

MEGANE

8 Electrical equipment

83A

INSTRUMENT PANEL

TDB ph1/ph2 (HG)

Vdiag No.: 04

Vdiag No.: 0C (08xx)-10

| | |
|--|----------|
| Fault finding - Introduction | 83A - 2 |
| Fault finding - System operation | 83A - 7 |
| Fault finding - Replacement of components | 83A - 9 |
| Fault finding - Configurations and programming | 83A - 10 |
| Fault finding - Replacement of components | 83A - 12 |
| Fault finding - Fault summary table | 83A - 13 |
| Fault finding - Interpretation of faults | 83A - 14 |
| Fault finding - Conformity check | 83A - 17 |
| Fault finding - Status summary table | 83A - 23 |
| Fault finding - Interpretation of statuses | 83A - 24 |
| Fault finding - Parameter summary table | 83A - 32 |
| Fault finding - Interpretation of parameters | 83A - 33 |
| Fault finding - Command summary table | 83A - 43 |
| Fault finding - Interpretation of commands | 83A - 44 |
| Fault finding - Customer complaints | 83A - 51 |
| Fault finding - Fault finding chart | 83A - 52 |

V7

Edition Anglaise

"The repair procedures given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The procedures 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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1. SCOPE OF THIS DOCUMENT

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

Vehicle(s): **MEGANE II**
Function concerned: **Instrument panel**

Name of computer: **Instrument panel**
– **All ranges, Mégane II phase 1 (Vdiag 04)**
– **Top of the range version, Mégane II phase 2 (Vdiag 0C and software version 08xx and vdiag 10)**
Vdiag No.: **04, 0C, 10**

2. PREREQUISITES FOR FAULT FINDING

Documentation type

Fault finding procedures (this manual):

- Assisted fault finding (integrated into the diagnostic tool), Dialogys.

Wiring Diagrams:

- Visu-Schéma (CD-ROM), paper.

Type of diagnostic tools

- **CLIP + sensor**

Special tooling required

| Special tooling required | |
|--------------------------|-------------------|
| | Multimeter |
| Elé. 1681 | Universal bornier |

3. RECAP

To run fault finding on the vehicle's computers, switch on the ignition in fault finding mode (forced + after ignition feed).

Proceed as follows:

- vehicle card in reader,
- press and hold start button (longer than **5 seconds**) with start-up conditions not fulfilled,
- connect the diagnostic tool and perform the required operations.

To **cut off + after ignition feed**, proceed as follows:

- disconnect the diagnostic tool,
- press the Start button twice briefly (less than **3 seconds**),
- ensure that the + after ignition feed has been cut off by checking that the computer indicator lights on the instrument panel have gone out.

Faults

Faults are declared as either present or stored (depending on whether they appeared in a certain context and have disappeared since, or whether they remain present but have not been diagnosed within the current context).

The **present** or **stored** status of faults should be taken into consideration when the diagnostic tool is switched on after the + after ignition feed (without any system components being active).

For a **present fault**, apply the procedure described in the **Interpretation of faults** section.

For a **stored fault**, note the faults displayed and apply the instructions in the **Notes** section.

If the fault is **confirmed** when the instructions in the Notes section are applied, the fault is present. Deal with the fault

If the fault is **not confirmed**, check:

- the electrical lines which correspond to the fault,
- the connectors for these lines (for oxidation, bent pins, etc.),
- the resistance of the component detected as faulty,
- the condition of the wires (melted or split insulation, wear).

Conformity check

The aim of the conformity check is to check data that does not produce a fault on the diagnostic tool because the data is inconsistent. Therefore, this stage is used to:

- carry out fault finding on faults that do not have a fault display, and which may correspond to a customer complaint.
- check that the system is operating correctly and that there is no risk of a fault recurring after repairs.

This section gives the fault finding procedures for statuses and parameters and the conditions for checking them.

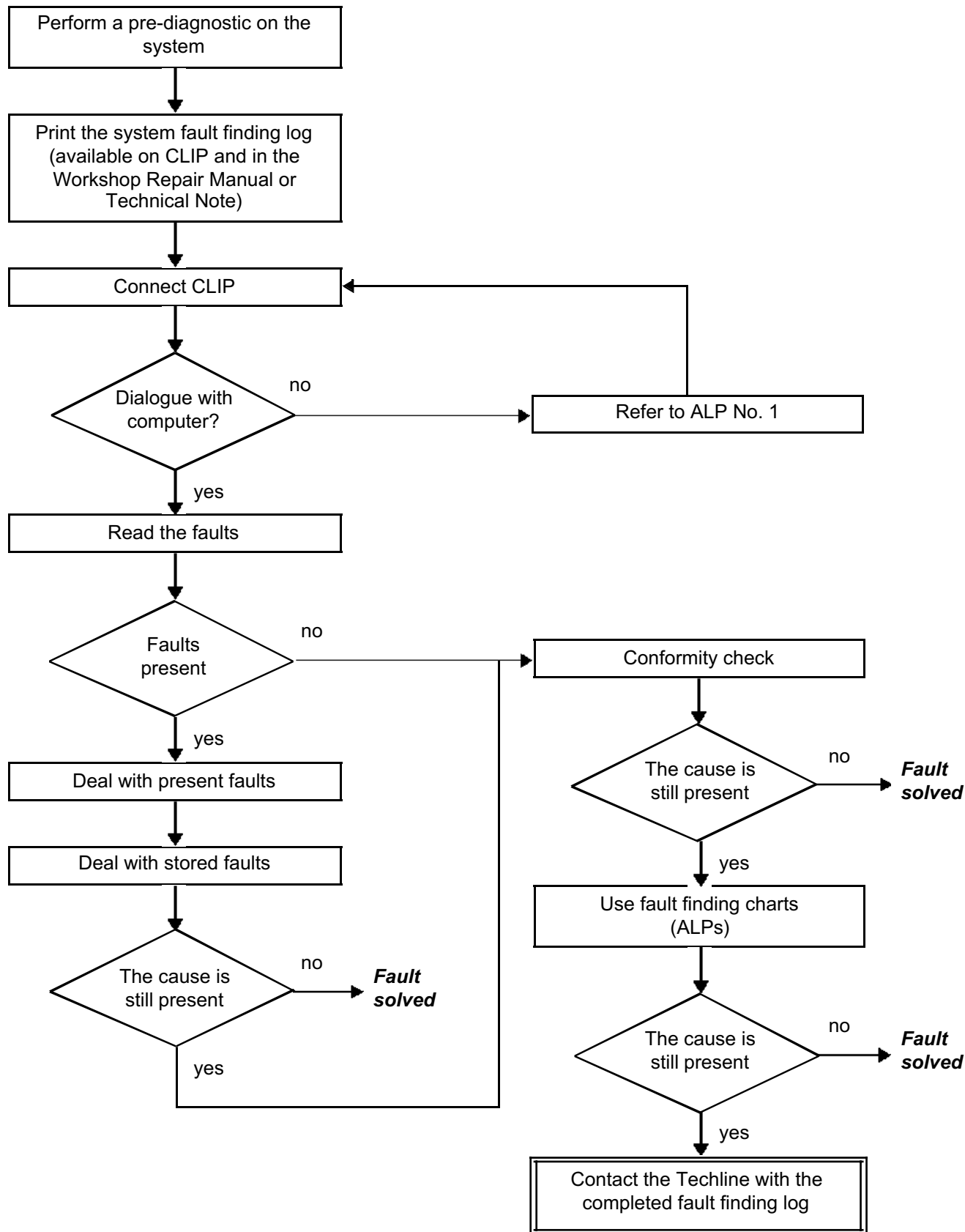
If a status is not behaving normally or a parameter is outside the permitted tolerance values, consult the corresponding fault finding page.

Customer complaints - Fault finding chart

If the test with the diagnostic tool is OK but the customer complaint is still present, the fault should be processed by **customer complaint**.

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

4. FAULT FINDING PROCEDURE



4. FAULT FINDING PROCEDURE (continued)

Wiring check

Fault finding problems

Disconnecting the connectors and/or manipulating the wiring harness 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.

