Clio

8 Electrical equipment

83A INSTRUMENT PANEL INSTRUMENTS

V3 **Edition Anglaise**

1. SCOPE OF THIS DOCUMENT

This document presents the fault finding method applicable to all computers with the following specifications:

Vehicle(s): **Clio II F6**

Function concerned: **Instrument panel**

2. PREREQUISITES FOR FAULT FINDING

Documentation type

Fault finding procedures (this document):
– Assisted fault finding (integrated into the **diagnostic tool**), Dialogys.

Wiring Diagrams:
– Visu-Schéma.

Type of diagnostic tools

– CLIP

Special tooling required

Special tooling required:
Diagnostic tool
Multimeter

3. REMINDERS

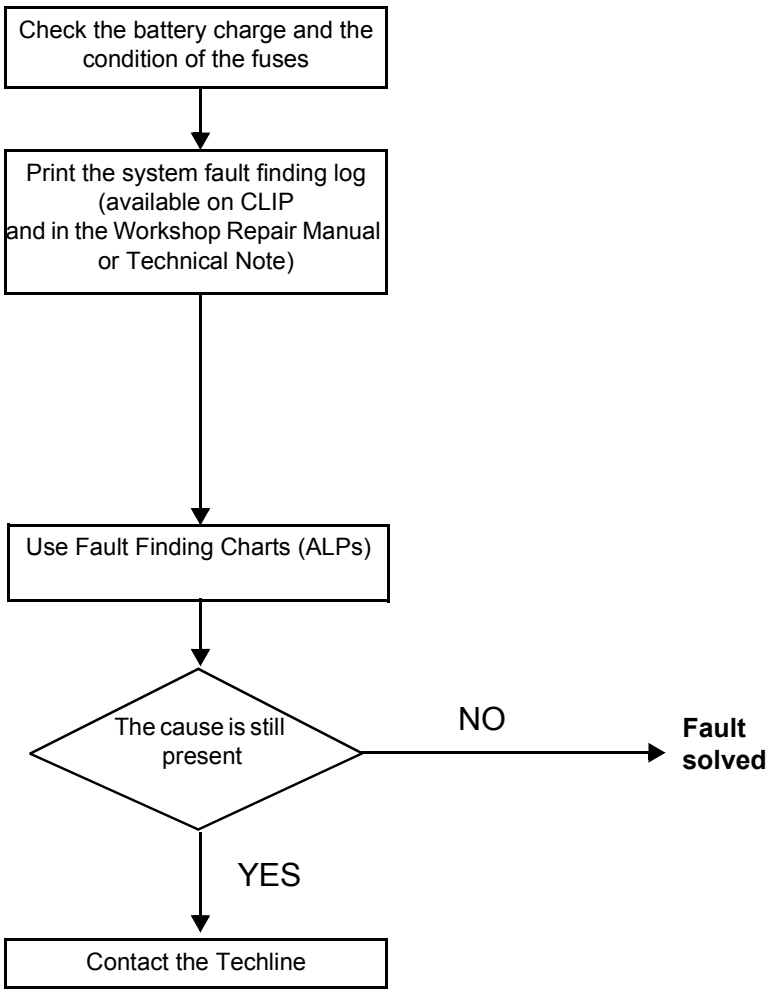
Procedure
To run fault finding on the instrument panel, switch on the ignition in fault finding mode (+ after ignition).

Customer complaints - Fault finding chart
As the RENAULT diagnostic tool cannot be used to carry out fault finding on the instrument panel, fault finding is carried out by means of customer complaints and fault finding charts

A summary of the overall procedure to follow is provided on the following page in the form of a flow chart.

AFTER REPAIR	Check for correct operation.

4. FAULT FINDING PROCEDURE



AFTER REPAIR	Check for correct operation.

4. FAULT FINDING PROCEDURE (continued)

Wiring check

Fault finding problems

Disconnecting the connectors and/or manipulating the wiring may temporarily remove the cause of a fault.
Electrical measurements of voltage, resistance and insulation are generally correct, especially if the fault is not present when the analysis is made (stored fault).

Visual inspection

Look for damage under the bonnet and in the passenger compartment.
Carefully check the fuses, insulators and wiring harness routing.
Look for signs of oxidation.

Physical inspection

While manipulating the wiring, use the diagnostic tool to note any change in fault status from stored to present.
Make sure that the connectors are properly locked.
Apply light pressure to the connectors.
Twist the wiring harness.
If there is a change in status, try to locate the source of the fault.

Inspection of each component

Disconnect the connectors and check the appearance of the clips and tabs, as well as their crimping (no crimping on the insulating section).
Make sure that the clips and tabs are properly locked in the sockets.
Check that no clips or tabs have been dislodged during connection.
Check the clip contact pressure using an appropriate model of tab.

Resistance check

Check the continuity of entire lines, then section by section.
Look for a short circuit to earth, to **+ 12 V** or with another wire.
If a fault is detected, repair or replace the wiring harness.

AFTER REPAIR	Check for correct operation.

