

MEGANE

8 Electrical equipment

83A

INSTRUMENT PANEL

TDB ph2 (EG/MG)
Prog version: 04xx
Vdiag No.: 08, 0C

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V9

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 method applicable to all computers with the following specifications:

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

Name of computer: **Instrument panel**
2 levels:
Entry level version, Mégane II phase 2
Mid-range version, Mégane II phase 2
Program Version: **04xx**
Vdiag No.: **08, 0C**

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**

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**, 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 on these lines (corrosion, 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.

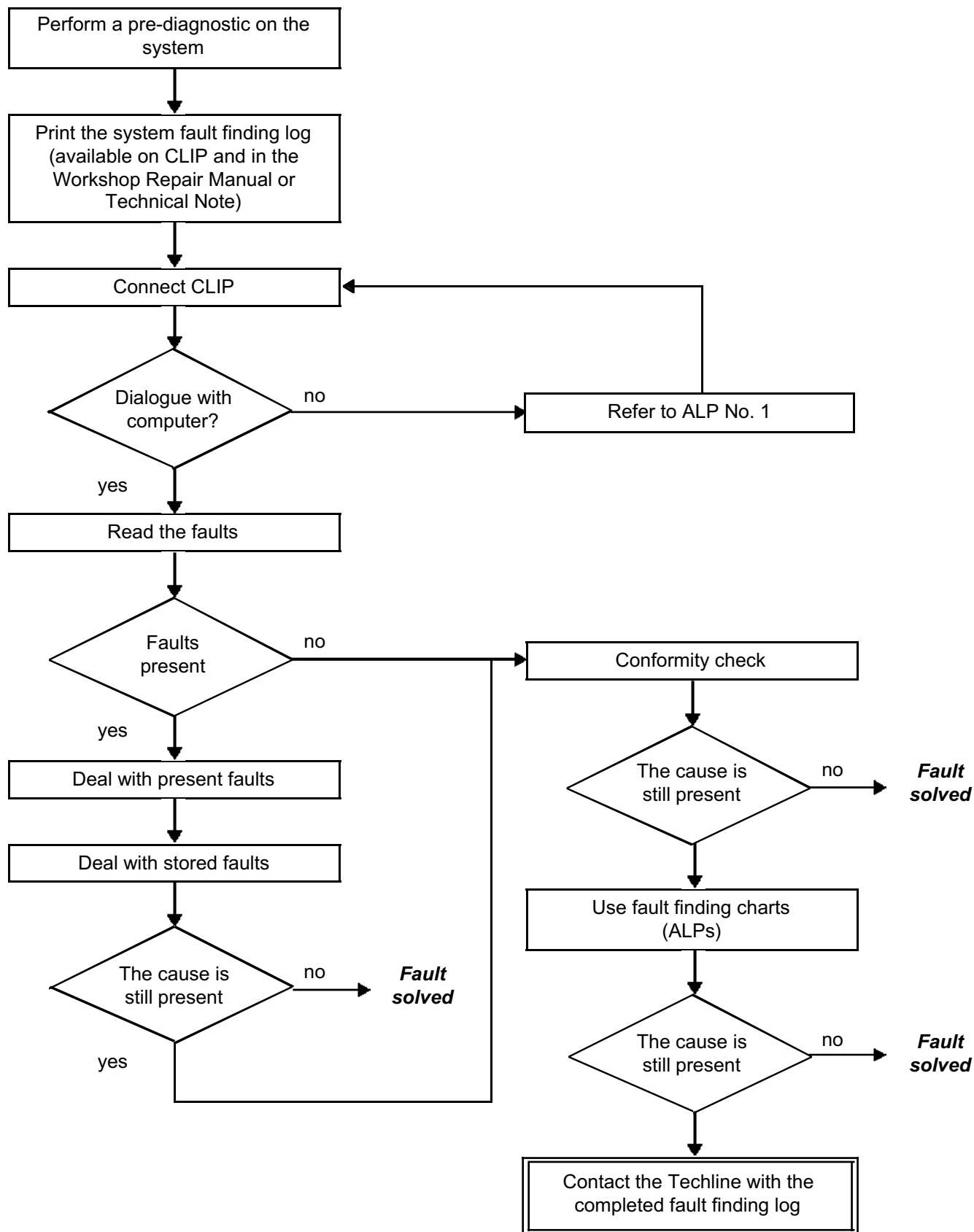
If a status is not behaving normally or a parameter is outside the permitted tolerance values, consult the corresponding fault finding page.