Tactile inspection

While manipulating the wiring harness, 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 the 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 to another wire.

If a fault is detected, repair or replace the wiring harness.

5. FAULT FINDING LOG



IMPORTANT

IMPORTANT

Any fault on a complex system requires thorough fault finding with the appropriate tools. The FAULT FINDING LOG, which should be completed during the procedure, enables you to keep track of the procedure which is carried out. It is an essential document when consulting the manufacturer.

IT IS THEREFORE MANDATORY TO FILL OUT A FAULT FINDING LOG EACH TIME FAULT FINDING IS CARRIED OUT.

You will always be asked for this log:

- when requesting technical assistance from Techline,
- for approval requests when replacing parts for which approval is mandatory,
- to be attached to monitored parts for which reimbursement is requested. The log is needed for warranty reimbursement, and enables better analysis of the parts removed.

6. SAFETY ADVICE

Safety rules must be observed during any work on a component to prevent any damage or injury:

- check the battery voltage to avoid incorrect operation of computer functions,
- use the proper tools.

1. Instrument panel functions (Vdiag 0C and 10 top of the range version, Mégane II phase 2):

The instrument panel allows the:

⇒ Needle gauge display for the following functions:

- Vehicle speed.
- Rev counter.
- Coolant temperature.
- Fuel.

⇒ Indicator light function production using indicator lights or messages or symbols on the dot matrix display.

⇒ Dot matrix display of the following functions:

- Time.
- Exterior temperature.
- Radio station.
- Odometer:
 - Mileometer,
 - Trip meter.
- Oil level.
- Status of doors/luggage compartment.
- Status of the tyre pressure monitor function.
- Management and trip computer display:
 - Petrol or diesel fuel consumed.
 - Average consumption of petrol or diesel.
 - Instantaneous consumption of petrol or diesel (except in UK version).
 - Fuel range of petrol or diesel.
 - Distance travelled.
 - Average speed.
 - Mileage before oil change.
 - Cruise Control/Speed Limiter cruising speed (if this option is present).
 - An additional page to display faults in a cycle.

⇒ Dot matrix display of the following functions:

- Insertion of the Card.
- Press on Start button.
- Pictogram display of some indicator lights.

⇒ The buzzer and a warning message on the instrument panel may be used to indicate a fault in the childproof lock system.

As an option:

⇒ Display on the instrument panel of gear selected by the driver (where automatic gearbox present).

⇒ Presence of the cruise control/speed limiter functions, overspeed function (Saudi Arabia), tyre pressure monitor function.

– Instrument panel dimmer: when the lights are on, the brightness of the instrument panel can be adjusted using a button located on the instrument panel.

In vdiag 0C (with program version 080C) and vdiag 10, the instrument panel can manage a personalised oil service interval (defined by OCS) by detecting premature oil wear (according to the engine). If the engine has this oil wear detection management function, the oil service interval will initially be increased. The oil service interval could however decrease more quickly if a "severe" type of driving (in town, traffic jams, etc.) is detected by the injection computer. The instrument panel will display a message to request that an oil service be performed quickly, without necessarily displaying a warning message beforehand.

2. Instrument panel functions (Vdiag 04 Mégane II phase 1):

The instrument panel enables:

- Display by a needle gauge of:
 - The vehicle speed.
 - Rev counter.
 - The fuel gauge.
 - The engine coolant temperature.
- Control of 21 indicator lights.
- Alphanumeric display:
 - Of the total and trip mileage.
 - Of the oil level.
 - Warning messages.
- Management of a multifunction buzzer:
- The buzzer is used for the following functions:
 - Indicating the operation of the direction indicators.
 - Signalling that the lights have been left on.
 - Indicating that the driver's seat belt is not fastened when driving.
 - Indicating that a door or the tailgate is not correctly closed.
 - Indicating the low fuel warning.
 - Indicating that a speed has been exceeded, for Saudi Arabian versions, where an overspeed warning is legally required.
 - Indicating to the driver that the automatic locking when driving has been activated/deactivated.
 - Indicating the failure of the childproof lock system.

The following buzzers can sound:

- Lights on.
- Direction indicators.
- Management and trip computer display:
 - Mileometers and trip meters.
 - Fuel consumed.
 - Average fuel consumption.
 - Current fuel consumption.
 - Fuel range in kilometres and miles.
 - Distance travelled in kilometres and miles.
 - Average speed.
 - Oil service interval in kilometres.
 - Cruising speed (if the cruise control and speed limiter feature is present).
- Instrument panel dimmer: when the lights are on, the brightness of the instrument panel can be adjusted using a button located on the instrument panel.

REPLACING, PROGRAMMING OR REPROGRAMMING THE INSTRUMENT PANEL:

For any operation involving the replacement of the instrument panel, follow the configuration procedure (see **Configuration and programming**).

NOTES

Up to version 33, inclusively, of diagnostic tool:
After configuring the instrument panel, switch off the ignition, wait **1 minute**, disconnect then reconnect the battery to ensure that the new configurations are taken into account.
From version 34 of the diagnostic tool, the update is complete as soon as the new configuration is confirmed with the tool.

| No. | Configuration | Notes |
|-------|------------------|---|
| CF002 | Language setting | The configuration of the distance units CF140 in miles and the configuration of units of measurement for consumption in miles/gallon CF143 is only compatible with the selection of English. Only the Portuguese option is compatible with configuration CF143 units of measurement for consumption in km/l. |
| CF137 | Vehicle type | Five options: B = 5-door C = 3-door E = cabriolet K = estate L = 4-door |
| CF149 | Gearbox type | Three options: Manual gearbox Automatic gearbox connection Sequential gearbox |
| CF138 | Type of fuel | 4 options: Petrol Diesel Petrol/LPG Petrol/CNG |

NOTES

Up to version 33, inclusively, of diagnostic tool:
After configuring the instrument panel, switch off the ignition, wait **1 minute**, disconnect then reconnect the battery to ensure that the new configurations are taken into account.
From version 34 of the diagnostic tool, the update is complete as soon as the new configuration is confirmed with the tool.

| No. | Configuration | Notes |
|-------|--|---|
| CF143 | Unit of measurement for consumption | Three options: – l/100 km – Miles/Gallon: only compatible with configuration CF002 Language configured to English – km/l: only compatible with configuration CF002 Language configured to Portuguese |
| CF142 | Electronic stability program (ESP) | Choice with or without |
| CF145 | Tyre pressure monitor | Selection with or without (If the vehicle is fitted with the system and the instrument panel is configured without, a pressure anomaly will appear on the instrument panel symbols). |
| CF140 | Unit of distance | Choice of unit for displaying speed and distance. Selection of Miles is only compatible with configuration CF002 Language configured to English |
| CF150 | Cruise control/speed limiter | Choice with or without |
| CF141 | Overspeed function - Arabia | Choice with or without |
| CF018 | Reserve capacity (only in version 40 and later of the diagnostic tool) | Selection of the fuel tank reserve capacity. Two possibilities: 6 litres 'all versions' or 8 litres 'sports versions'. |
| CF040 | Particle filter (Only with Vdiag 0C and 10) | Choice with or without |
| CF198 | IVP (personalised oil service interval) (only for Vdiag 0C and software version 080C and vdiag 10) | Refer to the information available on the Shared World Information database to check the vehicle configuration. |

Oil change frequency

Only use this parameter if the instrument panel is **new**.

This parameter updates the new instrument panel, in accordance with two parameters which can be configured by the CLIP tool, **VP006 Oil change frequency in KM** and **VP007 Oil change frequency in months** from the old instrument panel.

Refer to the information available on the Shared World Information database via RENAULT.NET (on the maintenance programme page) to check the vehicle configuration.

Ignition on, engine off. Run command **VP006 Oil change frequency in KM**.

Enter the oil change interval in km.

Example of entry:

Using the CLIP numeric keypad, enter 20 to display 20,000 km.
or
enter 30 to display 30,000 km.

