



---

# Technical Note 3623A

---

## JEX 0

---

Basic manual: Technical Note 3385A

---

# FAULT FINDING

## Special notes

Software version: 3.9

---

77 11 311 462

JULY 2002

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."

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.

© RENAULT 2002

---

## Contents

	Page
<b>82A</b> <b>IMMOBILISER</b>	
Introduction	82A-1
Interpretation of faults	82A-2
Interpretation of status	82A-7
<b>83A</b> <b>INSTRUMENT PANEL</b>	
Introduction	83A-1
Interpretation of status	83A-2
Interpretations of parameters	83A-10
Configuration	83A-15
<b>87B</b> <b>CONNECTION UNIT</b>	
Introduction	87B-1
Interpretation of faults	87B-2
Configuration	87B-3

---

# IMMOBILISER

## Fault finding - Introduction

---

82A

**These changes involve new coding for each IMMOBILISER function fault.  
Fault processing is as described in Technical Note 3385A.  
It also contains the customer complaints and fault-finding charts.**

This information can be viewed with the diagnostic tool under FAULT CONTROL by communicating with the IMMOBILISER function.

This application requires software version **No. 0390 Vdiag: 04**.

**IMPORTANT: The connection unit cannot be configured if the battery is low. The proper voltage (> 9.5 V) must be available.**

# IMMOBILISER

## Fault finding - Fault Interpretation

# 82A

<b>DF055 PRESENT OR STORED</b>	<u>CODED LINE CIRCUIT</u> CO.0 : Short circuit to earth CC.1 : Short circuit to + 12 V
--	--

<b>NOTES</b>	None.
--------------	-------

<b>CO.0 - CC.1</b>	<b>NOTES</b>	None.
--------------------	--------------	-------

Check the injection computer connections and MOT connector in the passenger compartment connection unit. Repair if necessary.
Check <b>insulation</b> from earth and from + 12 V of the connection between: Passenger compartment connection unit MOT connector <b>track 18</b> —————▶ <b>Track (*)</b> of the injection computer  Repair if necessary. If not, contact your Techline.

(*)	Track 35 for engine F3R Track 58 for engine F4R Track 50 for engine L7X Track 59 for engine F9Q Track 1-G2 for engine G9T Track 1 of coded solenoid valve (G8T)
-----	--

<b>AFTER REPAIR</b>	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
---------------------	---

# IMMOBILISER

## Fault finding - Fault Interpretation

# 82A

<b>DF061 PRESENT OR STORED</b>	<u>CLOCK LINE</u> CC : Short circuit
--	---

<b>NOTES</b>	None.
--------------	-------

<b>CC</b>	<b>NOTES</b>	None.
-----------	--------------	-------

Disconnect ring and see if fault is still present. If fault <b>DF061</b> is gone, replace the transponder ring.
Check insulation from earth and from + 12 Volts of the connection between: Passenger compartment connection unit ECH connector <b>track 22</b> → <b>Track 3</b> antenna ring connector Repair if necessary.
If the fault persists, contact your Techline.

<b>AFTER REPAIR</b>	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
---------------------	---

# IMMOBILISER

## Fault finding - Fault Interpretation

# 82A

<b>DF062 PRESENT OR STORED</b>	<p><u>DATA LINE</u></p> <p>CC.0 : Short circuit to earth          OC : Open circuit or short circuit to + 5 V / 12 V</p>
--	--

<b>NOTES</b>	<p>None.</p>
--------------	--------------

<b>CC.0</b>	<b>NOTES</b>	<p>None.</p>
-------------	--------------	--------------

<p>Ensure insulation against earth of the connection between:          Passenger compartment connection unit ECH connector <b>track 8</b> <span style="font-size: 1.5em;">→</span> <b>Track 4</b> antenna ring connector</p> <p>Repair if necessary.</p>	
<p>Disconnect the 6-track antenna ring connector.          With the ignition off, check for 12 V on <b>track 9</b> of the passenger compartment connection unit ECH connector.          If the value is faulty (+ before ignition), change the connection unit.</p>	
<p>Reconnect the 6-track antenna ring connector.          With the ignition off, check for 12 V on <b>track 9</b> of the passenger compartment connection unit ECH connector.          If the value is faulty (+ before ignition), change the antenna ring.</p>	
<p>Switch off the ignition and wait until the immobiliser warning light flashes (immobiliser active ).          Disconnect the antenna ring.  <b>If DF062 is no longer in short circuit (CC.0), the ring is defective. Replace the antenna ring.</b>  <b>If DF062 is in short circuit (CC.0), contact your Techline.</b></p>	