5. SAFETY INSTRUCTIONS

Safety rules must be observed during any work on a component to prevent any material damage or personal injury:
– check the battery voltage to avoid incorrect operation of computer functions,
– use the proper tools.

6. SELF-TEST FUNCTION

Testing the various display devices consists of:
– activating the needle indicators and the LCD numerical indicators.

IMPORTANT
The warning lights are controlled via a wire connection (conventional control by means of a wire connecting the warning light to the computer). They are not tested via the instrument panel.
To test the warning lights, use a diagnostic tool (CLIP or NXR) in **warning light fault test** command mode for the computers controlling the warning light to be checked, except the low fuel level warning light, which is tested via the instrument panel.
Failure of any of the warning lights requires the instrument panel to be replaced.

AFTER REPAIR	Check for correct operation.

ACCESS TO FAULT FINDING MODE AND CHANGE OF PAGES

This function is viewed:

Version with and without trip computer

Input:

– By pressing and holding the odometer Reset button for **5 seconds** when switching on the **after ignition feed**.

Scrolling:

– To scroll the trip computer information, press the odometer Reset button repeatedly.

Output:

– The fault finding phase ends automatically after **5 minutes**.
– The fault finding phase ends after the ignition is switched off.
– The fault finding phase can be ended by pressing and holding the mileage counter reset button, which clears the stored faults.

DESCRIPTION OF THE NEEDLE INDICATOR TEST SEQUENCE
The needle indicators are activated at the same time.
The speedometer displays, for **1 second** in increments of **24 mph (40 km/h)**, speeds ranging from **0 to 102 mph (170 km/h)**.
The rev counter displays, for **1 second** in increments of **1000 rpm**, values ranging from **0 to 7000 rpm**.

AFTER REPAIR	Check for correct operation.

DISPLAYING THE TRIP COMPUTER PAGES AND FAULT FINDING HELP

First page: all the warning lights are illuminated with software version + clock on the trip computer page.

Second page: all the segments are illuminated on the trip computer.

Third page: **Number of litres display**
If an "open circuit or short circuit" fault is present, "- - -" is displayed.

Fourth page: **Fuel flow in litres/hour** information with the engine running.
If an "open circuit or short circuit" fault is present, "- -" is displayed.

Fifth page: **Stored sensor faults,** no present or stored fault displayed as "- - - - -".
– The stored and present "coolant temperature" faults are displayed as "- - -TO" for open circuit and"- - -TC" for short circuit.

The "coolant temperature" faults are not significant, the "TO" fault must not be taken into account when the engine is cold.

– The stored and present "fuel gauge" faults are displayed as " -JO- -" for open circuit and"-JC- -" for short circuit.

– The stored and present "fuel flow" faults are displayed as "D- - - -" for no fuel flow signal.

The "fuel flow" faults are to be taken into account only on the versions with the trip computer.

All the displayed faults of the "stored sensor faults" page are faults that were detected, but no longer confirmed as present.

In case of several stored or present faults, they are all displayed on a single line.

To clear the stored faults and end the self-test procedure sequence, press and hold the odometer Reset button.

AFTER REPAIR	Check for correct operation.

1. OPERATION OF THE NEEDLE INDICATORS

Speedometer

The vehicle speed signal is transmitted to the instrument panel by a wire link.
The information is produced by the ABS computer or a speed sensor located on the gearbox.

Engine speed indicator

The engine speed signal is transmitted to the instrument panel by a wire connection (signal provided by the injection computer).

2. OPERATION OF THE TRIP COMPUTER

Coolant temperature bargraph

The coolant temperature signal is transmitted to the instrument panel by a wire connection.
The signal is produced by the coolant temperature sensor.
Above **115°C** (inclusive), all the segments are illuminated with the warning light.
From **105°C** (inclusive) to **115°C** (not inclusive), six segments are illuminated.
From **80°C** (inclusive) to **105°C** (not inclusive), four segments are illuminated.
From **50°C** (inclusive) to **80°C** (not inclusive), two segments are illuminated.
No segments are illuminated when the temperature is below **50°C**.

Fuel level bargraph and low fuel level warning light

The separate "**low fuel level**" warning light comes on when the reserve level is reached and nine segments of the bargraph are extinguished.
The wire signal from the fuel sender is processed to calculate the fuel level and manage the warning light.

SPECIAL NOTE ABOUT OPERATION WHEN THE IGNITION IS SWITCHED ON:

A **3 second** self-test is run on the "low fuel level" warning light when the ignition is switched on.

Case 1: if the fuel sender is connected but the fuel level in the tank is lower than the reserve threshold, the continued illumination of the warning light after **3 seconds** depends on the fuel level signal (smoothed and taking into account recalibrations).

Case 2: if the fuel sender is not connected and it is the first time the fault appears when switching on the ignition, the **low fuel level warning light** first flashes quickly for **2 seconds**, then after **1 minute 40 seconds maximum** (fault detection time), the fuel level bargraph goes out, then the low fuel level warning light is illuminated continuously.