Special features for English versions

The newly supplied instrument panel is configured, by default, in kilometres.

In addition to the language configuration **CF002 Language setting**, carry out the calculation below to allow the instrument panel to display consistent values between the **distance** before next oil change and the desired oil change **frequency**.

To display the oil change frequency in **miles**, **multiply** the value in miles indicated in the Maintenance booklet by **10** then **divide** by **6**, to find the exact figure in **kilometres**.

After the value has been entered, the computer automatically performs the conversion into **miles** for the **oil service interval**.

It is imperative to use the following procedure for correct functioning of the range and oil change frequency.

Example: 18,000 miles x 10 = 180 000 miles, then divide by 6 = 30,000 km (**Enter 30**)

INSTRUMENT PANEL
Fault finding - Fault summary table

83A

| Tool fault | Associated DTC | Diagnostic tool title |
|------------|----------------|--------------------------|
| DF007 | 9402 | Fuel sender circuit |
| DF016 | 9401 | Oil level sensor circuit |

| | |
|---|--|
| <p>DF007 PRESENT OR STORED</p> | <p><u>FUEL SENDER CIRCUIT</u> CC.0: Short circuit to earth CO : Open circuit</p> |
|---|--|

| | |
|---------------------|---|
| <p>NOTES</p> | <p>Conditions for applying the fault finding procedure to a stored fault: The fault is declared present after: – a 2-minute delay, ignition on.</p> |
| | <p>Special notes: Check the consistency between the instrument panel display and parameter PR035 Fuel level.</p> |

| |
|--|
| <p>Check the connection of the instrument panel and fuel sender connectors. Check the insulation and continuity of the following connections:</p> <p style="text-align: center;">Sender track 1 —————> Track 2 of the grey instrument panel connector</p> <p style="text-align: center;">Sender track 2 —————> Track 15 of the grey instrument panel connector</p> <p>Disconnect the fuel sender connector and measure the resistance between tracks 1 and 2 of the fuel sender. Replace the sender if the resistance value is not 285 Ω with the tank in reserve and 20 Ω with the tank full. Check the installation of the sender.</p> <p>If everything is correct, contact the Techline.</p> |
|--|

| | |
|----------------------------|--|
| <p>AFTER REPAIR</p> | <p>Carry out a fault finding procedure on the system. Clear the stored faults. Deal with any other faults.</p> |
|----------------------------|--|

| | |
|---|---|
| <p>DF016 PRESENT OR STORED</p> | <p><u>OIL LEVEL SENSOR CIRCUIT</u></p> <p>CO : Open circuit CC : Short circuit to earth</p> |
|---|---|

| | |
|---------------------|---|
| <p>NOTES</p> | <p>Conditions for applying the fault finding procedure to a stored fault: The fault is declared present after: – a 2-minute delay, ignition on.</p> |
| | <p>Special notes: Check the consistency between the instrument panel display and the actual oil level (top up if low).</p> |

Check the installation of the oil level sensor.

Disconnect the connector of the oil level sensor; measure the resistance between **tracks 1** and **2** (it must be between **3** and **20 Ω**).

Check the instrument panel connections of the Power and Switch Unit and the oil level sensor.

Check the wiring of the sensor to the instrument panel through the Power and Switch Unit.

Check **the insulation and continuity** of the connections between:

With UPC Vdiag 44:

| | | |
|----------------------------------|---|--|
| Oil level sensor track 1 | → | Track 11 of the Power and Switch Unit PEM connector |
| Oil level sensor track 2 | → | Track 10 of the Power and Switch Unit PEM connector |
| Instrument panel track 10 | → | Track 5 of the Power and Switch Unit PEH connector |
| Instrument panel track 3 | → | Track 4 of the Power and Switch Unit PEH connector |

If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

| | |
|----------------------------|--|
| <p>AFTER REPAIR</p> | <p>Carry out a fault finding procedure on the system. Clear the stored faults. Deal with any other faults.</p> |
|----------------------------|--|

DF016
CONTINUED

Check the wiring of the sensor to the instrument panel through the Power and Switch Unit.
Check the insulation and continuity of the connections between:

With Power and Switch Unit Vdiag 48 or higher:

- | | | |
|----------------------------------|---|--|
| Oil level sensor track 1 | → | Track 11 of the brown Power and Switch Unit MT1 connector |
| Oil level sensor track 2 | → | Track 12 of the brown Power and Switch Unit MT1 connector |
| Instrument panel track 10 | → | Track 6 of the blue Power and Switch Unit CT1 connector |
| Instrument panel track 3 | → | Track 5 of the blue Power and Switch Unit CT1 connector. |

If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

If everything is correct, contact the Techline.

AFTER REPAIR

Carry out a fault finding procedure on the system.
Clear the stored faults.
Deal with any other faults.

INSTRUMENT PANEL

Fault finding - Conformity check

83A

NOTES

Only carry out this conformity check after a **complete check** with the **diagnostic tool**.
The values indicated in this conformity check are given as examples.
Application conditions: Engine stopped, **ignition on**.

MAIN COMPUTER STATUSES AND PARAMETERS

| Order | Function | Parameter or Status Check or Action | Display and Notes | Fault finding |
|-------|-----------|---|---|--|
| 1 | Supply | PR110: Battery voltage | 11.5 V < PR110 < 16 V | In the event of a fault, refer to the interpretation of parameter PR110 Battery voltage . |
| 2 | | ET002: + 12 V after ignition feed | ABSENT PRESENT | In the event of a fault, consult the interpretation of status ET002 + 12 V after ignition . |
| 3 | Wake up | ET101: Wake-up by central communications unit | ACTIVE INACTIVE | In the event of a fault, refer to the interpretation of status ET101 Wake-up by central communications unit . |
| 4 | Lighting | PR111: Lighting dimmer voltage | Ignition on, dipped headlights lit. 0.3 V < PR111 < 7 V | If the fault is still present, contact Techline. |
| 5 | Brake | ET097: Parking brake | Applied Released | in the event of a fault, consult the interpretation of status ET097 Parking brake . |
| 6 | | ET066: Brake fluid level light alert | Indicates the brake fluid level. PRESENT: Level too low ABSENT: Level correct | In the event of a fault, consult the interpretation of status ET066 Brake fluid level warning light . |
| 7 | Oil | ET096: Oil pressure contact | Open: indicator light off Closed: indicator light on | In the event of a fault, consult the interpretation of status ET096 Oil pressure contact . |
| 8 | Seat belt | ET098: Driver's seat belt contact | Present (fastened) Absent | In the event of a fault, consult the interpretation of status ET098 Driver's seat belt contact . |

INSTRUMENT PANEL

Fault finding - Conformity check

83A

NOTES

Only carry out this conformity check after a **complete check** with the diagnostic tool.
The values indicated in this conformity check are given as examples.
Application conditions: Engine stopped, **ignition on**.

Sub-function: TRIP COMPUTER

| Order | Function | Parameter or Status Check or Action | Display and Notes | Fault finding |
|-------|---------------|---|--|---|
| 1 | Button | ET030: Trip computer scroll button | Allows the display to be adjusted. Released Pressed | In the event of a fault, consult the interpretation of status ET030 Trip computer scroll button . |
| 2 | | ET034: Trip Computer reset button | <i>(Only present for Vdiag 04)</i> Released Pressed | In the event of a fault, refer to the interpretation of status ET034 Trip computer reset button . |
| 3 | Fuel | PR112: Fuel flow | X l/h | In the event of a fault, consult the interpretation of parameter PR112 Fuel flow . |
| 4 | | PR117: Fuel consumed since trip computer reset | X l | In the event of a fault, consult the interpretation of parameter PR117 Fuel consumed since trip computer reset . |
| 5 | Vehicle speed | PR099: Vehicle speed | 0 mph (0 km/h) | In the event of a fault, consult the interpretation of parameter PR099 Vehicle speed . |
| 6 | Buzzer | AC006: Buzzer | The buzzer should sound. | In the event of a fault, consult the interpretation of command AC006 Buzzer . |

INSTRUMENT PANEL

Fault finding - Conformity check

83A

NOTES

Only carry out this conformity check after a **complete check** with the diagnostic tool.
The values indicated in this conformity check are given as examples.
Test condition: Ignition on, engine off.