<b>AFTER REPAIR</b>	<p>Clear the fault memory.          Carry out a check using the diagnostic tool.          Deal with any other possible faults.</p>
---------------------	--

# IMMOBILISER

## Fault finding - Fault Interpretation

# 82A

<b>DF062</b> <b>CONTINUED</b>	
----------------------------------	--

<b>NOTES</b>	None.
--------------	-------

<b>CO</b>	<b>NOTES</b>	None.
-----------	--------------	-------

<p>Check <b>the continuity</b> of the connection between: Passenger compartment connection unit ECH connector <b>track 8</b> —————▶ <b>Track 4</b> antenna ring connector</p> <p>Repair if necessary.</p>
<p>Switch off the ignition and wait until the immobiliser warning light flashes (immobiliser active ). Disconnect the antenna ring. <b>If DF062 is no longer in open circuit</b>, the ring is defective. Replace the antenna ring. <b>If DF062 is in open circuit, contact your Techline.</b></p>

<b>AFTER REPAIR</b>	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
---------------------	---

# IMMOBILISER

## Fault finding - Fault Interpretation

# 82A

<b>DF063 PRESENT OR STORED</b>	<u>SOLENOID VALVE ACKNOWLEDGEMENT</u>
--	---------------------------------------

<b>NOTES</b>	G8T engine
--------------	------------

<p>Turn on the diagnostic tool's oscilloscope function. With the ignition on again, check for a pulse on <b>track 18</b> of the passenger compartment connection unit MOT connector. Ignition on, if there are no pulses, change the connection unit.</p>
<p>Switch on the ignition for more than 30 consecutive seconds, then switch off the ignition and wait until the immobiliser warning light flashes (immobiliser active). Turn the ignition back on and see if <b>ET167</b> is steadily lit.</p> <p><b>Is ET167 steadily lit?</b></p>

<b>YES</b>	Change the passenger compartment connection unit.
------------	---

<b>NO</b>	Replace the solenoid valve coded electronic unit.
-----------	---

<b>AFTER REPAIR</b>	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
---------------------	---

# IMMOBILISER

## Fault finding - Interpretation of states

# 82A

<b>ET001</b>	<u>IMMOBILISER</u>
--------------	--------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET001: INACTIVE</b>	<b>The vehicle will not start.</b>
------------------------	------------------------------------

<p>Make sure there are no immobiliser or injection function faults. Make sure the keys are the right ones (Espace key, right number ordered). Repair if necessary. Check for change in immobiliser function status <b>ET002</b> and <b>ET003</b>. Check immobiliser status in the injection function. Repair if necessary. If the fault persists, contact your Techline.</p>
--

<b>ET001: ACTIVE</b>	<b>The vehicle starts.</b>
----------------------	----------------------------

<p>Make sure there are no immobiliser or injection function faults. Repair if necessary. Check immobiliser activation. Repair if necessary. See if immobiliser status switches to ACTIVE in the injection function. If the fault persists, contact your Techline.</p>
---

<b>AFTER REPAIR</b>	Deal with any possible faults. Clear the fault memory.
---------------------	---

<b>ET002</b>	<u>KEY CODE RECEIVED</u>
--------------	--------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET002: INACTIVE</b>	<b>Transponder key displayed.</b>
------------------------	-----------------------------------

Make sure there are no immobiliser function faults.  
Remove any metal objects near the key.  
Make sure the keys are the right ones (Espace key, right number ordered).  
Repair if necessary.  
Insert the key head into another Espace. If status **ET002** is still INACTIVE, replace the key head(s). If status **ET002** switches to ACTIVE, check the connections in the vehicle concerned.  
If the fault persists, contact your Techline.

<b>ET002: ACTIVE</b>	<b>Transponder key not displayed.</b>
----------------------	---------------------------------------

Make sure there are no immobiliser function faults.  
Repair if necessary.  
Disconnect the transponder ring; if status **ET002** becomes inactive, replace the transponder ring.  
If the fault persists, contact your Techline.