Case 3: if the fuel sender is not connected and the warning light had been illuminated before the ignition was switched on this time, the **low fuel level** warning light stays illuminated, then after **1 minute 40 seconds**, all the bargraph segments go out.

AFTER REPAIR	Check for correct operation.

Oil pressure warning light

When the ignition is switched on, the oil pressure warning light illuminates.
When the engine is running and the oil pressure is sufficient, the warning light goes out.
The oil pressure signal is transmitted to the instrument panel by a wire connection.
The signal is produced by the oil pressure switch.

3. ODOMETER

Total mileage

The total mileage is displayed as soon as the ignition is switched on.
Press the **Trip computer** scroll button or the **Reset** button to move to the next page.

Trip mileage

The trip mileage is displayed instead of the total mileage when the **Trip computer** or the **Reset** button is pressed briefly.
Except in the following cases:
– it is reset by a long press of the instrument panel **Reset** button,
– resetting the trip mileage is different from resetting the **trip computer** (distance travelled).

Trip computer

The various sequences of the trip computer can be displayed instead of the mileage by pressing the button at the end of the wiper stalk (**Trip computer** button). It is reset by a long press of the **Reset** button.

The signals from the trip computer are displayed after the trip mileage as follows:
- **Fuel consumed** (in litres per 100 km) since the last reset,
- **Average consumption** (in litres per 100 km) since the last reset.

This is only displayed after the vehicle has travelled **400 m**.
This takes into consideration the distance covered and the fuel consumption since the last time the reset button was pressed.

AFTER REPAIR	Check for correct operation.

Estimated range with remaining fuel (in km).

This is only displayed after the vehicle has travelled approximately **400 m**. This is the potential distance remaining calculated on the basis of distance travelled, amount of fuel remaining in the tank and fuel consumption.
Note :
The range is no longer displayed **3 minutes after** the low fuel level warning light illuminates.
– **Distance travelled** since the last reset.
– **Average speed** since the last reset.

This is displayed after the vehicle has travelled **400 m**. It is obtained by dividing the distance travelled by the time elapsed since the last reset. The time base is internal to the on-board computer.

HANDBRAKE APPLIED AND BRAKING CIRCUIT FAULT DETECTED WARNING LIGHT

– Handbrake switch.
– Low brake fluid switch.
– Electronic braking distribution fault (**ONLY WITH ABS**).

AFTER REPAIR	Check for correct operation.

Warning light		Command	Tested	Signal transmitter
1	Opening elements	**Earth**	**NO**	Unité Centrale Habitacle (Passenger Compartment Central Unit)
2	Dipped headlights	**+ 12 V**	**NO**	Lighting stalk
3	Main beam headlights	**+ 12 V**	**NO**	Lighting stalk
4	Rear fog lights	**+ 12 V**	**NO**	Lighting stalk
5	Front fog lights	**+ 12 V**	**NO**	Lighting stalk
6	Left-hand and right-hand direction indicator lights	**+ 12 V**	**NO**	Unité Centrale Habitacle (Passenger Compartment Central Unit)
7	Battery charge fault	**Earth**	**NO** (but illuminated when engine stopped)	Alternator
8	Level 2 injection fault Coolant temperature	**Earth**	**3 seconds** by injection	Injection computer
9	Oil pressure alert	**Earth**	**NO** (but illuminated when engine stopped)	Oil pressure sensor
10	Handbrake applied + low brake fluid (without ABS)	**Earth**	**NO**	Handbrake switch + Low brake fluid switch
	Handbrake applied + low brake fluid + electronic braking distribution (with ABS)		**3 seconds** via ABS	Handbrake switch + Low brake fluid switch + ABS computer

AFTER REPAIR	Check for correct operation.

Warning light		Command	Tested	Signal transmitter
11	ABS system (active)	**Earth**	**3 seconds** via ABS	ABS computer
12	Airbag	**Earth**	**3 seconds** by Airbag	Airbag computer
13	Heated rear screen	**Earth**	**NO** (but illuminated when engine stopped)	Relay plate
14	Minimum fuel level alert	**Earth**	**3 seconds** Instrument panel	Instrument panel management - sender unit signal
15	OBD	**Earth**	**3 seconds** by injection	Injection computer
16	Seat belt reminder	**Earth**	**NO** (but illuminated when engine stopped)	Seat belt switch
17	Water present in diesel fuel	**Earth**	NO	Injection computer
18	Software lock	**Earth**	**NO**	Unité Centrale Habitacle (Passenger Compartment Central Unit)
19	Freeshift up and down	**Earth**	**NO**	Injection computer
20	Electronic fault/Preheating	**Earth**	**NO**	Injection computer

AFTER REPAIR	Check for correct operation.

CONNECTOR (24-track grey)

The 24-track grey connector is fitted only on the MG and HG versions.