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 material damage or personal injury:

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

Instrument panel functions (entry level and mid-range versions):

The instrument panel allows:

- display by needle gauge of the following information:
 - Vehicle speed
 - Rev counter
 - Fuel gauge
 - Engine coolant temperature
- Management of 20 warning/indicator lights
- Alphanumeric display of the following information:
 - Total and trip mileage
 - Oil level
 - Messages (68 messages)
 - Keyless vehicle messages
 - 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 or passenger's seat belts are not fastened when driving.
- Indicating that a door or the tailgate is not correctly closed.
- Signalling that the handbrake is on.
- Indicating the low fuel warning.
- Indicating that a speed has been exceeded, for Arabian versions, where an overspeed warning is legally required.
- Indicating to the driver that the automatic locking when driving has been activated/deactivated.

The following buzzers can sound:

- Side lights on
- Direction indicators
- Management and trip computer display:
 - Trip meter
 - Fuel consumed
 - Average fuel consumption
 - Instantaneous fuel consumption
 - Fuel range in kilometres and miles
 - Distance travelled in kilometres and miles
 - Average speed
 - Oil service interval in kilometres
 - Oil service interval in time
 - Programmed 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.
- In the event that the childproof lock system is not working, the buzzer will sound and a warning message will appear on the instrument panel.

In vdiag 08 (with program version 040B) and vdiag 0C, the instrument panel can manage a personalised oil service interval (known as the OCS) by detecting premature oil wear (depending on 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 (urban driving, driving in 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.

1. REPLACING, PROGRAMMING OR REPROGRAMMING THE INSTRUMENT PANEL:

IMPORTANT

Before replacing the instrument panel, always note the following parameters:

- PR007 Oil service interval: current value in km
- PR008 Oil service interval: current value in months
- PR009 Mileometer

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

INSTRUMENT PANEL

Fault finding - Configurations and programming

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1. CONFIGURATIONS:

WARNING

Run a configuration read to ensure that the new configuration values are used by the system.

LC no.	CF no.	Configuration	Note:
LC001	CF018	Reserve capacity	Allows the instrument panel to be configured for switching the indicator light on.
LC005	CF034	Body type	
LC006	CF035	Tank capacity	
LC007	CF036	Key/Card	
LC008	CF037	Clock	
LC011	CF038	Dimmer present	
LC029	CF149	Gearbox type	<p>If the vehicle has an automatic or sequential gearbox, check that the instrument panel shows the gear selected.</p> <p>If the vehicle is not equipped with an automatic or sequential gearbox, check that there is no "Check gearbox" message (this message indicates the absence of the automatic gearbox frames if the instrument panel has been configured for an automatic or sequential gearbox).</p>
LC030		Vehicle type	Value defined by default: Mégane II

INSTRUMENT PANEL

Fault finding - Configurations and programming

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LC no.	CF no.	Configuration	Note:
LC049		Type of fuel	<p>Petrol: check that the rev counter indicates 7000 rpm as the maximum value.</p> <p>Diesel: check that the rev counter indicates 6000 rpm as the maximum value and that the diesel heater plugs "on" indicator light comes on when the ignition is switched on.</p> <p>IMPORTANT it is essential to check this, as it determines whether the gauges are operating correctly.</p>
LC051	CF140	Unit of distance	
LC052	CF141	Overspeed function - Arabia	When driving at speeds greater than 78 mph (130 km/h) , the buzzer should sound.
LC054	CF143	Unit of measurement for consumption	<p>Litres/ 100 km (default) - Europe</p> <p>Miles / gallon - UK</p> <p>km / l - Brazil</p>
LC056	CF145	Tyre pressure monitor	<p>Check for specific valves.</p> <p>If the vehicle is equipped with a tyre pressure monitor: check that the vehicle outline does not show wheels which are absent and that there is no "No tyre sensors" message (message indicating the tyre pressure monitoring frames are absent).</p>
LC059	CF148	Automatic headlighting	<p>Check for a brightness sensor.</p> <p>Disconnect the automatic headlights, and check that the "Auto Headlights Off" message is displayed.</p>