<b>AFTER REPAIR</b>	Deal with any possible faults. Clear the fault memory.
---------------------	---

<b>ET003</b>	<u>VALID KEY CODE</u>
--------------	-----------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET003: INACTIVE</b>	<b>Transponder key displayed.</b>
------------------------	-----------------------------------

Make sure there are no immobiliser function faults.  
Check whether status **ET002** is OK.  
Repair if necessary.  
If the fault persists, contact your Techline.

<b>ET003: ACTIVE</b>	<b>Transponder key not displayed.</b>
----------------------	---------------------------------------

Make sure there are no immobiliser function faults.  
Repair if necessary.  
Disconnect the transponder ring; if status **ET003** becomes inactive, replace the transponder ring.  
Check whether status **ET002** is OK.  
If the fault persists, contact your Techline.

<b>AFTER REPAIR</b>	Deal with any possible faults. Clear the fault memory.
---------------------	---

<b>ET004</b>	<u>+ 12 V ACCESSORIES</u>
--------------	---------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET004: INACTIVE</b>	<b>+ 12 V accessories on.</b>
------------------------	-------------------------------

Check the ignition switch connections.  
Voltage not present.  
Check fuse **F33**.  
Check the continuity between **track 1** of the ignition switch and **track 5** of the yellow 26-track SS1 connector in the connection unit.  
Check for 12 V in **track 5** of the yellow 26-track SS1 connector in the connection unit.  
Check the connections of the SS1 connector in the connection unit.  
Repair if necessary.  
Contact your Techline.

<b>ET004: ACTIVE</b>	<b>+ 12 V accessories off.</b>
----------------------	--------------------------------

Check for the absence of 12 V in **track 5** of the yellow 26-track SS1 connector in the connection unit.  
Check the connections of the SS1 connector in the connection unit.  
Repair if necessary.  
If no voltage, contact your Techline.

<b>AFTER REPAIR</b>	Deal with any possible faults. Clear the fault memory.
---------------------	---

<b>ET005</b>	<u>+ 12 V AFTER IGNITION</u>
--------------	------------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET005: INACTIVE</b>	<b>+ 12 V after ignition on.</b>
------------------------	----------------------------------

Check the ignition switch connections.  
Voltage not present.  
Check fuse **F15**.  
Check the continuity between **track 2** of the ignition switch and **track 17** of the yellow 26-track SS1 connector in the connection unit.  
Check for 12 V in **track 17** of the yellow 26-track SS1 connector in the connection unit.  
Check the connections of the SS1 connector in the connection unit.  
Repair if necessary.  
Contact your Techline.

<b>ET005: ACTIVE</b>	<b>+ 12 V after ignition off.</b>
----------------------	-----------------------------------

Check for the absence of 12 V in **track 17** of the yellow 26-track SS1 connector in the connection unit.  
Check the connections of the SS1 connector in the connection unit.  
Repair if necessary.  
Contact your Techline.

<b>AFTER REPAIR</b>	Deal with any possible faults. Clear the fault memory.
---------------------	--

### ANALYSIS OF IMMOBILISER CONDITIONS

The following four STATUSES display proper immobiliser system function and various malfunctions:

**ET002: Key code received**

**ET003: Key code valid**

**ET001: Immobiliser**

**ET130: Immobiliser warning light**

To test the transponder keys and/or the interconnection box, simply carry out a combined check of the four statuses.

#### 1. System working properly, key recognised.

ET002: YES

ET003: YES

ET001: INACTIVE

ET130: ACTIVE (3 seconds)

#### 2. Faulty key or wrong key for ESPACE vehicle or defective ring.

ET002: NO

ET003: NO

ET001: ACTIVE

ET130: INACTIVE

#### 3. Key belongs to another ESPACE

ET002: YES

ET003: NO

ET001: ACTIVE

ET130: INACTIVE

#### 4. Faulty connection unit, right key, but connection unit fails to unlock.

ET002: YES

ET003: YES

ET001: INACTIVE

ET130: ACTIVE (3 seconds)

#### **AFTER REPAIR**

Deal with any possible faults.  
Clear the fault memory.

