the pretensioner if it has been replaced (tool Elé. 1287).</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

DF187 PRESENT	<u>Configuration of ignition lines</u>
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NOTES	None.
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This fault indicates an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer has detected the presence of an element additional to its configuration. Carry out a reading of the configuration under the heading "READING THE CONFIGURATION". Modify the computer configuration, adapting it to the equipment level of the vehicle.

AFTER REPAIR	Clear the computer memory then switch off the ignition. Check again using the diagnostic tool.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF188 PRESENT	<u>Configuration of locking passenger airbag</u>
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NOTES	Special notes: None.
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This fault indicates an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer has detected the presence of an element different from its configuration. Carry out a reading of the configuration under the heading "READING THE CONFIGURATION". Modify the computer configuration, adapting it to the equipment level of the vehicle.

AFTER REPAIR	Clear the computer memory then switch off the ignition. Check again using the diagnostic tool.
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FAULT FINDING - INTERPRETATION OF FAULTS

DF189 PRESENT	<u>Configuration of seat position sensors</u>
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NOTES	None.
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This fault indicates an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer has detected the presence of an element additional to its configuration. Carry out a reading of the configuration under the heading "READING THE CONFIGURATION". Modify the computer configuration, adapting it to the equipment level of the vehicle.

AFTER REPAIR	Clear the computer memory then switch off the ignition. Check again using the diagnostic tool.
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF191 PRESENT</p>	<p><u>Fault warning light consistency</u></p>
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<p>NOTES</p>	<p>Special notes: None.</p>
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This fault indicates an inconsistency between the status of the warning light and the command from the airbag computer.
Consult the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<p>AFTER REPAIR</p>	<p>Clear the computer memory then switch off the ignition. Check again using the diagnostic tool.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF192 PRESENT</p>	<p><u>Passenger's airbag status warning light consistency</u> 1.DEF : Inconsistency.</p>
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<p>NOTES</p>	<p>Special notes: None.</p>
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This fault indicates an inconsistency between the status of the warning light and the command from the airbag computer.
Consult the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<p>AFTER REPAIR</p>	<p>Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF193 PRESENT</p>	<p><u>Change of status of passenger airbag locking</u></p>
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<p>NOTES</p>	<p>Special features: the vehicle user has 10 seconds after switching on + after ignition feed to disable the passenger airbag with the key. After this time, the computer will store this fault and light up the warning light on the instrument panel. Switching the ignition off and on again will block this fault.</p>
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Set the locking switch to the desired position, switch the ignition off and wait for a few seconds.
Switch the ignition back on and clear the computer memory.

<p>AFTER REPAIR</p>	<p>Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p>
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FAULT FINDING - INTERPRETATION OF FAULTS

<p>DF194 PRESENT</p>	<p><u>Computer to be replaced following impact</u> 1.DEF : Locking following impact</p>
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<p>NOTES</p>	<p>None.</p>
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Replace the airbag computer (consult the Help section for this operation).

<p>AFTER REPAIR</p>	<p>None.</p>
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FAULT FINDING - CONFORMITY CHECK

NOTES

Only perform this conformity check after a complete check with the diagnostic tool.

Order	Function	Parameter / state check or action	Display and notes	Fault finding
1	Diagnostic tool dialogue	-	Airbag AB 8. 2E	CHART 1
2	Computer conformity	Vehicle type parameter	CLIO II Phase II 06	DF001
3	Computer configuration	Use of "READING THE CONFIGURATION" commands	Ensure that the computer configuration defined corresponds to the vehicle equipment.	None
4	Warning light operation Computer initialisation check.	Switch on the ignition	Warning light comes on for 3 seconds when the ignition is switched on	DF165

DIAGNOSTICS - HELP

Replacing the airbag computer

The airbag computers are sold in locked mode to avoid all risk of accidental triggering (all ignition lines are disabled).

The locked mode is signalled when the airbag fault warning light lights up on the instrument panel.

Follow this procedure when replacing an airbag computer:

- Ensure that the ignition is switched off.
- Replace the computer.
- Modify the computer configuration if necessary.
- Switch off the ignition.
- Carry out a check using the diagnostic tool.
- Unlock the computer only if no faults are indicated by the diagnostic tool.

DEFINITION OF TRIGGERING LINES:

- L1:** Driver's side front airbag circuit 1. **(Wire C of the B54)**
- L2:** Driver's side front airbag circuit 2. **(Wire D of the B54)**
- L3:** Passenger side front airbag circuit 1. **(Wire A of the B54)**
- L4:** Passenger side front airbag circuit 2. **(Wire B of the B54)**
- L5:** Driver's side front buckle pretensioner circuit. **(Wire G of the B54)**
- L6:** Passenger side front buckle pretensioner circuit. **(Wire H of the B54)**
- L7:** Rear driver's side seat belt inertia reel circuit. **(Wire K of the B54)**
- L8:** Rear passenger side seat belt inertia reel circuit. **(Wire L of the B54)**
- L9:** Driver's front side airbag circuit. **(Wire E of the B54)**
- L10:** Passenger front side airbag circuit. **(Wire F of the B54)**

FAULT FINDING - FAULT FINDING CHARTS

CHART 1	No dialogue with the airbag computer
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NOTES	None.
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Try to establish dialogue with a computer on another vehicle to make sure that the diagnostic tool is not faulty. If the tool is not causing the fault and dialogue cannot be established with any other computer on the same vehicle, it may be that a faulty computer is disrupting diagnostic line **K**.
Disconnect the computers one at a time to locate the fault.
Check the battery voltage and carry out the necessary operations to obtain a correct voltage (10.5 volts < battery voltage <16 volts).

Check the presence and condition of the airbag computer supply voltage fuse.
Check that the computer connector is properly connected and check the condition of its wiring.
Check that the computer is correctly supplied:

- Disconnect the airbag computer and fit the **B54 50-track adaptor (Wire 1)**.
- Check and ensure the presence of **+ after ignition feed** between the terminals marked **earth** and **+ after ignition feed**.

Check that the diagnostic socket is correctly supplied:

- **+ Before ignition** on **track 16**.
- **Earth** on **tracks 4 and 5**.

Check the continuity and insulation diagnostic socket/airbag computer connection lines:

- Between the terminal marked **K** and **track 7** of the diagnostic socket.

If dialogue is still not established after these various checks, replace the airbag computer (refer to the Help section for this operation).

AFTER REPAIR	When communication is established, deal with any faults indicated.
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