*Miles Per Hour

INSTRUMENT PANEL

Fault finding - Configurations and programming

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LC no.	CF no.	Configuration	Note:
LC060	CF002	Language setting	Check the language by using a message.
LC061	CF150	Cruise control/speed limiter	If the vehicle is equipped with a Cruise Control-Speed Limiter function: check that the cruise control or speed limiter indicator light comes on when the cruise control/speed limiter button is pressed.
LC064	CF158	Seat belt reminder buzzer	This function should only be inhibited on authorised vehicles.
LC066	CF040	Particle filter	
LC090	CF006	Vehicle speed signal system	If the vehicle is equipped with ESP: check by pressing the ESP OFF button that the Traction control deactivated message appears. If the vehicle is not equipped with ESP: check that the ESP warning light does not come on for 3 seconds when the ignition is switched on.
LC106	CF198	O.C.S. (vdiag 08 and program version 040B and vdiag 0C)	Refer to the information available on the Shared World Information database via RENAULT.NET (on the maintenance programme page) to check the vehicle configuration.

2. PROGRAMMING:

- A) Switch on the ignition.
- B) Enter the VIN using command **VP002 Enter VIN**.
- C) Program the mileometer using command **VP010 Mileometer update**.
 Check by reading parameter **PR009 Mileometer**.
- D) Enter the oil change frequency in kilometres using command **VP006 Oil change frequency in km**.
 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**)

Check by reading parameter **PR005 Oil change frequency in km**.

- A) Program the distance to next oil service in kilometres using command **VP008 Distance to next oil service: current value in KM**.
Check by reading parameter **PR007 Distance to next oil service: current value in KM**.
- B) Program the oil change frequency in months using command **VP007 Oil change frequency in months**.
Check by reading parameter **PR006 Oil change frequency in months**.
- C) Program the oil service interval in months using command **VP009 Oil service interval: actual value in months**.
Check by reading parameter **PR008 Oil service interval: actual value in months**.
- D) Program the fuel sender using command **VP011 Fuel sender calibration**.
There are 2 pieces of information to provide:
 - Type of fuel (check by reading configuration LC049).
 - Fuel level indicator:
 - analogue (needle display),
 - digital (bargraph display).

INSTRUMENT PANEL

Fault finding - Fault summary table

Tool fault	Associated DTC	Diagnostic tool title
DF007	9402	Fuel sender circuit
DF016	9401	Oil level sensor circuit
DF018	9405	Instrument panel
DF019	9404	Battery voltage

INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF007 PRESENT OR STORED	FUEL SENDER CIRCUIT CO: Open circuit CC: Short circuit
--	---

NOTES	Conditions for applying the fault finding procedure to stored faults: The fault is declared present after 60 seconds, with the ignition on.
	Special notes: Check the consistency between the instrument panel display and parameter PR035 Fuel level .

CO	NOTES	Special note: The fault is declared present if the fuel sender resistance is greater than 350 Ω .
-----------	--------------	--

Manipulate the wiring harness between the instrument panel and the fuel sender in order to produce a change in fault status (Present → Stored).

Look for possible damage to the harness, and check the **connection and condition** of the fuel sender and its connections.

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

Check the **continuity** of the following connections:

Fuel sender track 2	————→	track 15, Grey instrument panel connector
Fuel sender track 4	————→	track 2, Grey instrument panel connector

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

Measure the **resistance** between **tracks 4 and 2** of the fuel sender.

Replace the fuel sender if the **resistance** value is not:

285 Ω fuel tank in reserve
20 Ω fuel tank full

If the fault is still present, contact the Techline.

AFTER REPAIR	Deal with any faults declared by the diagnostic tool. Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool .
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INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF007 CONTINUED	
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CC	NOTES The fault is declared present if the fuel sender resistance is less than 5 Ω .
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Manipulate the wiring harness between the instrument panel and the fuel sender in order to produce a change in fault status (Present → Stored).

Look for possible damage to the harness, and check the **connection and condition** of the fuel sender and its connections.

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

Disconnect the fuel sender connector and check for a change in fault status.

If the fault remains in **short circuit**, check the **insulation and continuity** of the following connections, with the connector disconnected:

Fuel sender connector track 2	————→	track 15, Grey instrument panel connector
Fuel sender connector track 4	————→	track 2, Grey instrument panel 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 the fault becomes an open circuit fault, move to the next step of the fault finding.