Sub-function: GAUGING

| Order | Function | Parameter or Status Check or Action | Display and Notes | Fault finding |
|-------|----------|--|---|---|
| 1 | Fuel | PR035: Fuel level | Indicates the fuel level in the tank. | If there is a fault, consult the interpretation for fault DF007 Fuel sender unit circuit . |
| 2 | | PR115: LPG fuel level | Indicates the fuel level in the tank. PR115 = 0 l if vehicle not equipped | In the event of a fault, consult the interpretation of parameter PR115 LPG fuel level . |
| 3 | | PR119: LPG fuel gauge resistance | In reserve: 285 Ω Full: 20 Ω | In the event of a fault, refer to the interpretation of parameter PR119 LPG sender resistance . |
| 4 | | PR118: Fuel sender resistance NGV/CNG | | In the event of a fault, refer to the interpretation of parameter PR118 CNG fuel sender resistance . |
| 5 | | PR112: Fuel flow | Unit: l/h | In the event of a fault, consult the interpretation of parameter PR112 Fuel flow . |

INSTRUMENT PANEL

Fault finding - Conformity check

83A

NOTES

Only carry out this conformity check after a **complete check** with the diagnostic tool.
The values indicated in this conformity check are given as examples.
Test condition: Ignition on, engine off.

Sub-function: DISPLAY

| Order | Function | Parameter or Status Check or Action | Display and Notes | Fault finding |
|-------|-------------------|---|--|---|
| 1 | Vehicle speed | PR099: Vehicle speed | 0 mph (0 km/h) | In the event of a fault, consult the interpretation of parameter PR099 Vehicle speed . |
| 2 | Speed | PR116: Engine speed | 0 rpm | In the event of a fault, consult the interpretation of parameter PR116 Engine speed . |
| 3 | Temperature | PR027: Coolant temperature | X °C | In the event of a fault, consult the interpretation of parameter PR027 Coolant temperature . |
| 4 | | PR109: External temperature | X °C | In the event of a fault, refer to the interpretation of parameter PR109 Exterior temperature . |
| 5 | Lighting | PR111: Lighting dimmer voltage | Ignition on, dipped headlights lit. 0.3 V < PR111 < 7 V | If the fault is still present, contact Techline. |
| 6 | Indicator lights: | AC009: Instrument panel warning lights | The indicator lights come on one after the other then remain on. | In the event of a fault, refer to the AC009 Instrument panel indicator lights . |
| 7 | Needle gauges | AC008: Instrument panel needle gauges | Instrument panel needle gauge control. | In the event of a fault, refer to the interpretation of command AC008 Instrument panel needle gauges . |
| 8 | Lighting | AC010: Lighting | The lighting intensity will vary to 50% then 100% of its maximum intensity for 5 seconds each time. | In the event of a fault, refer to the interpretation of command AC010 Lighting . |

INSTRUMENT PANEL

Fault finding - Conformity check

83A

NOTES

Only carry out this conformity check after a **complete check** with the diagnostic tool.
The values indicated in this conformity check are given as examples.
Test condition: Ignition on, engine off.

Sub-function: DISPLAY (CONTINUED)

| Order | Function | Parameter or Status Check or Action | Display and Notes | Fault finding |
|-------|----------------|--|---|--|
| 10 | Display | AC007: Display | The display shows the mileage as well as the range. All areas of the display must light up at the same time. | In the event of a fault, consult the interpretation of command AC007 Display . |
| 11 | Symbol display | AC011: Symbol display | The symbol display shows the status of the opening elements and the tyre pressure. | In the event of a fault, consult the interpretation of command AC011 Symbol display . |
| 12 | | AC012: Automatic transmission display | This symbol indicates the position of the gear lever. | In the event of a fault, refer to the interpretation of command AC012 Automatic transmission symbol . |

INSTRUMENT PANEL

Fault finding - Conformity check

83A

NOTES

Only carry out this conformity check after a **complete check** with the diagnostic tool.
The values shown in this conformity check are given as a guide.
Test condition: Ignition on, engine off.

Sub-function: ODOMETRY

| Order | Function | Parameter or Status Check or Action | Display and Notes | Fault finding |
|-------|----------------------|---|--|---|
| 1 | Oil change frequency | PR005: Oil change frequency in miles (kms) | Indicates the oil change frequency in miles (kms) (e.g.: 18,000 miles (30,000 kms)) | If there is a fault, contact the Techline |
| 2 | | PR006: Oil change frequency in months. | Indicates the oil change frequency in months (e.g.: 24 months) | |

INSTRUMENT PANEL

Fault finding - Status summary table

83A

| Tool status | Diagnostic tool title |
|-------------|--|
| ET002 | + 12 V after ignition |
| ET030 | Trip computer scroll button |
| ET034 | Trip Computer reset button (only for Vdiag 04) |
| ET066 | Brake fluid level light alert |
| ET096 | Oil pressure contact |
| ET097 | Parking brake |
| ET098 | Driver's seat belt contact |
| ET100 | Dimmer present |
| ET101 | Wake-up by central communications unit |

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

| | |
|--------------|--|
| NOTES | There must be no present or stored faults. Status ET002 should be present. |
|--------------|--|

Run a test on the multiplex network (see **88B, Multiplexing**) and the Protection and Switching Unit (see **87G, Engine compartment connection unit**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|------------------------------------|
| ET030 | <u>TRIP COMPUTER SCROLL BUTTON</u> |
|--------------|------------------------------------|

| | |
|--------------|---|
| NOTES | There must be no present or stored faults. Press the button: the status should be Pressed. |
|--------------|---|

| |
|---|
| Run a test on the multiplex network (see 88B, Multiplexing) and the UCH (see 87B, Passenger compartment connection unit). |
|---|

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|------------------------------------|
| ET034 | <u>TRIP COMPUTER RESET TO ZERO</u> |
|--------------|------------------------------------|

| | |
|--------------|---|
| NOTES | There must be no present or stored faults. Switch on ignition, press the button: the status must be Pressed. |
|--------------|---|


Only for Vdiag 04

If the status is inconsistent, contact the Techline.

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|---|
| ET066 | <u>BRAKE FLUID LEVEL LIGHT WARNING</u> |
|--------------|---|

| | |
|--------------|---|
| NOTES | There must be no present or stored faults. Check the brake fluid level in the reservoir. |
|--------------|---|

| | |
|---|--|
| If status ET066 is "PRESENT" and the level is OK, disconnect the connector on the brake fluid reservoir level switch. If status ET066 becomes "ABSENT", replace the switch. | |
| Check the insulation and continuity of the connection between: Level sensor grey connector track 2  track 20 of the instrument panel connector | |
| If there is a repair method (see Technical note 6015A, Electrical wiring repair, Wiring: Precautions for repair) repair the wiring, otherwise replace it. | |

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|-----------------------------|
| ET096 | <u>OIL PRESSURE CONTACT</u> |
|--------------|-----------------------------|

| | |
|--------------|---|
| NOTES | There must be no present or stored faults. Switch on the ignition, start the engine (the speed must be above 1600 rpm); the status must be open if the indicator light is off. |
|--------------|---|

| |
|---|
| Test the Protection and Switching Unit (see 87G, Engine compartment connection unit). |
|---|

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|-------|----------------------|
| ET097 | <u>PARKING BRAKE</u> |
|-------|----------------------|

| | |
|--------------|--|
| NOTES | <p>Special notes: Only apply the checks if the APPLIED and RELEASED statuses are not consistent with the lever position:</p> <ul style="list-style-type: none"> – APPLIED when the lever is released. – RELEASED when the lever is applied. |
|--------------|--|

