



Factory and fabrication cut-off

S/Section

**KANGOO
CLIO II
MEGANE
SCENIC
TRAFIC**

See list on next page

13

fitted with F8Q engine

*Cancels and replaces Technical Note No. 2921A dated FEBRUARY 1998
Modifications: Extension of vehicles concerned*

13 ENGINE KNOCKING DURING TORQUE PICKUP, DIFFICULT TO START FROM COLD

MARK: F3

- Engines: F8Q 600/606/620/624/630/662/784/786
fitted with LUCAS DPCN injection pump

Basic manuals:

Workshop Repair Manuals 325-337-312-222

- Gearbox: XXX

INFORMATION

For UK:

The cost of this repair is subject to a Renault contribution.

Before PGCS introduction: apply FTS goodwill Matrix contribution.

After PGCS introduction: consult ICM for a contribution.

"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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LIST OF VEHICLES CONCERNED

VEHICLE	TYPE	From	To
KANGOO	FC0 D	U 000001	U 071133
	FC0 E	U 000001	U 122970
	FC0 J	U 000001	U 001600
	FC0 2	L 000001	L 007000
	KC0 D	U 000001	U 013671
	KC0 E	U 000001	U 105895
	KC0 J	U 000001	U 000533
	KC0 2	L 000001	L 004035
CLIO II	BB0 E	W 000001	W 065343
		Y 000001	Y 013225
	BB0 2	J 000001	J 000749
	CB0 E	W 000001	W 025350
		Y 000001	Y 004500
	CB0 J	F 000001	F 003635
		W 000001	W 003562
		Y 000001	Y 000462
	SB0 E	F 000001	F 005146
		W 000001	W 041378
	SB0 J	F 000001	F 000117
	SB0 R	F 000001	F 001500
W 000001		W 020586	
MEGANE	BA0 A	D 015265	D 999999
		E 020866	E 999999
	BA0 U	E 026976	E 028200
		BA0 Y	D 004747
	E 000001		E 005394
	KA0 J	K 000001	K 005000
	LA0 A	E 014767	E 999999
	LA0 U	E 000001	E 999999
	SA0 A	D 002266	D 999999
		E 000001	E 999999
SA0 Y	D 000625	D 999999	
SCENIC	FA0 J	D 000001	D 001000
	FA0 Y	D 000001	D 001000
	JA0 J	D 000001	D 031547
	JA0 K	D 006314	D 999999
	JA0 Y	D 048471	D 999999
TRAFIC	TA1 J	L 000001	L 002300
	TA8 J	L 000001	L 001263
	TA9 J	L 000001	L 000407
	TF1 J	B 000001	B 407900
		TF1 L	B 000001
	TF2 J	B 000001	B 407900
		TF2 L	B 000001
	TF3 J	B 000001	B 407900
		TF3 L	B 000001
	THB J	B 000001	B 407900
		THB L	B 000001
	T31 J	L 000001	L 002500
	T55 J	B 000001	B 407900
	T55 L	B 000001	B 407900

CUSTOMER COMPLAINTS

- Difficult to start from cold.
- Engine unsteady at idle speed.
- Engine knocking during low load torque pickup (approximately **2 000 rpm**).

POSSIBLE CAUSE

- Bonding of injection pump feed actuator core.

CLAIM COMPLETION AND CODING

Destination of removed parts:

- For UK, return to COMEX, NPDC.

Accounts procedure (UK only):

- With PGCS: consult ICM for the PGCS goodwill contribution.
- Without PGCS: apply FTS goodwill Matrix contribution

Operation code: 1967

Time allowed: 1 hour

AFTER-SALES SOLUTION

Operation to be carried out:

- Replace existing actuator with a new generation actuator.

Vehicles concerned:

- Types and variants listed on page 2 and fitted with a **LUCAS** injection pump

When to take action:

- Upon receipt of a customer complaint.

Parts required:

- 1 actuator:
 - KANGOO, CLIO II and TRAFIC
Part No.: 77 01 206 585
 - MEGANE and SCENIC (F8Q normally aspirated)
Part No.: 77 01 206 588
 - MEGANE and SCENIC (F8Q Turbo)
Part No.: 77 01 206 693

Tooling required:

- Conventional.
- **Mot. 997-01.**

Description of the operation:

1) FAULT FINDING

Check the vehicle to ensure that these incidents result from a problem with the actuator and are not a fault in the timing or the sealing of the circuit, injectors, etc. In addition, check that the connectors and electrical line to the actuator are in good condition.