Measure the **resistance** between **tracks 4 and 2** of the fuel sender.

Replace the fuel sender if the **resistance** value is not:

285 Ω fuel tank in reserve
20 Ω fuel tank full

If the fault is still present, 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 .
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INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF016 PRESENT	<u>OIL LEVEL SENSOR CIRCUIT</u> CO : Open circuit CC : Short circuit 1.DEF: Inconsistency
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NOTES	Special notes: Check the consistency between the instrument panel display and the actual oil level (top up if incorrect).
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CO 1.DEF	NOTES	None.
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Look for possible damage to the harness, and check **the connection and condition** of the oil level sensor and its connections.

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

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

Vdiag 44 UPC:

Oil level sensor track 1	————→	track 11, black connector (PEM), Protection and Switching Unit
Oil level sensor track 2	————→	track 10, black connector (PEM), Protection and Switching Unit
Instrument panel connection track 10	————→	track 5, black connector (PEH), Protection and Switching Unit
Instrument panel track 3	————→	track 4, black connector (PEH), Protection and Switching Unit

UPC Vdiag 48:

Oil level sensor track 1	————→	track 11, connector MT1, Protection and Switching Unit
Oil level sensor track 2	————→	track 12, connector MT1, Protection and Switching Unit
Instrument panel connection track 10	————→	track 6, connector CT1, Protection and Switching Unit
Instrument panel track 3	————→	track 5, connector CT1, Protection and Switching Unit

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

Measure the resistance between **tracks 1** and **2** of the oil level sensor.
 Replace the oil level sensor if the **resistance** is not between **3** and **20 Ω**.

If the fault is still present, contact the Techline.

AFTER REPAIR	Deal with any faults declared by the diagnostic tool . Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool .
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INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF016 CONTINUED	
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CC	NOTES	None.
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Look for possible damage to the harness, and check **the connection and condition** of the oil level sensor and its connections.

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

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

Vdiag 44 UPC:

Oil level sensor track 1	→	track 11, black connector (PEM), Protection and Switching Unit
Oil level sensor track 2	→	track 10, black connector (PEM), Protection and Switching Unit
Instrument panel connection track 10	→	track 5, black connector (PEH), Protection and Switching Unit
Instrument panel track 3	→	track 4, black connector (PEH), Protection and Switching Unit

UPC Vdiag 48:

Oil level sensor track 1	→	track 11, connector MT1, Protection and Switching Unit
Oil level sensor track 2	→	track 12, connector MT1, Protection and Switching Unit
Instrument panel connection track 10	→	track 6, connector CT1, Protection and Switching Unit
Instrument panel track 3	→	track 5, connector CT1, Protection and Switching Unit

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

If the fault becomes an open circuit fault, move to the next step of the fault finding.

Measure the resistance between **tracks 1** and **2** of the oil level sensor.
 Replace the oil level sensor if the **resistance** is not between **3** and **20 Ω**.

If the fault is still present, 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 .
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INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF018 PRESENT	INSTRUMENT PANEL 1.DEF: Computer fault
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NOTES	Special notes: A computer fault is declared when the instrument panel detects an odometer management fault in the EEPROM*. The mileage is no longer guaranteed to be correct.
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Contact the Techline.

* EEPROM = Computer memory.

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 .
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INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF019 PRESENT OR STORED	BATTERY VOLTAGE 1.DEF: Voltage too low 2.DEF: Voltage too high 3.DEF: Excess voltage
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NOTES	None.
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1.DEF	NOTES Special note: The fault is declared present if the battery voltage is less than 8 V .
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Manipulate the wiring harness between the instrument panel and the battery in order to produce a change in fault status (Present → Stored).
Look for any harness damage, and check **the connection and condition** of the battery and its connections.
If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

Check the **condition of the battery** and the **charging circuit** (see **Technical Note 6014A, Checking the charging circuit**).
Check the **condition** of the vehicle **earths**.

Check for **+ 12 V** on **track 13** of the instrument panel.
If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.
With the ignition on, check for **+ 12 V** on **track 14** of the instrument panel.
If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.
Check for **earth** on **track 1** of the instrument panel.
If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

If the fault is still present, 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 .
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INSTRUMENT PANEL

Fault finding - Interpretation of faults

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DF019 CONTINUED	
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2.DEF 3.DEF	NOTES	Special note: The fault is declared present if the battery voltage is greater than 16 V .
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Manipulate the wiring harness between the instrument panel and the battery in order to produce a change in fault status (Present → Stored).