Tracks	Description
1	Not used
2	Preheating/electronic fault warning light
3	OBD warning light
4	Not used
5	Fuel level signal
6	Not used
7	Not used
8	Not used
9	Not used
10	Not used
11	Oil pressure warning light
12	Not used
13	Earth (WITHOUT ABS) or brake fault warning light (WITH ABS)
14	Not used
15	Not used
16	Earth
17	Not used
18	Not used
19	Not used
20	Not used
21	Not used
22	Not used
23	Not used
24	Battery charge warning light

AFTER REPAIR	Check for correct operation.

CONNECTOR (24-track black)

Tracks	Description
1	Control - software lock indicator light
2	Shift down warning light - control
3	Coolant temperature warning light - control
4	Right turn signal indicator light
5	Not used
6	Not used
7	Earth
8	Sender - signal
9	+ Battery supply
10	After ignition supply
11	+ Side lights supply
12	Coolant temperature + signal
13	Left turn signal indicator light
14	Shift up warning light - control
15	Not used
16	Parking brake + fluid level warning light
17	Heated rear screen indicator light
18	Main beam headlight indicator light
19	Dipped headlight indicator
20	Not used
21	Rev counter signal
22	Vehicle speed signal
23	Not used
24	Fuel level + signal

AFTER REPAIR	Check for correct operation.

Replacement operation

– Carry out fault finding before replacing the instrument panel.

– Instrument panel removal - refitting operation: see Mechanical MR.

– The instrument panel may be replaced when the Techline has given its approval.

AFTER REPAIR	Check for correct operation.

ENGINE SPEED		
	DISPLAY AT ZERO OR INCONSISTENT SIGNAL	**ALP1**
COOLANT TEMPERATURE		
	NO SIGNAL OR INCONSISTENT SIGNAL	**ALP2**
FUEL LEVEL		
	THE FUEL LEVEL INDICATOR DOES NOT DISPLAY FULL	**ALP3**
	ADDITION OF FUEL NOT REGISTERED (NOT FULL)	**ALP4**
	DISPLAY JAMMED WHEN DRIVING (NOT MECHANICAL)	**ALP5**
	FAULT WITH NO WARNING GIVEN BY WARNING LIGHT (NO ADDITION OF FUEL SINCE THE FAULT)	**ALP6**
	FAULT WITH NO WARNING GIVEN BY WARNING LIGHT (ADDITION OF FUEL SINCE THE FAULT)	**ALP7**
	FAULT WITH DELAYED WARNING	**ALP8**
SEVERITY LEVEL 2 INJECTION FAULT / COOLANT TEMPERATURE		
	THE WARNING LIGHT REMAINS LIT	**ALP9**

AFTER REPAIR	Check for correct operation.

LEVEL 1 INJECTION FAULT		
	THE WARNING LIGHT REMAINS LIT	**ALP10**
VEHICLE SPEED		
	DISPLAY AT ZERO OR INCONSISTENT SIGNAL	**ALP11**
OIL PRESSURE WARNING		
	THE WARNING LIGHT REMAINS LIT	**ALP12**
DIPPED HEADLIGHTS		
	THE WARNING LIGHT OPERATES INCONSISTENTLY	**ALP 13**
MAIN BEAM HEADLIGHTS		
	THE WARNING LIGHT OPERATES INCONSISTENTLY	**ALP14**

AFTER REPAIR	Check for correct operation.

DIRECTION INDICATOR LIGHTS		
	THE WARNING LIGHT OPERATES INCONSISTENTLY	**ALP15**
ENGINE IMMOBILISER		
	THE ENGINE IMMOBILISER WARNING LIGHT REMAINS LIT OR FLASHES WHEN DRIVING	**ALP16**
	WARNING LIGHT REMAINS NOT LIT WHEN NOT UNDER AFTER IGNITION FEED	**ALP17**
BATTERY CHARGE FAULT		
	WARNING LIGHT REMAINS LIT (engine running)	**ALP18**
HANDBRAKE APPLIED AND FAULT DETECTED ON BRAKING CIRCUIT		
	THE WARNING LIGHT OPERATES INCONSISTENTLY (WITHOUT ABS)	**ALP19**

AFTER REPAIR	Check for correct operation.

HEATED REAR SCREEN		
	THE WARNING LIGHT DOES NOT LIGHT UP	**ALP20**
INSTRUMENT PANEL		
	NO DISPLAY WHEN IGNITION IS SWITCHED ON	**ALP21**
TRIP COMPUTER OR TRIP METER OR CLOCK		
	RESET WHENEVER THE IGNITION IS SWITCHED OFF	**ALP22**
FREESHIFT WARNING LIGHTS		
	THE FREESHIFT UP WARNING LIGHT REMAINS ILLUMINATED OR DOES NOT ILLUMINATE WHEN DRIVING	**ALP23**
	THE FREESHIFT DOWN WARNING LIGHT REMAINS ILLUMINATED OR DOES NOT ILLUMINATE WHEN DRIVING	**ALP24**
OBD WARNING LIGHT		
	THE OBD INJECTION FAULT WARNING LIGHT REMAINS LIT	**ALP25**

AFTER REPAIR	Check for correct operation.