Check for the earth on the switch with the handbrake applied. Replace the switch if necessary.
Check **the insulation and continuity** of the wiring between **track 21** of the instrument panel and the handbrake switch.
If there is a repair method (see **Technical note 6015A, Electrical wiring repair, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

| | |
|---------------------|--|
| AFTER REPAIR | <p>Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults.</p> |
|---------------------|--|

| | |
|--------------|-----------------------------------|
| ET098 | <u>DRIVER'S SEAT BELT CONTACT</u> |
|--------------|-----------------------------------|

| | |
|--------------|---|
| NOTES | There must be no present or stored faults. Fasten the driver's seat belt: status ET098 must be PRESENT and the instrument panel warning light must go out. |
|--------------|---|

Test the multiplex network and the airbag (see **88B, Multiplexing** and **88C, Airbag and pretensioners**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|---|
| ET101 | <u>WAKE UP BY CENTRAL COMMUNICATIONS UNIT</u> |
|--------------|---|

| | |
|--------------|--|
| NOTES | <p>Only on vehicles with the Central Communications Unit installed.</p> <p>With the ignition off, turn on the radio; the radio symbol on the instrument panel should light up after approximately 20 seconds.</p> <p>Turn on the ignition and check the status is Active.</p> |
|--------------|--|

Run fault finding on the Central Communications Unit.
If everything is OK, check **the insulation and continuity** between the Central Communications Unit grey connector **track 7** and **track 10** of the instrument panel.
With the radio on, check for **12 V** in **track 10** of the instrument panel.
Contact Techline if it is correct.

| | |
|---------------------|--|
| AFTER REPAIR | <p>Carry out another fault finding check on the system.</p> <p>Deal with any other faults.</p> <p>Clear the stored faults.</p> |
|---------------------|--|

| Tool parameter | Diagnostic tool title |
|----------------|---|
| PR005 | Frequency of oil change in km. |
| PR006 | Oil change frequency in months. |
| PR027 | Coolant temperature |
| PR035 | Fuel level |
| PR099 | Vehicle speed |
| PR109 | External temperature |
| PR110 | Battery voltage |
| PR111 | Lighting dimmer voltage |
| PR112 | Fuel flow |
| PR115 | LPG fuel level |
| PR116 | Engine speed |
| PR117 | Fuel consumed since trip computer reset |
| PR118 | CNG fuel gauge resistance |
| PR119 | LPG fuel gauge resistance |

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

| | |
|--------------|--|
| NOTES | With the engine running, to vary the temperature. Check that the value of this parameter and the display on the instrument panel are consistent. |
|--------------|--|

In the event of inconsistency, consult the interpretation of command **AC008 Instrument panel needle gauges**. If not, test the multiplex network and the injection (see **88B Multiplexing**, **13B Diesel injection** and **17B Petrol injection**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|----------------------|
| PR099 | <u>VEHICLE SPEED</u> |
|--------------|----------------------|

| | |
|--------------|--|
| NOTES | Carry out a road test and check the consistency of the instrument panel display. |
|--------------|--|

In the event of inconsistency, consult the interpretation of command **AC008 Instrument panel needle gauges**. If not, test the multiplex network and the anti-lock braking system (see **88B Multiplexing** and **38C Anti-lock braking system**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|-----------------------------|
| PR109 | <u>EXTERNAL TEMPERATURE</u> |
|--------------|-----------------------------|

| | |
|--------------|---|
| NOTES | <p>On the top of the range instrument panel only.</p> <p>With the ignition on, check the consistency of the instrument panel display. If the value displayed is 214 or 215 °C this means the information is not available.</p> |
|--------------|---|

Run a check of the multiplex network and the UCH (and the central Communications Unit if present) (see **88B, Multiplexing** and **87B, Passenger compartment connection unit**).

| | |
|---------------------|--|
| AFTER REPAIR | <p>Carry out another fault finding check on the system.</p> <p>Deal with any other faults.</p> <p>Clear the stored faults.</p> |
|---------------------|--|

| | |
|-------|------------------------|
| PR110 | <u>BATTERY VOLTAGE</u> |
|-------|------------------------|

| | |
|-------|--|
| NOTES | <p>Check that there are no faults. Measure the voltage at the battery terminals and check the consistency with the value displayed by the diagnostic tool.</p> |
|-------|--|

Check **the insulation, continuity and the absence of interference resistance** of the line between the battery and **track 13** of the instrument panel.
If there is a repair method (see **Technical note 6015A, Electrical wiring repair, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

| | |
|--------------|--|
| AFTER REPAIR | <p>Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults.</p> |
|--------------|--|

| | |
|-------|-------------------------|
| PR112 | <u>CURRENT SETPOINT</u> |
|-------|-------------------------|

| | |
|-------|--|
| NOTES | With the engine idling, the flow should be around 0 . Vary the engine speed to confirm the increase in flow. |
| | Note: A fuel flow signal fault causes an inconsistency in trip computer operation. |

Test the multiplex network and the injection (see **88B Multiplexing**, **13B Diesel injection** and **17B Petrol injection**).

| | |
|--------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|--------------|---|

| | |
|-------|-----------------------|
| PR115 | <u>LPG FUEL LEVEL</u> |
|-------|-----------------------|

| | |
|-------|------|
| NOTES | None |
|-------|------|

| |
|---|
| Test the multiplex network and the LPG computer (see 88B Multiplexing and 17B Petrol injection). |
| If the resistance and level parameters are inconsistent, contact the Techline. |

| | |
|--------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|--------------|---|

| | |
|-------|---------------------|
| PR116 | <u>ENGINE SPEED</u> |
|-------|---------------------|

| | |
|--------------|---|
| NOTES | With the engine running, vary the engine speed to check the consistency between the diagnostic tool and the instrument panel. |
|--------------|---|

In the event of inconsistency, consult the interpretation of command **AC008 Instrument panel needle gauges**. If not, test the multiplex network and the injection (see **88B Multiplexing**, **13B Diesel injection** and **17B Petrol injection**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|--|
| PR117 | <u>FUEL CONSUMED SINCE TRIP COMPUTER RESET</u> |
|--------------|--|

| | |
|--------------|---|
| NOTES | <p>Check the consistency with the mileage covered since the trip computer was reset to zero.</p> <p>After the instrument panel has been reset to zero or replaced, it is necessary to drive at least 400 yards to activate the calculation.</p> |
|--------------|---|

Test the multiplex network and the injection (see **88B Multiplexing**, **13B Diesel injection** and **17B Petrol injection**).

| | |
|---------------------|--|
| AFTER REPAIR | <p>Carry out another fault finding check on the system.</p> <p>Deal with any other faults.</p> <p>Clear the stored faults.</p> |
|---------------------|--|

| | |
|--------------|----------------------------------|
| PR118 | <u>CNG FUEL GAUGE RESISTANCE</u> |
|--------------|----------------------------------|

| | |
|--------------|--|
| NOTES | With the ignition on, the resistance must be between 15 and 300 Ω . 15 Ω = tank full 300 Ω = tank empty |
|--------------|--|

Test the multiplex network (see **88B, Multiplexing**) and the LPG computer (see **17B, Petrol injection**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| | |
|--------------|-----------------------------|
| PR119 | <u>LPG GAUGE RESISTANCE</u> |
|--------------|-----------------------------|

| | |
|--------------|--|
| NOTES | With the ignition on, the resistance must be between 15 and 300 Ω . 15 Ω = tank full 300 Ω = tank empty |
|--------------|--|

Test the multiplex network (see **88B, Multiplexing**) and the LPG computer (see **17B, Petrol injection**).