Look for any harness damage, and check **the connection and condition** of the battery and its connections.

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

Check the **condition of the battery** and the **charging circuit** (see **Technical Note 6014A, Checking the charging circuit**).

Check the **condition** of the vehicle **earths**.

Check for **+ 12 V** on **track 13** of the instrument panel.

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

With the ignition on, check for **+ 12 V** on **track 14** of the instrument panel.

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

Check for **earth** on **track 1** of the instrument panel.

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

If the fault is still present, 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 .
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INSTRUMENT PANEL

Fault finding - Conformity check

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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.
Application conditions: Ignition on, engine off.

MAIN COMPUTER STATUSES AND PARAMETERS

Order	Function	Parameter, 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, consult the interpretation of fault DF019 Battery voltage .
2		ET002: + 12 V after ignition	Absent Present	In the event of a fault, refer to the interpretation of status ET002 + 12 V after ignition .
3	Brake	ET097: Parking brake	Applied Released	In the event of a fault, consult the interpretation of status ET097 Parking brake .
4		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 light warning .
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	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 .
7	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 .
8		ET062: Seat belt alarm	Off on	In the event of a fault, consult the interpretation of status ET098 Driver's seat belt contact and of command AC009 Instrument panel indicator lights .

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Fault finding - Conformity check

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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.
Application conditions: Ignition on, engine off.

GAUGES

Order	Function	Parameter, Status Check or Action	Display and notes	Fault finding
1	Fuel	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 .
2		PR002: Fuel sender resistance	In reserve: 285 Ω Full: 20 Ω	In the event of a fault, consult the interpretation of fault DF007 Fuel sender circuit .
3		PR035: Fuel level	Indicates the fuel level in the tank.	

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Fault finding - Conformity check

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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.
Application conditions: Ignition on, engine off.

DISPLAY

Order	Function	Parameter, Status Check or Action	Display and notes	Fault finding
1	Vehicle speed	PR099: Vehicle speed	X mph (km/h)	In the event of a fault, consult the interpretation of parameter PR099 Vehicle speed .
2	Engine	PR116: Engine speed	X rpm	In the event of a fault, consult the interpretation of parameter PR116 Engine speed .
3		PR027: Coolant temperature	"X" °C	In the event of a fault, consult the interpretation of parameter PR027 Coolant temperature .
4	Lighting	PR111: Lighting dimmer voltage	Ignition on, dipped headlights lit. $0.3\text{ V} < \text{PR111} < 7\text{ V}$	If the fault is still present, contact Techline.
5		AC009: Instrument panel warning lights	The command lights up all the indicator lights at the same time.	In the event of a fault, consult the interpretation of commands AC009 Instrument panel warning lights .
6		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, consult the interpretation of commands AC010 Lighting .
7	Needle gauges	AC008: Instrument panel needle gauges	Instrument panel needle gauge control.	In the event of a fault, consult the interpretation of command AC008 Instrument panel needles .
8	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 .
9	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 .

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.
Application conditions: Ignition on, engine off.

MILEOMETER

Order	Function	Parameter, Status Check or Action	Display and notes	Fault finding
1	Odometer	PR009: Odometer	Indicates the counter value in km.	If the fault is still present, contact Techline.
2	Oil change interval	PR007: Oil service interval: current value in km	Indicates the distance to the next oil service in km (this value must be less than or equal to the oil service interval).	
3		PR008: Oil service interval: actual value in months	Indicates the time remaining to the oil service in months (this value must be less than or equal to the frequency).	
4	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 km))	
5		PR006: Oil change frequency in months.	Indicates the oil change frequency in months (e.g.: 24 months)	

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.
Application conditions: Ignition on, engine off.

TRIP COMPUTER

Order	Function	Parameter, Status checked 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	Fuel	PR112: Fuel flow	X l/h	In the event of a fault, consult the interpretation of parameter PR112 Fuel flow .
3		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 .
4	Vehicle speed	PR099: Vehicle speed	X mph (km/h)	In the event of a fault, consult the interpretation of parameter PR099 Vehicle speed .
5	Buzzer	AC006: Buzzer	The buzzer should sound.	In the event of a fault, consult the interpretation of command AC006 Buzzer .