ALP 1	**Engine speed display at zero or inconsistent signal** **Message from: injection computer**

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

Establish dialogue with the injection computer, component code **120**. Check that the engine speed signal is present and consistent. If the engine speed signal is absent or inconsistent, carry out fault finding on the injection. Deal with any other faults.
Check the **insulation, continuity, and the absence of interference resistance** on the following connection: – **H7** between components **120** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, activate a self-test sequence for the instrument panel. If the self-test sequence is not correct, contact the Techline.

AFTER REPAIR	Check for correct operation.

ALP 2	**Coolant temperature signal is absent or inconsistent** **Signal provided by the coolant temperature sensor**

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

Check the connection and condition of the coolant temperature sensor connector, component code **244**.
Repair the connector if necessary.

For petrol injection, check the resistance of the coolant temperature sensor, component code 244 between connection 42A and the engine earth.
For diesel injection, check the resistance of the coolant temperature sensor, component code 244 between connection 42A and connection NH.
Replace the coolant temperature sensor if the resistance is not between:

- **825 Ω < X < 927 Ω at 50°C**
- **273 Ω < X < 300 Ω at 80°C**
- **124 Ω < X < 136 Ω at 105°C**
- **X < 103 Ω** for temperatures greater than **115°C** (warning temperature)

Check the **insulation, continuity, and the absence of interference resistance** on the following connection:

- **42A** between components **247** and **244**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP 3	The fuel level indicator does not display full

NOTES	The fuel tank must be filled with the ignition switched off (advise the customer to remove the key).
	Ideally the customer must fill the tank with at least **15 litres**.
	See **Wiring Diagrams Technical Note for CLIO II F6**.

Ask the customer if the tank is filled up under the following conditions:
– the customer filled the tank up to the 3rd cut-out
– the customer has changed filling station
– the customer filled the tank in a flat-level station (not on a slope).

Did the customer fill the tank while observing all of these conditions?

NO → Ask the customer to return just after having filled the tank under the conditions mentioned above.

YES ↓

With the ignition off, disconnect the fuel sender connector, component code 833 and then check the resistance using a multimeter.
The value should be **51** Ω.

↓

(A)

AFTER REPAIR	Check for correct operation.

ALP 3 CONTINUED 1	

(A)

Is the value measured in the correct range, depending on the vehicle equipment?

NO → Replace the sender, component code **833** (see **MR 430, Mechanical, 19C, Fuel tank, Pump - Sender: Removal - Refitting**).

If the fault is still present, contact Techline.

YES

Check the **continuity**, **insulation** and the **absence of interference resistance** on the following connections:
- **41A** between components **247** and **833**,
- **47M** between components **247** and **833**.

Are the checks correct?

NO → (B)

YES

Contact the Techline.

AFTER REPAIR	Check for correct operation.

ALP 3 CONTINUED 2	

B

If the connection or connections are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace the wiring.

Is the fault still present?

NO → The problem disappears.

YES

The problem disappears.

AFTER REPAIR	Check for correct operation.

ALP 4	**Addition of fuel not registered (not full)**

NOTES	None.

Consult the interpretation of **ALP3 The fuel level indicator does not display full**.

AFTER REPAIR	Check for correct operation.

ALP 5	**Display jammed when driving (not mechanical)**

NOTES	For economical driving, the blocks on the display may remain illuminated or the needle may remain jammed up to **120 miles (200 km)**.

Check that there is no mechanical jamming.
If the fault is on the block at the top of the display or the needle is jammed at full: check that the customer has travelled a sufficient amount of miles **(km)** for the block at the top of the display to go out or for the needle to move from the full section.
Check that the customer has not exceeded **3** filler cut-outs when filling the tank with fuel.
If the fault is still present or if the needle or the display is jammed in any position other than full, contact the Techline.

AFTER REPAIR	Check for correct operation.

ALP 6	**Fault with no warning given by warning light (no addition of fuel since the fault)**

NOTES	Put the vehicle in **+ after ignition**.
	See **Wiring Diagrams Technical Note for CLIO II F6**.

Check the instrument panel warning lights, component code **247**.

Does the fuel warning light illuminate for 3 seconds when + after ignition is switched on?

NO → Replace the instrument panel, component code **247** (see **MR 430, Mechanical, 83A, Instrument panel, Instrument panel: Removal - Refitting**).

YES ↓

The warning resistance is equal to **290** Ω.

With the ignition off, disconnect the fuel sender connector, component code **833** and then check the resistance using a multimeter.

Is this value greater than or equal to the warning value corresponding to the type of fuel?

NO → Replace the instrument panel, component code **833** (see **MR 430, Mechanical, 19C, Fuel tank, Pump - Sender: Removal - Refitting**).

YES ↓

(A)

AFTER REPAIR	Check for correct operation.

ALP 6 CONTINUED	

A

YES

Check the **continuity**, **insulation** and the **absence of interference resistance** on the following connections:
- **41A** between components **247** and **833**,
- **47M** between components **247** and **833**.

Are the checks correct? — YES → Contact the Techline.

NO

If the connection or connections are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace the wiring.

Is the fault still present? — YES → Contact the Techline.

