Electrical equipment

- Battery
- Headlights
- Rear lighting
- Interior lighting
- Fuses
- Immobiliser
- Horn
- Instrument panel
- Controls - signals
- Wiping / washing
- Radio

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The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared. The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed.

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Battery: Removal - Refitting

The battery is located in the front-left part of the engine compartment.

REMOVAL
Switch off all the electrical consumers.
Disconnect the negative terminal.
Remove the cover (1) from the positive terminal.
Disconnect the positive terminal.
Remove:
- the mounting clamp (2),
- the battery.

REFITTING
Correctly position the battery in its housing.
Tighten to torque the battery mounting clamp (1.2 Nm) (2).
Connect:
- the positive terminal,
- the negative terminal.
Tighten to torque the battery terminals (0.65 Nm).
Fit the positive terminal battery cover.

When refitting the battery or every time it has been disconnected, it may be necessary to carry out a certain number of simple programming operations, without the fault finding tool, for the vehicle to work properly:
- entering the four-digit radio code,
- setting the time on the clock.

WARNING
These vehicles are equipped with a battery with low water consumption. Topping up the electrolyte level is therefore prohibited.

WARNING
Overtightening damages the terminal and the electrical contact.

Tightening torques
- battery mounting clamp 1.2 Nm
- battery terminals 0.65 Nm
Battery: Safety

I. DANGER ACID

Sulphuric acid is a highly aggressive and toxic substance which corrodes most metals. When handling batteries, it is very important to take the following precautions:

- protect your eyes by wearing goggles,
- wear acid proof gloves and clothing.

II. DANGER RISK OF EXPLOSION

When a battery is charging, oxygen and hydrogen are produced. Gas formation is at a maximum when the battery is completely charged, and the quantity of gas produced is proportional to the strength of the charging current.

The oxygen and hydrogen mix in the space on the surface of the plates, forming an explosive mixture. This mixture is highly explosive.

The smallest of sparks or heat sources can cause an explosion. The explosion is so strong that the battery can shatter and spray the acid into the surrounding atmosphere.

People nearby are at risk (exploded fragments, acid splashes). Acid splashes are dangerous. They also damage clothing.

Safeguarding against the danger of explosion, which can be caused by handling a battery carelessly, must be taken very seriously.

IMPORTANT

- A battery contains sulphuric acid, a dangerous substance.
- When a battery is being charged, oxygen and hydrogen are created, the mixture of these gases presents a risk of explosion.

IMPORTANT

- If acid splashes onto your clothing, rinse all contaminated areas thoroughly in water.
- If it comes into contact with skin, consult a doctor.

IMPORTANT

Check that all consumers are completely switched off.

When a battery is being charged in a room, switch off the charger before connecting or disconnecting the battery.

Do not place any metallic objects on the battery as this may create a short circuit across the terminals.

never hold a naked flame, a welding gun, blowtorch, a cigarette or a lighted match near to a battery.
I. CHECKING THE BATTERY

1. Inspection of the mounting
   - Check that the battery is correctly secured (battery mounting bracket (1.2 daNm))
     - Excessive tightening of the battery bracket is dangerous, the battery tray may be damaged or broken,
     - Insufficient tightening of the battery mounting bracket leaves a clearance, the battery tray may be worn through the resulting friction or break from impact.

2. Visual cleanliness check
   - Check that there is no creep leakage (sulphation) on the battery terminals.
   - Clean the battery terminals.
   - Grease the battery terminals if necessary.
   - Check the tightening torque of the battery terminal nuts (0.65 daNm) on the terminals.

II. BATTERY CHARGE

The battery check is made using tool (Ele. 1593).

1. Charger validation test reminder.
   - It is essential to use a constant voltage charger, to prevent heating proportional to the charge current.

2. Test
   - Set the charge current setting potentiometer to maximum.
   - Read off the voltage displayed on your charger or at the battery terminals.
   - You must stop charging if the charger is not constant voltage.

III. CHECKING PROCEDURE

(See NT 3682A, Battery, 80A, Battery Check).