Tool status	Diagnostic tool title
ET002	+ 12 V after ignition
ET030	ADAC scroll button
ET062	Seat belt alarm
ET066	Brake fluid level light alert
ET096	Oil pressure contact
ET097	Parking brake
ET098	Driver's seat belt contact

INSTRUMENT PANEL

Fault finding - Interpretation of statuses

83A

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

NOTES	There must be no present or stored faults. Status ET002 + 12 V after ignition must 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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of statuses

83A

ET030	<u>ADAC SCROLL BUTTON</u>
-------	---------------------------

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

Carry out 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.
---------------------	---

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 Brake fluid level warning light** is PRESENT and the level is correct, disconnect the connector on the brake fluid reservoir level switch.
If the status **ET066 Brake fluid level warning light** becomes ABSENT, replace the switch.

Check the insulation and continuity of the connection between:

Grey connector **level sensor track 2** —————▶ **track 20** of the instrument panel connector

If there is a repair method (see **Technical note 6015A, Repairing electrical wiring, 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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of statuses

83A

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

NOTES	There must be no present or stored faults. Check the oil level. Top up if necessary.
--------------	---

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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of statuses

83A

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.
-------	---

STATUS "APPLIED" when the lever is released	<p>Check that the handbrake switch is correctly connected and check the condition of the connections. Repair if necessary. With the lever released, check continuity is absent on the following connection:</p> <p>Handbrake switch track 1 —————→ Vehicle earth</p> <p>If there is continuity, replace the switch.</p> <p>Check the insulation of the following connection:</p> <p>Instrument panel track 21 —————→ Track 1 of the handbrake switch</p> <p>If there is a repair method (see Technical note 6015A, Repairing electrical wiring, Wiring: Precautions for repair) repair the wiring, otherwise replace it.</p>
--	---

RELEASED STATUS when the lever has been pulled up	<p>Check that the handbrake switch is correctly connected and check the condition of the connections. Repair if necessary. With the lever pulled up, check continuity on the following connection:</p> <p>Handbrake switch track 1 —————→ Vehicle earth</p> <p>If there is no continuity, replace the switch.</p> <p>Check the insulation of the following connection:</p> <p>Instrument panel track 21 —————→ Track 1 of the handbrake switch</p> <p>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>Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults.</p>
---------------------	--

INSTRUMENT PANEL

Fault finding - Interpretation of statuses

83A

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 Driver's seat belt contact should be PRESENT and the instrument panel warning light should 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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Parameter summary table

83A

Tool parameter	Diagnostic tool title
PR002	Fuel sender unit resistance
PR005	Oil change frequency in km.
PR006	Oil change frequency in months.
PR007	Distance to next oil service: actual value in km
PR008	Oil service interval: actual value in months
PR009	Mileometer
PR027	Coolant temperature
PR035	Fuel level
PR099	Vehicle speed
PR110	Battery voltage
PR111	Lighting dimmer voltage
PR112	Fuel flow
PR115	LPG fuel level
PR116	Engine speed
PR117	Fuel consumed since trip computer reset

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

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

NOTES	With the engine running to vary the temperature, check the consistency between the value of this parameter and the instrument panel display.
--------------	--

In the event of inconsistency, consult the interpretation of command **AC008 Instrument panel needles**. Otherwise, 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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

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 needles**.
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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

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 fault with the fuel flow signal causes inconsistencies in the operation of the trip computer.

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.
--------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

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

NOTES	None
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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.
--------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

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**. Otherwise, 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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

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>
--------------	--

INSTRUMENT PANEL

Fault finding - Command summary table

83A

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
VP002	Write VIN
VP006	Oil change frequency in km.
VP007	Oil change frequency in months.
VP008	Distance to next oil service: actual value in km
VP009	Oil service interval: actual value in months
VP010	Mileometer updating
VP011	Fuel tank sender unit calibration

INSTRUMENT PANEL

Fault finding - Interpretation of commands

83A

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

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

Sound the buzzer using command **AC006 Buzzer**.

The buzzer should be heard.

If there is a fault with the buzzer, contact the Techline.

AFTER REPAIR	Repeat the conformity check from the start.
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INSTRUMENT PANEL

Fault finding - Interpretation of commands

83A

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.
--------------	---

INSTRUMENT PANEL

Fault finding - Interpretation of commands

83A

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

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.