NO

The problem disappears.

AFTER REPAIR	Check for correct operation.

ALP 7	**Fault with no warning given by warning light (addition of fuel since the fault)**

NOTES	Put the vehicle in **+ after ignition**.
	See **Wiring Diagrams Technical Note for CLIO II F6**.

Check the instrument panel warning lights, component code **247**.

Does the fuel warning light illuminate for 3 seconds when + after ignition is switched on?

NO → Replace the instrument panel, component code **247** (see **MR 430, Mechanical, 83A, Instrument panel, Instrument panel: Removal - Refitting**).

YES ↓

After filling the fuel tank, has the fuel level on the instrument panel changed?

NO → Consult the interpretation of **ALP4 Addition of fuel not registered (not full)**.

YES ↓

Empty the fuel tank and consult the interpretation of **ALP6 Fault with no warning given by warning light (no addition of fuel since the fault)**.

AFTER REPAIR	Check for correct operation.

ALP 8	Fault with delayed warning

NOTES	None.

Ask the customer the distance travelled since the warning appeared until the fault occurred.

Did the fault take place after travelling more than 30 miles (50 km)?

YES → Explain to the customer that the guaranteed distance is **30 miles (50 km)** from the warning.

NO ↓

Has the customer added any fuel since the fault?

YES → See **ALP7 Fault with no warning given by warning light (addition of fuel since the fault)**.

NO ↓

See **ALP6 Fault with no warning given by warning light (no addition of fuel since the fault)**.

AFTER REPAIR	Check for correct operation.

ALP 9	The injection fault severity level 2 warning light/coolant temperature warning light remains lit Message from: injection computer

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

Run fault finding on the injection system. Deal with any other faults.
Check the **insulation, continuity, and the absence of interference resistance** on the following connection: – **31A** between components **120** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP10	The injection fault severity level 1 warning light remains lit Message from: injection computer

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

Run fault finding on the injection system.
Deal with any other faults.

Check the **insulation, continuity**, and the **absence of interference resistance** on the following connections:

– **3NX** between components **120** and **247** for a petrol injection**.**

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP11	Vehicle speedometer at zero or inconsistent signal

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

The vehicle speed signal is transmitted to the other computers via the vehicle speed sensor.

Run a diagnostic sequence on the instrument panel.
Check the correct operation of the needle in all the speed ranges.
If the self-test sequence is not correct, contact the Techline.

Using the diagnostic tool, check that the UCH is correctly receiving the vehicle speed signal during a road test.

If there is no "vehicle speed" signal on the UCH:

Check the connection and condition of the connectors.
If the connector is faulty and there is a repair method (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

Disconnect the vehicle speed sensor connector, component code **250**.
Check for **+ 12 V** on the following connection:
- **AP15** between components **1016** and **250**,

Check for **earth** on the following connection:
- **MHA** between earth and the vehicle speed sensor, component code **250**.

– If there is no **+ 12 V**:
Check the condition of the vehicle speed sensor supply fuse.
Replace it if necessary.

Check the **insulation**, **continuity** and the **absence of interference resistance** on the following connection:
- **AP15** between components **1016** and **250**,

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

AFTER REPAIR	Check for correct operation.

ALP11 CONTINUED 1	

– If earth is absent:
Check the **insulation**, **continuity** and the **absence of interference resistance** on the following connection:
– **MHA** between earth and component code **250**.
If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
Check the **insulation**, **continuity** and the **absence of interference resistance** on the following connections:
– **47F** between component codes **247** and **250**
– **47F** between component codes **645** and **250**.

If the connection or connections are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault persists, replace the vehicle speed sensor.

If the "vehicle speed" signal is present on the UCH:

Check the **insulation**, **continuity** and the **absence of interference resistance** on the following connections:
– **47F** between component codes **247** and **250**
– **47F** between component codes **645** and **250**.
If the connection or connections are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

AFTER REPAIR	Check for correct operation.

ALP11 CONTINUED 2	

The vehicle speed signal is transmitted to the other computers via the vehicle speed sensor.

Run a diagnostic sequence on the instrument panel.
Check the correct operation of the needle in all the speed ranges.
If the self-test sequence is not correct, contact the Techline.

Using the diagnostic tool, check that the UCH is correctly receiving the vehicle speed signal during a road test.

If there is no "vehicle speed" signal on the UCH:

Check the connection and condition of the connectors.
If the connector is faulty and if there is a repair procedure (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.
Check the condition of the ABS computer protective fuse. Check that the injection relay, component code **983**, is operating correctly. Replace it if necessary.

Check the **insulation**, **continuity** and **absence of interference resistance** on the following connection:
- **AP5** between components **1016** and **118**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

Check the **insulation**, **continuity** and **the absence of interference resistance** on the following connection:
- **M** between earth and component **118**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

Check **the insulation**, **continuity** and **absence of interference resistance** on the following connections of component 118:
- **47F** between components **247** and **118**,
- **47F** between components **645** and **118**,

If the connection or connections are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault persists, replace the ABS computer.