ET007	<u>FORCED PROTECTION MODE</u>
-------	-------------------------------

<b>NOTES</b>	+ After ignition.
--------------	-------------------

This status indicates immobiliser function activation by diagnostics following command **AC004**.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# IMMOBILISER

## Fault finding - Interpretation of states

# 82A

ET131	<u>TRANSPONDER PROGRAMMING COMPLETED</u>
-------	--

<b>NOTES</b>	+ After ignition.
--------------	-------------------

ET131: YES
------------

This status indicates whether the immobiliser system has been programmed for the keys.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

<b>ET132</b>	<u>1st TRANSPONDER KEY PROGRAMMED</u>
--------------	---------------------------------------

<b>NOTES</b>	+ After ignition.
--------------	-------------------

This status indicates whether the first transponder key has been programmed.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

<b>ET138</b>	<u>KEY PROGRAMMING COMPLETE</u>
--------------	---------------------------------

<b>NOTES</b>	+ After ignition.
--------------	-------------------

**ET138: YES**

This status indicates whether the vehicle has been programmed for the transponder keys.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Introduction

---

**83A**

These changes involve processing and new coding for status and parameters in the INSTRUMENT PANEL CONFIGURATION and READ CONFIGURATION functions.

This application requires software version **No. 0390** and **Vdiag: 04**.

**IMPORTANT:** The instrument panel cannot be configured if the battery is low.  
The proper voltage must be available.

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

<b>ET001</b>	<u>+12 V ACCESSORIES</u>
--------------	--------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET001: INACTIVE</b>	<b>+ 12 V accessories on.</b>
------------------------	-------------------------------

Check the ignition switch connections.  
Voltage not present.  
Check fuse **F33**.  
Check the continuity between **track 1** of the ignition switch and **track 5** of the yellow 26-track SS1 connector in the connection unit.  
Check for 12 V in **track 5** of the yellow 26-track SS1 connector in the connection unit.  
Check the connections of the SS1 connector in the connection unit.  
Repair if necessary.  
Contact your Techline.

<b>ET001: ACTIVE</b>	<b>+ 12 V accessories off.</b>
----------------------	--------------------------------

Check for the absence of 12 V in **track 5** of the yellow 26-track SS1 connector in the connection unit.  
Check the connections of the SS1 connector in the connection unit.  
Repair if necessary.  
Contact your Techline.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

<b>ET002</b>	<u>+ 12 V AFTER IGNITION</u>
--------------	------------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET002: INACTIVE</b>	<b>+ 12 V after ignition on.</b>
------------------------	----------------------------------

<p>Check the ignition switch connections. Voltage not present. Check fuse <b>F15</b>. Check the continuity between <b>track 2</b> of the ignition switch and <b>track 17</b> of the yellow 26-track SS1 connector. Check for 12 V in <b>track 17</b> of the yellow 26-track SS1 connector in the connection unit. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>
--

<b>ET002: ACTIVE</b>	<b>+ 12 V after ignition off.</b>
----------------------	-----------------------------------

<p>Check for 12 V in <b>track 17</b> of the yellow 26-track SS1 connector in the connection unit. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>
--

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

<b>ET060</b>	<u>VALID RADIOFREQUENCY KEY</u>
--------------	---------------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET060: INACTIVE</b>	<b>RF key pressed.</b>
------------------------	------------------------

See if the batteries in the remote control are OK.  
Repair if necessary.  
Check whether status **ET067** is OK.  
Repair if necessary.  
If the fault persists, contact your Techline.

<b>ET060: ACTIVE</b>	<b>RF key not pressed.</b>
----------------------	----------------------------

Check whether status **ET067** is OK.  
Repair if necessary.  
Reprogram.  
If the fault persists, contact your Techline.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

ET062	<u>SEAT BELT ALARM</u>
-------	------------------------

<b>NOTES</b>	+ 12 V after ignition. Seat belt buckled.
--------------	--

<b>ET062: INACTIVE</b>	<b>BELT BUCKLED</b>
------------------------	---------------------

<p>Check the belt switch connections and make sure the switch works properly. Repair if necessary. Check for the <b>earth</b> in <b>track 1</b> of connection R496. Check the continuity between <b>track 1</b> of connection R496 and <b>track 22</b> of the yellow 26-track SS1 connector. Check the connections of the SS1 connector in the connection unit. Check the condition of the seat belt bulb. Repair if necessary. Contact your Techline.</p>
--

<b>ET062: ACTIVE</b>	<b>BELT NOT BUCKLED</b>
----------------------	-------------------------

<p>Check the belt switch connections and make sure the switch works properly. Repair if necessary. Check for no <b>earth</b> in <b>track 1</b> of connection R496. Check the insulation from earth between <b>track 1</b> of connection R496 and <b>track 22</b> of the yellow 26-track SS1 connector. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>
---