Confirmation of actuator fault

The injection warning light does not always light up and this fault may not always be stored in the diagnostic tool.

However, a visual check may be carried out as follows:

- during preheating, (approximately **3 seconds**), the warning light  on the instrument panel remains lit and the actuator buzzes:
 - **if the buzzing is regular**, the actuator is not the cause and the diagnostic must be carried out again.
 - **if the buzzing is irregular, faint or non-existent**, the actuator is the cause.

2) CORRECTIVE ACTION ON THE VEHICLE

The actuator must be replaced if it is confirmed as the cause of the fault. It is recommended that this operation be carried out in an **RIC (Renault Injection Centre)** and in any case in **very clean** conditions.

Crush the cleaning product in the base of the actuator and pass a jet of compressed air to avoid the risk of dust entering the pump during the following operations.

Mode of operation:

- Unclip the wiring harness from the actuator connector.
To do this:
 - a) remove the yellow protective plate from the connector using a small hook (eg.: **FACOM 1195 2**).
 - b) separate the two tabs on either side of each pin then pull each wire. Actuator wires: pins **2** and **7**.
- Remove:
 - sheath,
 - advance actuator (1) (**Fig. 1**).
- The small filter (3) at the base of the socket (**Fig. 1**) **must** be removed using a clean pair of needle-nose pliers to avoid introducing any foreign bodies into the pump.
- Replace the filter with a new gauze filter from the set.
Note: The outer part serves as a seal and is destroyed when the actuator is tightened to torque.
- Replace in order:
 - a) the return banjo gasket (4) (**Fig. 1**) and the actuator gasket (6) (**Fig. 1**),
 - b) the new actuator (1) (**Fig. 1**) with new gauze.

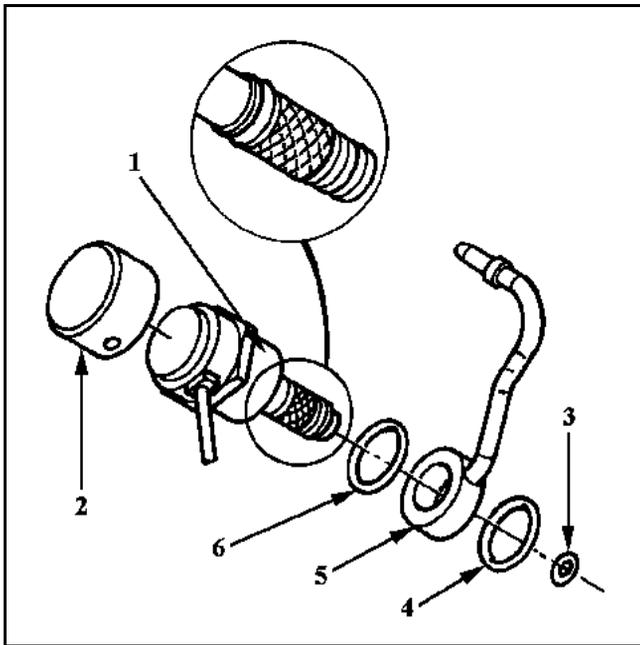


Fig. 1

- 1 - Supply actuator
- 2 - Plastic cover
- 3 - Gauze filter
- 4 - Banjo gasket
- 5 - Return banjo
- 6 - Actuator gasket

- Tighten the actuator to a torque of **4.5 daNm** using socket **Mot. 997-01**.
- Fit the new cover (2) (**Fig. 1**) on the actuator, reconnect the connector and fit the protective plate.
- Bleed the diesel circuit using the priming pump before starting the engine.

NOTE: In certain cases, with the **ADC** (Engine immobiliser) **phase I**, the actuator cable passes between the hydraulic head and the cover of the **ADC** (Engine immobiliser). It is, therefore, impossible to pass the cable of the new actuator through the same path:

- In this case, pass the cable along the leakage return pipe of the actuator and clip it with three plastic clips.
- Reconnect the actuator, remembering to refit the yellow protective plate.
- Check for faults using the diagnostic tool and reset to zero if necessary.

Marking the vehicle after the work has been carried out:

- Affix a blue label, **Part No.: 49 39 031 079**, to the driver's side front shock absorber turret.
- Mark a cross in square **F3** using a marker pen.

	1	2	3	4	5	6
F			X			
G						
H						
I						
J						
K						

NOTE: the label **Part No.: 49 39 031 079** is available from Renault Stationary, **Service 0747**, in blocks of 10 labels (delivered in packs of 10).