AFTER REPAIR	Check for correct operation.

ALP11 CONTINUED 3	

If the "vehicle speed" signal is present on the UCH:

Check **the insulation**, **continuity** and **absence of interference resistance** on the following connections of component 118:

- **47F** between components **247** and **118**,
- **47F** between components **645** and **118**,

If the connection or connections are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact your Techline.

AFTER REPAIR	Check for correct operation.

ALP12	The oil pressure warning light remains lit Signal provided by the oil pressure sensor

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

Check the general level of engine wear (oil level, oil pressure, oil circuit, etc.).
Check there is no major external oil leakage.
Repair if necessary.

With the engine running, move the wiring harness between the oil pressure sensor and the instrument panel to note whether the warning light goes out.
Look for any other damage to the harness, check the connection and condition of the connectors.
Repair if necessary.

With the engine running, check the **insulation**, **continuity**, and the **absence of interference resistance** on the following connection:

– **28A** between components **205** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If there is an **earth**, replace the oil pressure sensor.

Check the **insulation**, **continuity** and the **absence of interference resistance** on the following connection:

– **28A** between components **205** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP 13	The dipped headlight indicator light operates inconsistently

NOTES	See **Wiring Diagrams Technical Note for CLIO II F6**.

Follow this fault finding procedure only if:
– the dipped headlights are illuminated and the warning light remains off,
– the dipped headlights are off and the warning light remains illuminated.

The dipped headlights are illuminated but the warning light remains off.

Check the connection and condition of the connectors.
Repair if necessary.

Lighting stalk in the dipped headlights on position.
Check for **+12 V** on connection **CPG** between components **247** and **1016**.
– **If there is +12 V**, replace the instrument panel, component code **247**.
– **If there is no +12 V**, check the **insulation**, **continuity** and the **absence of interference resistance** on the following connection:

  – **CPG** between components **1016** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

AFTER REPAIR	Check for correct operation.

ALP 13 CONTINUED	

The dipped headlights are off but the warning light remains illuminated.

Check the connection and condition of the connectors.
Repair if necessary.

Lighting stalk in the dipped headlights on position.
Check for **+12 V** of connection **CPG** between components **247** and **1016**.
– **If there is +12 V**, replace the instrument panel, component code **247**.
– **If the + 12 V is not present**, check the following connection for **insulation**, **continuity** and the **absence of interference resistance**:

  – **CPG** between components **1016** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP14	The main beam indicator light operates inconsistently

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Follow this fault finding procedure only if:
– the dipped headlights are illuminated and the warning light remains off,
– the dipped headlights are off and the warning light remains illuminated.

The dipped headlights are illuminated but the warning light remains off.

Check the connection and condition of the connectors.
Repair if necessary.

Lighting stalk in the main beam headlights on position.
Check for **+12 V** on connection **RPG** between components **1016** and **247**.
– **If there is +12 V**, replace the instrument panel, component code **247**.
– **If there is no +12 V**, check the **insulation**, **continuity**, and the **absence of interference resistance** on the following connection

  – **RPG** between components **1016** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

The dipped headlights are off but the warning light remains illuminated.

AFTER REPAIR	Check for correct operation.

ALP14 CONTINUED	

Check the connection and condition of the connectors. Repair if necessary.
Lighting stalk in the rest position. Check for **+12 V** on connection **RPG** between components **1016** and **247**. – **If there is no +12 V**, replace the instrument panel, component code **247**. – **If there is +12 V**, check the **insulation**, **continuity**, and the **absence of interference resistance** on the following connection: – **RPG** between components **1016** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP15	The direction indicator signal light operates erratically Message transmitted by: UCH

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

If the direction indicators are not operating normally, carry out fault finding on the UCH.

Check the connection and condition of the connectors.
If the connectors are faulty and if there is a repair procedure (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

Disconnect the connectors of the instrument panel, component code **247** and the **UCH**, component code **645**.
Check the **insulation**, **continuity** and the **absence of interference resistance** on the following connections:

– **64C** between components **645** and **247**,
– **64D** between components **645** and **247**.

If the connections are faulty and if there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise change the wiring.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP16	The immobiliser warning light remains lit or flashes when the vehicle is driven Message from: UCH

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

The immobiliser warning light remains illuminated.

Run fault finding on the immobiliser.
Check that when command **AC003 Immobiliser warning light** is run, the immobiliser warning light goes off and then comes on again.

Switch off the ignition, then disconnect the black UCH connector.
If the indicator light is not illuminated, the UCH could be faulty, contact the Techline.

If the warning light is still illuminated, check the **insulation** to **+12 V, the continuity**, and the **absence of interference resistance** of the following connection:

- **80T** between components **645** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP16 CONTINUED	

The immobiliser warning light flashes when driving.

Run fault finding on the immobiliser.
Check that index **ET127 Immobiliser warning light** becomes OFF with the engine running.
If this is not the case (see **82A, Engine immobiliser, System operation**).

Switch off the ignition, then disconnect the black UCH connector.
If the indicator light is not illuminated, the UCH could be faulty, contact the Techline.

