



Clio II

Type

S/Section

XB0

X

82

82

MODIFICATION TO THE FAULT-FINDING SECTION OF THE WORKSHOP MANUAL

- Engine : XXX
 - Gearbox : XXX
- Basic Manual : M.R. 337 and N.T. 3018A

Please glue photocopies of the following page in place of page 82-8 in the DIAG (fault-finding) section of the Workshop Repair Manual 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".

All copyrights reserved by Renault.

Copying or translating, in part or in full, of this document or use of the service part reference numbering system is forbidden without the prior written authority of RENAULT.



6



Bargraphs 6 LH side and 6 RH side permanently illuminated Fiche n° 56
ACCEPTANCE (CLEARANCE) OF THE SIGNAL BY THE
DIESEL SOLENOID VALVE AND CODED LINE

CONSIGNES

Before starting the fault-finding operation, switch the ignition on for more than 30 seconds and then switch the ignition off.

For the diesel version, if **bargraphs 6 LH side and 6 RH side** are illuminated, check the impact switch.

Check to make sure that the connector for the solenoid valve coded electronic unit is correctly connected and check that the solenoid valve is correctly supplied with 12 volts.

Check the condition of the electrical wiring between **track 15 of the yellow connector** for the multi-timer unit and **track 8 for the coded solenoid valve connector**.
Repair it if necessary.

Set the XR 25 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 the connectors for the multi-timer unit and the coded electronic unit for the solenoid valve connected).
Are there any pulses ?

NO

With the solenoid valve connector connected and the multi-timer unit connector disconnected, check the presence of 12 Volts on track 15 of the connector for the multi-timer unit when + after ignition is present.
Is this 12 Volts ?

NO

Change the electronic unit at the solenoid valve end.

YES

Check the condition of the coded solenoid : if possible fit another decoder unit and check that the solenoid valves is functioning correctly (listen for operation). If the solenoid is operating, change the multi-timer unit. If it is not operating, change the solenoid.
If no other decoder unit is available, check the resistance value for the solenoid valve. If the values are incorrect, change the coded solenoid valve.

YES

Change the electronic unit at the solenoid valve end.

AFTER
REPAIR

Erase the fault memory by entering G0** on the XR 25 key pad.
Carry out a conformity check.
Check that the engine immobiliser system is operating correctly.