IMPORTANT
- Poor contact may cause starting or charging faults, create sparks and cause the battery to explode.
- If acid splashes on to your clothing, rinse all contaminated areas thoroughly in water.
- If it comes into contact with the skin or eyes, seek medical attention.

WARNING
- These vehicles are equipped with an electrolyte consumption battery. Topping up the electrolyte is therefore prohibited.

WARNING
- If the voltage displayed is above 15 V, the charger is not constant voltage (using it endangers the battery).
Remove the mudguard mounting bolts (2).

Remove the bolt (3).

Remove the lower mounting bolts (4).

Disconnect the fog light connector.

Remove the bumper.
Remove the switch by moving clip (5) and turning it a quarter of a turn towards the vehicle interior (6).

Disconnect the headlight connectors.

Remove the headlight mounting bolts (7).

REFITTING

Proceed in the reverse order to removal.

Then adjust the headlights (see 80B, Headlights, Halogen headlights: Adjustment).
Position the vehicle on a flat level surface.
Check the tyre pressures.
Increase the pressure if necessary.
Ensure that the vehicle luggage compartment is empty.
Set the remote adjustment control to « 0 ».
Position a headlight beam adjuster in front of the vehicle and adjust according to the value displayed (1.0%).

Turn screw (1) for vertical adjustment.

Turn screw (2) for horizontal adjustment.

**WARNING**
Do not apply the handbrake.

**Note:** The vertical adjusting screw is located on the manual switch.
HEADLIGHTS

Halogen bulbs: Replacement

The bulb replacement operation does not require the headlight to be removed.

I - DIRECTION INDICATOR BULBS

Remove:
- the bulb holder (1),
- the bulb.

II - SIDE LIGHT BULBS

Remove:
- the bulb holder (2),
- the bulb.

III - DIPPED HEADLIGHT BULBS

Disconnect the connector.
Remove watertight cover (3).
Unclip retaining clip (4).
Then adjust the headlights (see 80B, Headlights, Halogen headlights: Adjustment).

WARNING
- Do not touch the bulb or the halogen headlights directly.
- Make sure the covers are positioned correctly.

Note:
- Only use approved PY21W bulbs.
- Only use approved W5W bulbs.
- Only use approved H4 bulbs.

Note:
- Do not adjust the headlights manually.
- Always use the correct adjustment screws.

Note:
- Use genuine Honda parts only.
- Use genuine Honda accessories only.
**HEADLIGHTS**

**Fog lights**

**REMOVAL**

Disconnect the wiring harness connector.

Disconnect the fog light connector.

Remove the two mounting bolts (1).  

**REFITTING**

Proceed in the reverse order to removal.

Adjust the fog lights using a screwdriver.

When replacing a bulb, use an **H11** bulb.

**Note:** It is not necessary to remove the front bumper.

**WARNING**

Do not touch the bulb or the halogen headlights directly.

**Note:** It is not necessary to remove the front bumper.
HEADLIGHTS
Beam adjustment and lighting dimmer control

REMOVAL
Unclip the adjuster stalk.
Remove:
- the bolts (1),
- the adjustment control through the dashboard.
Remove the switch by moving clip (2) and turning it a quarter of a turn towards the vehicle interior (3).
Roll-up the sleeve.
Apply pressure to the switch end (4) to create some play at the cable end stop (5).
Unclip the end of sheath (6).
Remove the cable.
HEADLIGHTS
Beam adjustment and lighting dimmer control

REPLACEMENT
The replacement part available is an inseparable control, sheath and cable, assembly.
The assembly is supplied pre-assembled.

REFITTING
Proceed in the reverse order to removal.

Special note on the headlight beam adjustment switch:
Remove the bulb sealed cover.
Pull the reflector shell towards you to return the clip groove as close as possible to the rod end.
Insert the rod end into clip groove (7).
Clip in the switch.
Fit the cable stop to the actuator.
Clip the end of sheath to the switch.
Then adjust the headlights (see 80B, Headlights, Halogen headlights: Adjustment).

