



Clio II

Type

S/Section

XB0

X

82


82 ERROR IN THE ENGINE IMMOBILISER DIAGNOSTIC SECTION

- Engine : XXX
 - Gearbox : XXX
- Basic manual : M.R. 337

Please glue photocopies of the following pages in place of pages 82-7, 82-8 and 82-26 in the DIAG section of M.R. 337 (section 82).

"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 by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed".

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6


Bargraph 6 LH side illuminated

Fiche no. 56

ACCEPTANCE (CLEARANCE) OF THE SIGNAL BY THE
DIESEL SOLENOID VALVE

NOTES

Check that the computer configuration is correct:

- diesel : bargraph 3 RH side illuminated

- petrol: bargraph 3 RH side extinguished

Set the XR25 to pulse detection mode (button "G", input on terminal "Vin").
Ignition on, check for pulses on **track 15 of the yellow connector for the multi-timer unit** (test with connectors for the multi-timer unit and coded electronic unit of the solenoid valve connected).
Ignition on, if no pulses are noted, replace the multi-timer unit.

Switch on the ignition for longer than 30 consecutive seconds, then switch it off and wait for the immobiliser warning light to flash (immobiliser active).
Switch on the ignition again and wait for bargraph 8 LH side to illuminate permanently.
Is bargraph 8 LH side permanently illuminated?

YES

Change the multi-timer unit if the vehicle will not restart.

NO

Check that the coded solenoid valve is properly earthed.
Is it correct ?

NO

Repair the electric wiring.

YES

Change the solenoid valve coded electronic unit.


AFTER REPAIR

Erase the memorised fault by entering G0** on the XR25.

Carry out a conformity check.

Check the operation of the immobiliser system.

6



Bargraphs 6 LH side and 6 RH side illuminated

Fiche no. 56

DIESEL SOLENOID VALVE AND CODED LINE CLEARANCE

NOTES

Before beginning fault finding, switch on the ignition for more than 30 consecutive seconds then switch off the ignition.

- For the diesel version, if **bargraphs 6 LH side and 6 RH side** are illuminated, check the fuel cut-off switch.
- Ensure that the solenoid valve coded electronic unit is correctly connected and check the solenoid valve is supplied with 12 Volts.
- Check the condition of the wiring between **track 15 of the yellow connector** of the multi-timer unit and **track 8 on the coded solenoid valve connector**.
Repair if necessary.
- Set the XR25 to pulse detection mode (button "G", input on terminal "Vin").
Ignition on, check for pulses on **track 15 of the yellow connector** of the multi-timer unit (test with connectors for the multi-timer unit and coded electronic unit of the solenoid valve connected).
Do you note any pulses?

NO

With the solenoid valve connector connected and the multi-timer unit connector disconnected, check the presence of 12 volts at track 15 of the multi-timer unit connector when the + after ignition is present.
Are 12 volts present?

NO

Change the electronic unit on the solenoid valve.

YES

Change the multi-timer unit.

YES

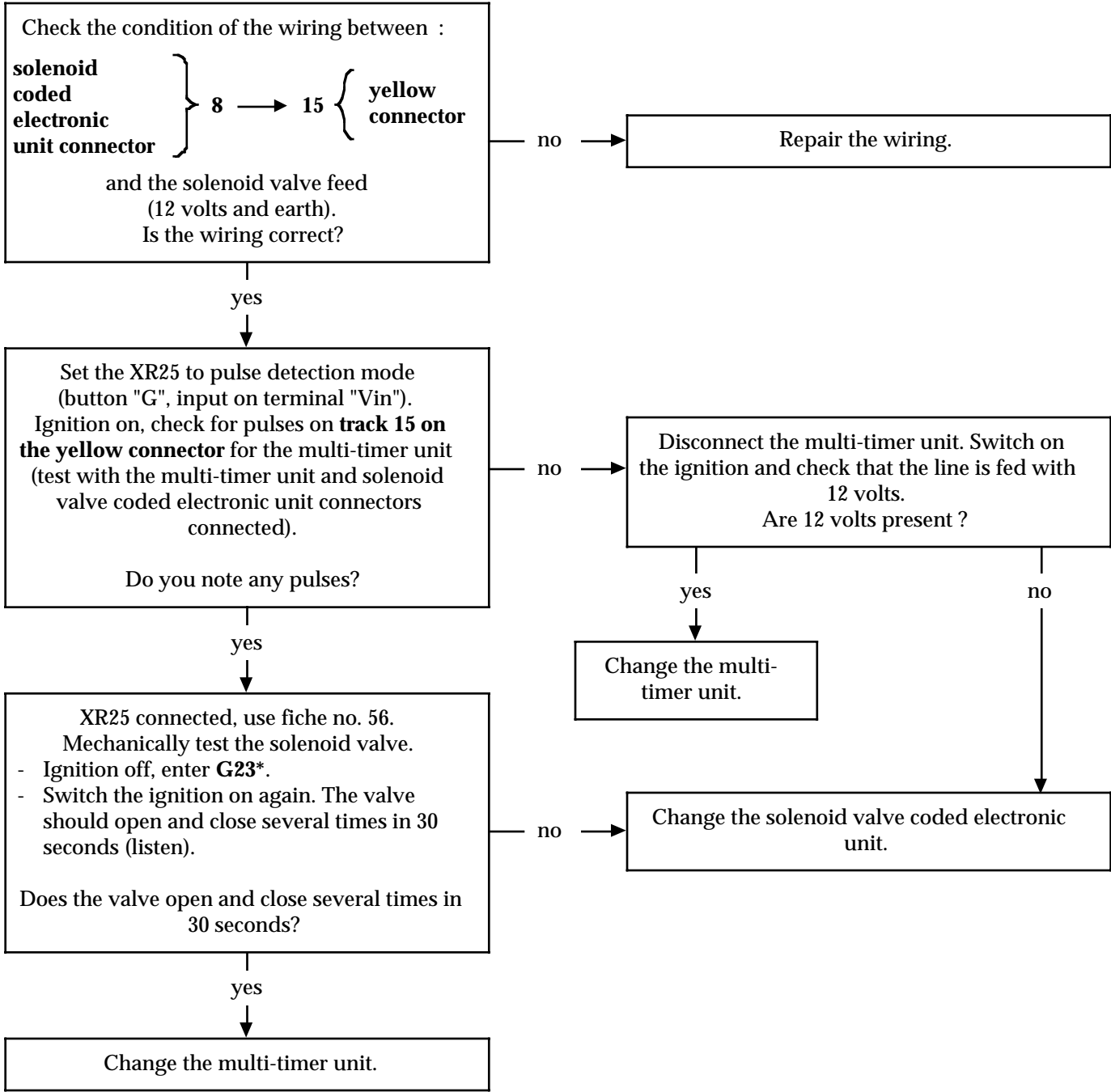
Change the electronic unit on the solenoid valve.

AFTER REPAIR

Erase the memorised fault by entering G0** on the XR25.
Carry out a conformity check.
Check the operation of the immobiliser system.

Chart 3	THE IMMOBILISER WARNING LIGHT REMAINS ILLUMINATED FOR MORE THAN 30 CONSECUTIVE SECONDS, IGNITION ON (the immobiliser warning light illuminates permanently as soon as the ignition is switched on, in the 16 seconds following switching on the ignition or the immobiliser warning light illuminates permanently for more than 30 consecutive seconds)
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NOTES	None
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AFTER REPAIR	Carry out a conformity check. Check the operation of the immobiliser system.
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