If the warning light is still illuminated, check the **insulation** to **+12V, the continuity**, and the **absence of interference resistance** of the following connection:

- **80T** between components **645** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP17	**The immobiliser warning light remains lit when not under an after ignition feed** **Message transmitted by: UCH**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Perform fault finding on the UCH. Check that when command **AC003 Immobiliser warning light** is run, the immobiliser warning light goes off and then comes on again.
If the warning light is still off, check the **insulation**, the **continuity**, and the **absence of interference resistance** of the following connection: – **80T** between components **645** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP18	**The battery charge fault warning light remains lit (engine running) Signal from the alternator**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Check the charging circuit. Repair if necessary.
Manipulate the wiring harness between the alternator and the instrument panel to note whether the warning light goes out. Look for any other damage to the harness, check the connection and condition of the connectors. Repair if necessary.
If the fault is still present, disconnect the connector of the instrument panel, component code **247**. Check the **insulation, continuity** and the **absence of interference resistance** on the following connection: – **2A** between components **103** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP19	Handbrake on and fault detected on brake circuit warning light operates inconsistently (WITHOUT ABS)

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

The brake warning light remains illuminated even with the handbrake released.

Check the brake fluid level.
Top up if necessary.
Check that there are no leaks in the brake circuit.

Disconnect the brake fluid MINIMUM level switch.
Make sure that the brake fluid minimum level switch is working correctly.
– With the switch inserted in the fluid, no continuity between connections H1 and MQ.
– With the switch out of the fluid, continuity between connections H1 and MQ.
Replace the switch if necessary.

Check the **insulation, continuity** and the **absence of interference resistance** on the following connection:

– **H1** between components **207** and **247**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

Check the **insulation, continuity** and the **absence of interference resistance** on the following connection:

– **M** between component **247** and **earth**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

AFTER REPAIR	Check for correct operation.

ALP19 CONTINUED 1	

Disconnect the handbrake switch connector. Check that there is no **earth** with the switch in the rest position, and check for **earth** with the switch depressed. Replace the switch if necessary.
Check the **insulation, continuity** and the **absence of interference resistance** on the following connection: – **H1** between components **247** and **156**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP19 CONTINUED 2	

The brake warning light remains off even with the handbrake applied.

Disconnect the handbrake switch connector.
Check that there is no **earth** with the switch in the rest position, and check for **earth** with the switch depressed.
Replace the switch if necessary.

Check the **insulation, continuity** and the **absence of interference resistance** on the following connection:

- **H1** between components **247** and **156**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP20	**The heated rear screen warning light does not light up** **Message transmitted by: UCH**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Run fault finding on the UCH, component code **645**. Deal with any other faults.
Check for **+12 V** on connection **15A** of the instrument panel, component code **247**, with the switch depressed. If there is no **+12 V**, check the **insulation, continuity** and the **absence of interference resistance** on the following connection: – **15RP** between components **247** and **1016**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP21	**There is no instrument panel display when the ignition is switched on**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Check the condition of fuses **F25** and **F4** in the passenger compartment fuse box, component code **1016**.
Check for **+12 V** on connection **BP10** and for **+ after ignition** on connection **AP10** of the instrument panel, component code **247**.
Check for earth on connection **M** of the instrument panel, component code **247**.
If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP22	**The trip computer or the trip meter or clock reset to zero each time the ignition is switched off**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Check the condition of fuses **F25** and **F4** in the passenger compartment fuse box, component code **1016**.
Check for **+12 V** on connection **BP10** and for **+ after ignition** on connection **AP10** of the instrument panel, component code **247**.
Check for earth on connection **M** of the instrument panel, component code **247**.
If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP23	**The free shift up warning light remains illuminated or does not illuminate when driving** **Message from: Injection computer**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Run fault finding on the injection system. Deal with any other faults.
Check the **condition** and **connection** of the connectors of the injection computer, component code **120** and the instrument panel, component code **247**. If the connector or connectors are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.
Check the **insulation** to **+12 V, continuity** and the **absence of interference resistance** on the following connection: – **154B** between components **120** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP24	**The free shift down warning light remains illuminated or does not illuminate when driving** **Message from: Injection computer**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Run fault finding on the injection system. Deal with any other faults.
Check the **condition** and **connection** of the connectors of the injection computer, component code **120** and the instrument panel, component code **247**. If the connector or connectors are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.
Check the **insulation** to **+12 V, continuity** and the **absence of interference resistance** on the following connection: – **154C** between components **120** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.

ALP25	**The OBD injection fault warning light remains illuminated** **Message from: Injection computer**

NOTES	See **Wiring Diagram Technical Note for CLIO II F6**.

Run fault finding on the injection system. Deal with any other faults.
Check the **condition** and **connection** of the connectors of the injection computer, component code **120** and the instrument panel, component code **247**. If the connector or connectors are faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.
Check the **insulation** to **+12 V, continuity** and the **absence of interference resistance** on the following connection: – **137C** between components **120** and **247**. If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Check for correct operation.