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

<b>ET067</b>	<u>RF FRAME RECEIVED</u>
--------------	--------------------------

<b>NOTES</b>	None.
--------------	-------

<b>ET067: INACTIVE</b>	<b>RF key pressed.</b>
------------------------	------------------------

<p>Make sure there are no faults in the connection unit function. Repair if necessary. Make sure the radiofrequency remote control (Espace part) is OK. See if the batteries in the remote control are OK. Repair if necessary. Check status <b>ET067</b> functioning on another vehicle. If the status does not change to ACTIVE, replace the key head. If the status becomes ACTIVE properly, contact your Techline. Reprogram. If the fault persists, contact your Techline.</p>
---

<b>ET067: ACTIVE</b>	<b>RF key not pressed.</b>
----------------------	----------------------------

<p>Make sure there are no faults in the connection unit function. Repair if necessary. Reprogram. If the fault persists, contact your Techline.</p>
---

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

**RADIOFREQUENCY KEY STATUS ANALYSIS**

The following two STATUSES display proper functioning of the remote control system and its various malfunctions:

**ET067: RF frame received**

**ET060: Valid RF key**

To test the transponder keys and/or the interconnection box, simply carry out a combined check of the two statuses.

**1. System functioning properly, radiofrequency key recognised.**

ET067: YES

ET060: YES

**2. Faulty radio key or wrong key for ESPACE vehicle.**

ET067: NO

ET060: NO

**3. Radiofrequency key belongs to another ESPACE.**

ET067: YES

ET060: NO

**AFTER REPAIR**

Repeat the conformity check.

# INSTRUMENT PANEL

## Fault finding - Interpretation of parameters

# 83A

<b>PR027</b>	<u>COOLANT TEMPERATURE</u>
--------------	----------------------------

<b>NOTES</b>	+ after ignition on.
--------------	----------------------

COOLANT TEMPERATURE refers to the engine coolant.  
The reading is on a scale of 1 to 9. This matches the number of blocks displayed on the instrument panel.  
The bar climbs with the temperature:

- Minimum temperature < level 1 < 55°C
- 55°C < level 2 < 67°C
- 67°C < level 3 < 80°C
- 80°C < level 4 < 97°C
- 97°C < level 5 < 102°C
- 102°C < level 6 < 107°C
- 107°C < level 7 < 112°C
- 112°C < level 8 < 115°C
- 115°C < level 9 < maximum temperature

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of parameters

**83A**

<b>PR035</b>	<u>FUEL LEVEL</u>
--------------	-------------------

<b>NOTES</b>	+ after ignition on.
--------------	----------------------

The FUEL LEVEL information reflects the amount of fuel in the tank.  
The reading is on a scale of 1 to 9. This matches the number of blocks displayed on the instrument panel.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of parameters

# 83A

<b>P:R036</b>	<u>OIL LEVEL</u>
---------------	------------------

<b>NOTES</b>	+ after ignition on.
--------------	----------------------

The OIL LEVEL INFORMATION reflects the amount of oil in the engine sump. The reading is on a scale of 1 to 9. This matches the number of blocks displayed on the instrument panel.

After replacing a connection unit or battery, or a voltage drop, the display might be 0 (zero). Follow these steps for an accurate reading:

- switch off the ignition,
- close the driver's door,
- wait for more than 1 minute,
- open the door,
- switch on the ignition;
- the level should now be displayed.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

ET061	<u>SOURCE OF LAST OPENING ELEMENT COMMAND</u>
-------	---

<b>NOTES</b>	None.
--------------	-------

There are two possible sources:

**Electric door locking:** doors and boot last opened by manual lock/unlock control in the courtesy light console.

**Radiofrequency remote control:** doors and boot last opened by vehicle's remote control.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

<b>ET070</b>	<u>REMOTE CONTROL PROGRAMMING COMPLETED</u>
--------------	---

<b>NOTES</b>	+ 12 V after ignition.
--------------	------------------------

This status indicates that the instrument panel and connection unit have memorised the radiofrequency transmitters.