| | |
|---------------------|---|
| AFTER REPAIR | Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults. |
|---------------------|---|

| Tool command | Diagnostic tool title |
|--------------|---------------------------------|
| RZ001 | Fault memory |
| AC006 | Buzzer |
| AC007 | Display |
| AC008 | Instrument panel needle gauges |
| AC009 | Instrument panel warning lights |
| AC010 | Lighting |
| AC011 | Symbol display |
| AC012 | Automatic transmission display |
| VP002 | Enter VIN |
| VP006 | Oil change frequency in km. |
| VP007 | Oil change frequency in months. |

| | |
|--------------|---------------|
| AC006 | <u>BUZZER</u> |
|--------------|---------------|

| | |
|--------------|--|
| NOTES | There must be no present or stored faults. |
|--------------|--|

| |
|--|
| Sound the buzzer using command AC006 Buzzer . This command enables an audible check on the buzzer. |
| If there is a fault with the buzzer, contact the Techline. |

| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|

| | |
|--------------|----------------|
| AC007 | <u>DISPLAY</u> |
|--------------|----------------|

| | |
|--------------|--|
| NOTES | There must be no present or stored faults. |
|--------------|--|

| |
|---|
| Activate the display using command AC007 Display . The display lights so you can check all the indicators and displays trip computer information. |
| If there is a display fault, contact the Techline. |

| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|

| | |
|--------------|---------------------------------------|
| AC008 | <u>INSTRUMENT PANEL NEEDLE GAUGES</u> |
|--------------|---------------------------------------|

| | |
|--------------|--|
| NOTES | There must be no present or stored faults. |
|--------------|--|

| |
|---|
| Activate the instrument panel needles using command AC008 Instrument panel needles . During the test the needles should cover their entire operating range. |
| If there is a fault with the needle movement, contact the Techline. |

| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|

| | |
|--------------|--|
| AC009 | <u>INSTRUMENT PANEL WARNING LIGHTS</u> |
|--------------|--|

| | |
|--------------|---|
| NOTES | <p>Switch on the ignition, and run the command.</p> <p>The indicator lights come on and then turn off one after the other:</p> <ul style="list-style-type: none">– Check that lighting of one indicator light does not cause the lighting, even partially, of another indicator light. <p>The indicator lights are all lit:</p> <ul style="list-style-type: none">– make sure that the lighting is correct. |
|--------------|---|

| | |
|---|--|
| <p>Activate the instrument panel warning lights using command AC009 Instrument panel warning lights. The indicator lights are all on, check that the lights are correct.</p> | |
| <p>If the fault is still present, contact Techline.</p> | |

| | |
|---------------------|--|
| AFTER REPAIR | <p>Repeat the conformity check from the start.</p> |
|---------------------|--|

| | |
|--------------|-----------------|
| AC010 | <u>LIGHTING</u> |
|--------------|-----------------|

| | |
|--------------|--|
| NOTES | There must be no present or stored faults. |
|--------------|--|

| |
|---|
| Activate the instrument panel lighting using command AC010 Lighting . The instrument panel lights up; change the lighting brightness. |
| If there is a lighting fault, contact the Techline. |

| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|

| | |
|--------------|---------------------------|
| AC011 | <u>DOT MATRIX DISPLAY</u> |
|--------------|---------------------------|

| | |
|--------------|---|
| NOTES | IMPORTANT Affects the doors/luggage compartment warning lights as well as the tyre pressure monitor warning lights on mid-range instrument panels on vehicles fitted with the function. |
| | There must be no present or stored faults. |

Only for Vdiag 04

Activate the dot matrix display using command **AC011 Dot matrix display**.
The dot matrix display lights up.

If there is a lighting fault, contact the Techline.

| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|

| | |
|--------------|---------------------------------------|
| AC012 | <u>AUTOMATIC TRANSMISSION DISPLAY</u> |
|--------------|---------------------------------------|

| | |
|--------------|---|
| NOTES | The information relating to the automatic transmission lights up. Reminder of position of the automatic transmission selector and reminder of gear requested in sequential mode. |
|--------------|---|

| |
|---|
| Switch on the ignition, switch on the display using command AC012 Automatic transmission display . |
| If there is a display fault, contact the Techline. |

| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|

| | |
|--------------|---|
| NOTES | Only refer to the customer complaints after a complete check using the diagnostic tool |
| | Carry out fault finding on the multiplex network. |
| | Carry out fault finding on the instrument panel. |

| | | |
|--|---|--------------|
| NO COMMUNICATION WITH THE INSTRUMENT PANEL THE INSTRUMENT PANEL DOES NOT LIGHT UP | → | ALP 1 |
| THE FUEL LEVEL INDICATOR DOES NOT DISPLAY FULL | → | ALP 2 |
| ADDITION OF FUEL NOT REGISTERED (NOT FULL) | → | ALP 3 |
| DISPLAY JAMMED WHEN DRIVING (NOT MECHANICAL) | → | ALP 4 |
| FAULT WITH NO WARNING GIVEN BY WARNING LIGHT (NO ADDITION OF FUEL SINCE THE FAULT) | → | ALP 5 |
| FAULT WITH NO WARNING GIVEN BY WARNING LIGHT (ADDITION OF FUEL SINCE THE FAULT) | → | ALP 6 |
| FAULT WITH DELAYED WARNING | → | ALP 7 |

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

| | |
|-------|--|
| ALP 1 | No communication with the instrument panel. The instrument panel does not light up. |
|-------|--|

| | |
|-------|---|
| NOTES | Only consult this customer complaint after a complete check with the diagnostic tool . |
| | See Wiring Diagram Technical Note for Mégane II . |

Look for possible damage to the wiring harness.

Check the **connection** and **condition** of the instrument panel connector, component code **247**.

If the connector is 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, continuity and the absence of interference resistance** of the following connections:

- **BP79** between components **247** and **260**,
- **MAM** (if left-hand drive) or **MAN** (if right-hand drive) between component **247** and the **earth**,
- **153A** between components **247** and **1232**,
- **153B** between components **247** and **1232**.

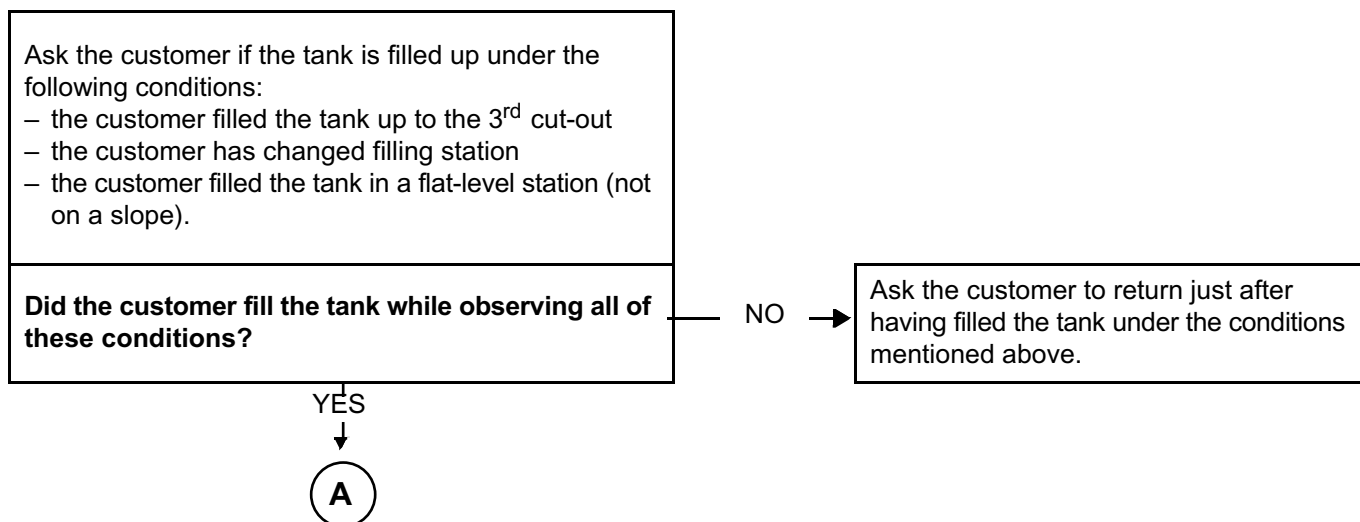
If the connection or connections are faulty and if there is a repair method (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace the wiring.