Check the condition and connection of the instrument panel 24-track grey connector.

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

Check the condition and connection of the 4-track seat belt warning module black connector.

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

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

Instrument panel grey connector, track 16	→	Track 3 of the seat belt warning module connector
Instrument panel grey connector, track 23	→	Track 4 of the seat belt warning module connector
Instrument panel grey connector, track 12	→	Track 1 of the seat belt warning module connector
Instrument panel grey connector, track 11	→	Track 2 of the seat belt warning module 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 the fault is still present, contact Techline.

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

INSTRUMENT PANEL

Fault finding - Interpretation of commands

83A

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 <ul style="list-style-type: none">– Affects the opening elements indicator lights (on mid-range instrument panels).– Affects tyre pressure monitor system warning lights (on mid-range instrument panel if fitted to the vehicle).– Affects automatic and sequential gearbox warning lights.
	There must be no present or stored faults.

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.
---------------------	---

INSTRUMENT PANEL

Fault finding - Customer complaints

83A

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 .
--------------	---

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

Ask the customer if the tank is filled up under the following conditions:

- the customer filled the tank up to the 3rd cut-out
- the customer has changed filling station
- the customer filled the tank in a flat-level station (not on a slope).

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

NO →

Ask the customer to return just after having filled the tank under the conditions mentioned above.

YES
↓

A

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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

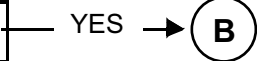
Deal with any faults displayed by the **diagnostic tool**.
 Clear the computer memory.
 Carry out a road test followed by another check with the **diagnostic tool**.

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 .
--------------	---

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

ALP 2 CONTINUED 4



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

Is the result of the check correct?

YES → Contact the Techline.



If the needle or display indicator 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.



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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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 .
---------------------	---

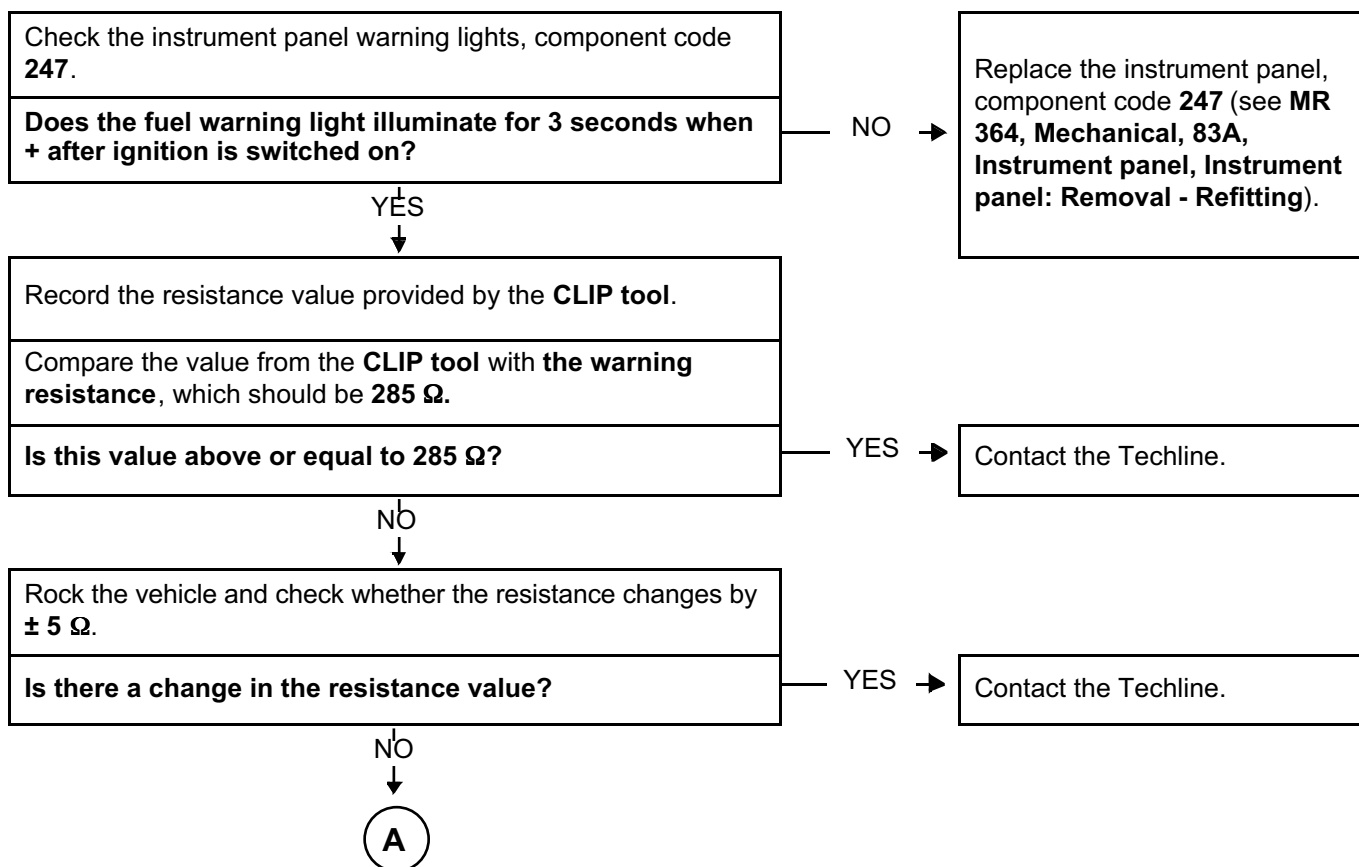
INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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 .
---------------------	---