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

**INSTRUMENT PANEL**  
**Fault finding - Interpretation of states**

**83A**

<b>ET075</b>	<u>REMOTE CONTROL PROGRAMMING IN PROGRESS</u>
--------------	---

<b>NOTES</b>	+ 12 V after ignition.
--------------	------------------------

The status is **YES** during programming of one or more radiofrequency remote controls. In other words, after pressing on the electric door lock control > 5 seconds (ignition off).

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Interpretation of states

# 83A

<b>ET076</b>	<u>NUMBER OF RF KEYS MEMORISED</u>
--------------	------------------------------------

<b>NOTES</b>	+ 12 V after ignition.
--------------	------------------------

This status indicates the number of radiofrequency keys store in the instrument panel (0, 1 or 2 keys).

<b>AFTER REPAIR</b>	Repeat the conformity check.
---------------------	------------------------------

# INSTRUMENT PANEL

## Fault finding - Configurations

# 83A

### NOTES

Ignition off.

#### **CF129: With hazard lights reminder on radiofrequency remote control**

This configuration makes the hazard lights come on when the radiofrequency remote control is pressed (doors closed).

#### **CF128: Without hazard lights reminder on radiofrequency remote control**

This configuration prevents the hazard lights from coming on when the radiofrequency remote control is pressed (doors closed). It is required when a second alarm is installed. Then the hazard lights are controlled by the alarm when the remote control is pressed.

**LC043:** This display is used to check the current configuration.

### AFTER REPAIR

Repeat the conformity check.

# CONNECTION UNIT

## Fault finding - Introduction

---

**87B**

**These changes cover a new way of dealing with a fault in function DF052. The procedure for other faults is the same as in Note Technique 3385A.**

This application requires software version **No. 0390** and **Vdiag: 04**.

**IMPORTANT: The connection unit cannot be configured if the battery is low. The proper voltage must be available.**

# CONNECTION UNIT

## Fault finding - Fault Interpretation

# 87B

<b>DF052 PRESENT OR STORED</b>	<p><u>EXTERIOR TEMPERATURE SENSOR CIRCUIT</u></p> <p>CC : Short circuit CO : Open circuit</p>
--	---

<b>NOTES</b>	<p>+ after ignition on. Vehicle equipped with exterior temperature sensor. Vehicle without climate control.</p>
--------------	---

<b>CC</b>	<b>NOTES</b>	None.
-----------	--------------	-------

Check the insulation against the earth and + 12 V in the connection between **track 16** of the yellow 26-track SS1 connector and **track 6** of the temperature sensor.  
Repair if necessary.  
If the fault persists, replace the temperature sensor.

<b>CO</b>	<b>NOTES</b>	None.
-----------	--------------	-------

Check the continuity of the connection between **track 16** of the yellow 26-track SS1 connector and **track 6** of the temperature sensor.  
Repair if necessary.  
Check the continuity of the connection between **track 3** of the yellow 26-track SS1 connector and **track 5** of the temperature sensor.  
Repair if necessary.  
If the fault persists, replace the temperature sensor.

<b>AFTER REPAIR</b>	<p>Clear the fault memory. Deal with any other possible faults.</p>
---------------------	---

<b>NOTES</b>	Ignition off. Battery voltage > 9.5 V.
--------------	---

Configuration to carry out when a connection unit is replaced:

### CF636 BII TYPE

**A message on the screen says to check for the proper voltage (> 9.5 V).**

Then a calibration is carried out.

The next screen displays the vehicle's equipment:

<b>Type of engine</b>	:	F3R, Z7X, F4R, L7X, G8T AS3, G8T TTP EGR, G9T, F9Q, F3R LPG
<b>Vehicle type</b>	:	JE0P or JE0E Except JE0P or JE0E
<b>Steering wheel position</b>	:	Right Left
<b>Tailgate module</b>	:	With None
<b>Type of rear screen</b>	:	Lit Opening element
<b>With hazard lights reminder on radiofrequency remote control</b>	:	With None
<b>Type of heating and ventilation</b>	:	Manual Climate control
<b>Radio display</b>	:	With None

Based on the preceding selections, the second configuration screen displays the following headings:

<b>Trip Computer</b>	:	With None
<b>Type of air bag</b>	:	SDM EC5
<b>20-sec. oil level display</b>	:	Press on trip computer + after ignition feed present

Next the configuration read screen appears.

<b>AFTER REPAIR</b>	Clear the fault memory. Deal with any other possible faults.
---------------------	---