If the fault is still present, contact Techline.

| | |
|--------------|---|
| AFTER REPAIR | Deal with any faults displayed by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool . |
|--------------|---|

| | |
|--------------|---|
| ALP 2 | 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 Diagram Technical Note for Mégane II . |



| | |
|---------------------|---|
| AFTER REPAIR | Deal with any faults displayed by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool . |
|---------------------|---|

ALP 2 CONTINUED 1

A

YES

With the ignition off, disconnect the fuel sender connector, component code **199** and then check the resistance using a multimeter.
The value should be: **20 Ω**.

Is the value measured less than 20 Ω?

NO →

Replace the fuel sender, component code **199** (see **MR 364, Mechanical, 19C, Fuel tank, Sender: Removal - Refitting**).

If the fault is still present, contact Techline.

YES

Compare the value measured to the value supplied by the **CLIP tool**.

Is the value measured and the value provided by the **CLIP tool** the same as or approximately $\pm 5 \Omega$?

NO →

C

YES

B

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

**ALP 2
CONTINUED 2**

C

NO

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

- **41A** between components **247** and **199**,
- **41B** between components **247** and **199**.

Are the checks correct?

NO

D

YES

Measure the resistance of the sender and the wiring using a multimeter via the connector, on the instrument panel side.

Is the value measured and the value provided by the CLIP tool the same as or approximately $\pm 5 \Omega$?

YES

Contact the Techline.

NO

Replace the instrument panel, component code **247** (see **MR 364, Mechanical, 83A, Instrument panel, Instrument panel: Removal - Refitting**).

Is the fault still present?

NO

The problem disappears.

YES

B

AFTER REPAIR

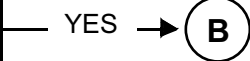
Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

| | |
|----------------------|--|
| ALP 2 CONTINUED 3 | |
|----------------------|--|



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?



The problem disappears.

| | |
|--------------|---|
| AFTER REPAIR | Deal with any faults displayed by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool . |
|--------------|---|

**ALP 2
CONTINUED 4**

B
YES
↓

Use the **CLIP tool** to check that the needle type indicators or digital type displays work correctly using command **AC008 Instrument panel needle gauges**.

Is the result of the check correct?

YES → Contact the Techline.

NO
↓

If the needle or display test is incorrect, replace the instrument panel, component code **247** (see **MR 364, Mechanical, 83A, Instrument panel, Instrument panel: Removal - Refitting**).

Is the fault still present?

NO → The problem disappears.

YES
↓

Contact the Techline.

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

ALP 3

Addition of fuel not registered (not full)

NOTES

Only consult this customer complaint after a full check with the **diagnostic tool**.

Consult the interpretation of **ALP2 The fuel level indicator does not display full**.

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

| | |
|--------------|---|
| ALP 4 | Display jammed when driving (not mechanical) |
|--------------|---|

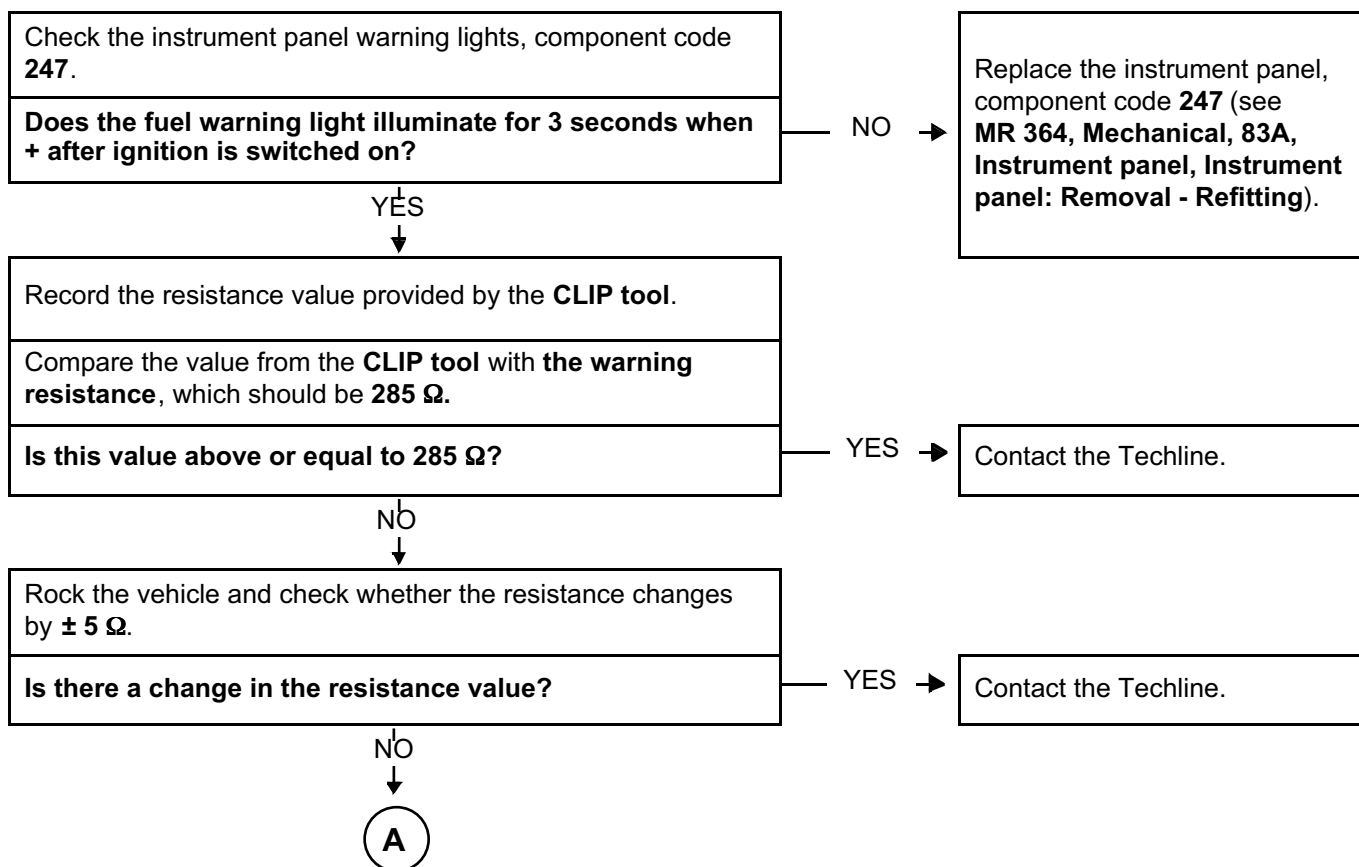
| | |
|--------------|---|
| NOTES | Only consult this customer complaint after a full check with the diagnostic tool . |
| | For economical driving, the blocks on the display may remain illuminated or the needle may remain jammed up to 120 miles (200 kms) . |

| |
|--|
| 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 Km (miles) 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 | Deal with any faults displayed by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool . |
|---------------------|---|

| | |
|--------------|---|
| ALP 5 | Fault with no warning given by warning light (no addition of fuel since the fault) |
|--------------|---|

| | |
|--------------|--|
| NOTES | Put the vehicle in + after ignition. |
| | See Wiring Diagram Technical Note for Mégane II . |



| | |
|---------------------|---|
| AFTER REPAIR | Deal with any faults displayed by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool . |
|---------------------|---|

**ALP 5
CONTINUED 1**

A
NO
↓

With the ignition off, disconnect the fuel sender connector, component code **199** and then check the resistance using a multimeter.

Is the measured value above or equal to 285 Ω?

NO →

Replace the sender, component code **199** (see **MR 364, Mechanical, 19C, Fuel tank, Sender: Removal - Refitting**).

YES
↓

Compare the value measured to the value supplied by the **CLIP tool**.

Is the value measured and the value provided by the CLIP tool the same as or approximately ± 5 Ω?

NO →

B

YES
↓

Contact the Techline.

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

**ALP 5
CONTINUED 2**

B
NO
↓

Check the **continuity, insulation and absence of interference resistance** on the following connections:
• **41A** between components **247** and **199**,
• **41B** between components **247** and **199**.

Are the checks correct?

NO → **C**

YES
↓
D

C
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 → **D**

NO
↓

The problem disappears.