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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 $\pm 5 \Omega$?

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

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

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

NO →

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

YES
↓

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

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

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**.

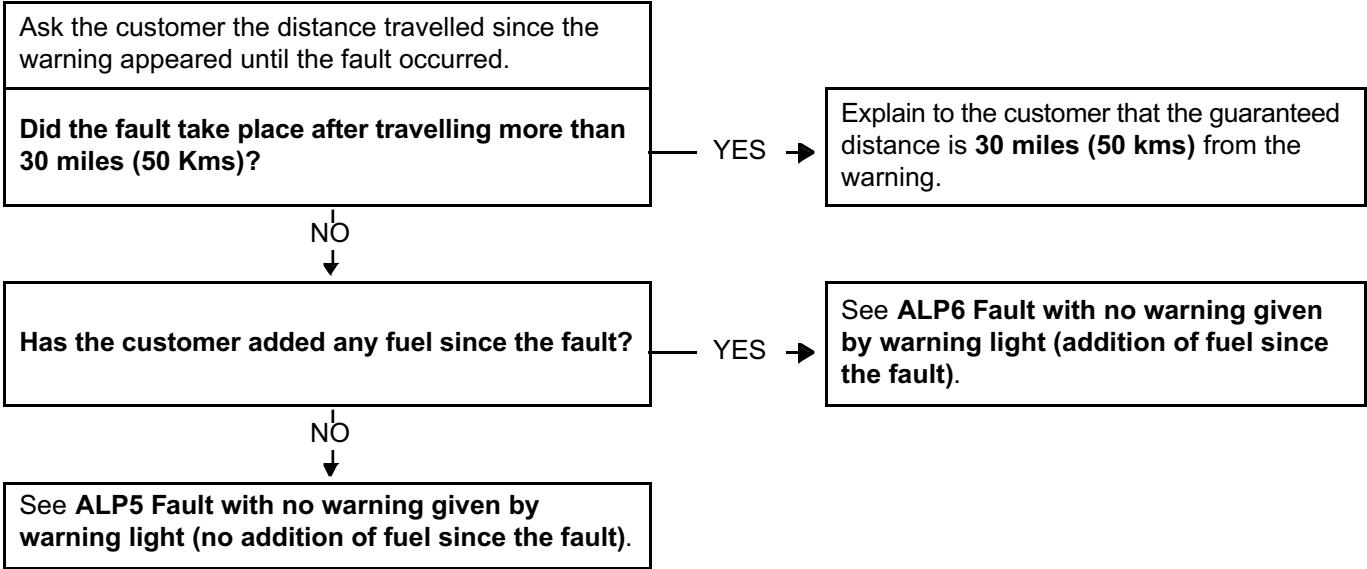
INSTRUMENT PANEL

Fault finding - Fault finding chart

83A

ALP 7	Fault with delayed warning
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NOTES	Only consult this customer complaint after a full check with the diagnostic tool .
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AFTER REPAIR	Repeat the conformity check from the start.
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