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

**ALP 5
CONTINUED 3**

D

YES
↓

Measure the resistance of the sender and the wiring via the connector, on the instrument panel side.

Is the value measured and the value provided by the CLIP tool the same as or approximately $\pm 5 \Omega$?

YES → Contact the Techline.

NO
↓

Replace the instrument panel, component code **247** (see **MR 364, Mechanical, 83A, Instrument panel, Instrument panel: Removal - Refitting**).

Is the fault still present?

YES → Contact the Techline.

NO
↓

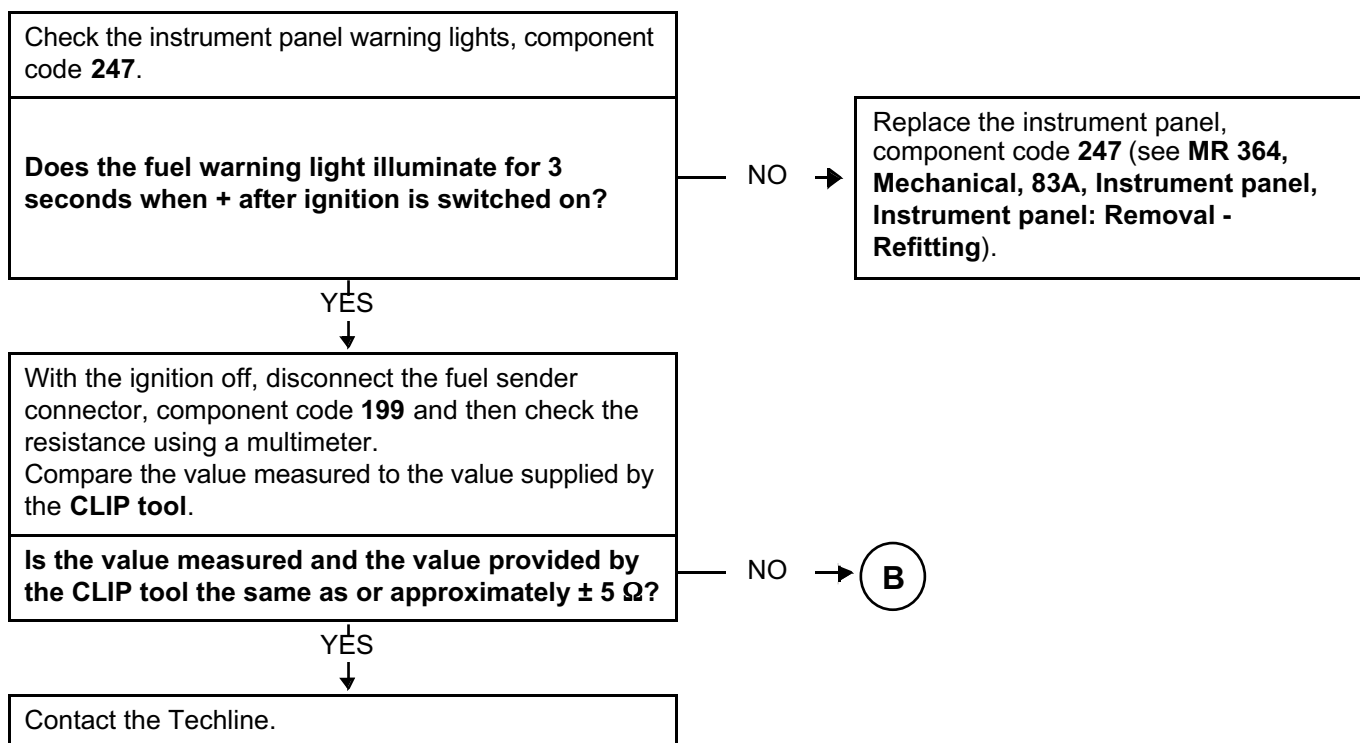
The problem disappears.

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

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

| | |
|--------------|--|
| NOTES | Put the vehicle in + after ignition. |
| | See Wiring Diagram Technical Note for Mégane II . |



| | |
|---------------------|---|
| AFTER REPAIR | Deal with any faults displayed by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool . |
|---------------------|---|

**ALP 6
CONTINUED 1**

B

NO
↓

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

- **41A** between components **247** and **199**,
- **41B** between components **247** and **199**.

Are the checks correct?

NO →

D

YES
↓

E

D

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

Deal with any faults displayed by the **diagnostic tool**.

Clear the computer memory.

Carry out a road test followed by another check with the **diagnostic tool**.

**ALP 6
CONTINUED 2**

E
YES
↓

Measure the resistance of the sender and the wiring via the connector, on the instrument panel side.

Is the value measured and the value provided by the CLIP tool the same as or approximately $\pm 5 \Omega$?

YES → Contact the Techline.

NO
↓

Replace the instrument panel, component code **247** (see **MR 364, Mechanical, 83A, Instrument panel, Instrument panel: Removal - Refitting**).

Is the fault still present?

NO → The problem disappears.

YES
↓

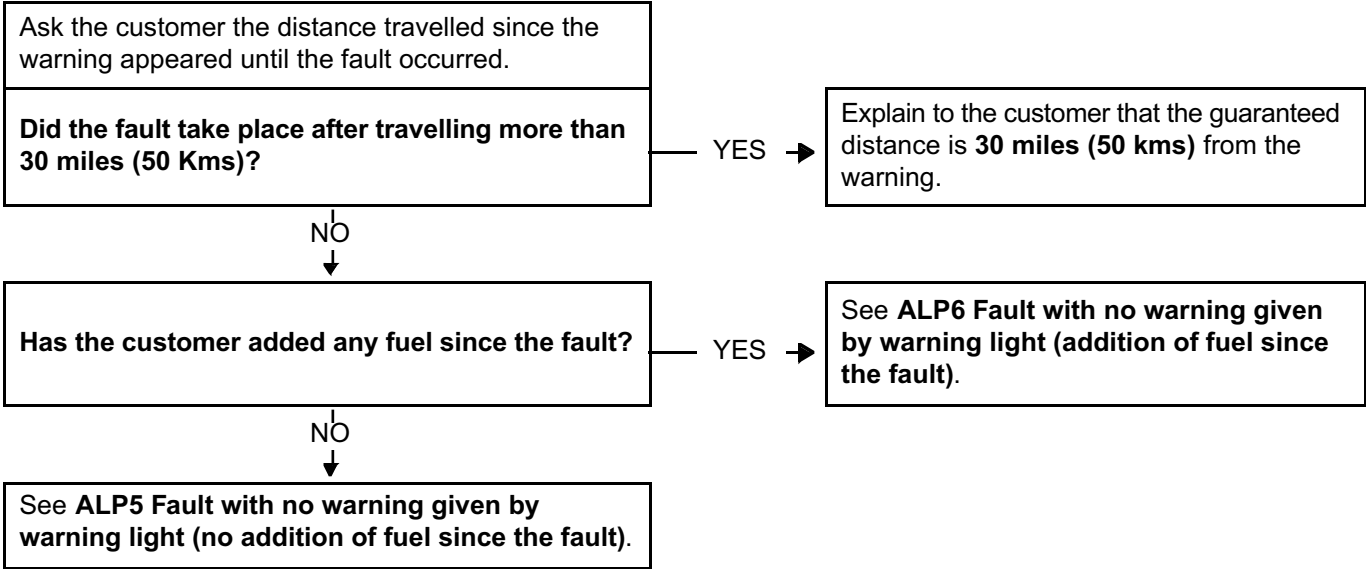
Contact the Techline.

AFTER REPAIR

Deal with any faults displayed by the **diagnostic tool**.
Clear the computer memory.
Carry out a road test followed by another check with the **diagnostic tool**.

| | |
|--------------|-----------------------------------|
| ALP 7 | Fault with delayed warning |
|--------------|-----------------------------------|

| | |
|--------------|---|
| NOTES | Only consult this customer complaint after a full check with the diagnostic tool . |
|--------------|---|



| | |
|---------------------|---|
| AFTER REPAIR | Repeat the conformity check from the start. |
|---------------------|---|