WARNING
The rod end should not just be in contact with the groove, it should be fitted into it.
REMOVAL

Remove the switch by moving clip (1) and turning it a quarter of a turn towards the vehicle interior (2).

Roll-up the sleeve.

Apply pressure to the switch end (3) to create some play at the cable end stop (4).

Unclip the end of sheath (5).

Remove the cable.

REFITTING

Proceed in the reverse order to removal.

Special note on the headlight beam adjustment switch

Remove the bulb sealed cover.

Pull the reflector shell towards you to return the clip groove as close as possible to the rod end.

Insert the rod end into clip groove (6).

Clip in the switch.

Fit the cable stop to the switch.

Clip the end of the sheath to the switch.

Then adjust the headlights (see 80B, Headlights, Halogen headlights: Adjustment).

WARNING

The rod end should not just be in contact with the groove, it should be fitted into it.
REAR LIGHTING
High level brake light

REMOVAL
Remove the rear parcel shelf trim (see 74A, Parcel shelves, Rear parcel shelf).
Remove the two raised brake light bolts.
Disconnect the connector.
Remove the raised brake light.

REFITTING
Proceed in the reverse order to removal.
Torque tighten the raised brake light mounting bolts (2 Nm).

Replacing the bulb
Turn the bulb holder one quarter of a turn through the boot.
When replacing a bulb, use a P21W bulb.

Tightening torques
- Raised brake light mounting bolts: 2 Nm
REAR LIGHTING

Removal

- Remove the rear light mounting nuts (1).
- Disconnect the connector.
- Remove the rear light.
- Unclip the plate by moving clips (2).
- Remove the bulb holder plate.

Refitting

Proceed in the reverse order to removal.
- Check that the rear headlight foam lining is in the correct position.
### REAR LIGHTING

#### Rear light: Connection

- **I - POSITION OF THE BULBS (RIGHT-HAND REAR LIGHT)**
  - With the left-hand rear light, the bulb (1) corresponds to the fog light.

- **II - REPLACING BULBS**

- **III - CONNECTION (REAR RIGHT-HAND SIDE LIGHT)**

- **IV - CONNECTION (REAR LEFT-HAND SIDE LIGHT)**

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<td>Indicator</td>
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**Note:**
The number of tracks is read from left to right.

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**Note:**
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<td>6F</td>
<td>Ogg light</td>
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REAR LIGHTING
Registration plate light

REMOVAL
Remove the number plate light using a flat-blade screwdriver.
Disconnect the connector.

REFITTING
Unclip the translucent cover by moving clip (1).
Remove the bulb.
When replacing a bulb, use a W5W bulb.
Vehicles can have:
- a front timed courtesy light,
- a glove compartment light,
- a boot light (timed or not depending on the equipment level).

### II - TIMER FUNCTION

The UCH performs the timer function and the progressive switching out of the courtesy and boot lights.

The interior lights are switched on immediately by the UCH:
- when a door or the tailgate is opened,
- when unlocking the opening elements by remote control.

When switching of the interior lighting, the UCH imposes, depending on the scenario:
- switching off with no time delay: when the doors or boot are locked using the remote control (doors and boot closed)
- switching off with a time delay of (30 s):
  - after the last door or the boot is closed,
  - when the doors or boot are unlocked with the remote control,
  - when the ignition is switched on (progressive).

Note:
- The UCH controls the switching off of the interior lights after a period of approximately:
  - 30 min when the opening element is not open or not properly closed (courtesy light in timed mode),
  - when the courtesy light is in the imposed lighting position.
Depending on the equipment level, the courtesy light may be fitted with:

- a single centre light switch,
- a centre light switch and a map reading light.
INTERIOR LIGHTING
Courtesy light

REMOVAL
Unclip the translucent cover using a flat-blade screwdriver.
Press down on clip (1) using a flat-blade screwdriver to remove the courtesy light.

DISCONNECT THE CONNECTOR.

REFITTING
Connect the connector.
Insert the courtesy light from the rear.
When replacing a bulb, use a W5W bulb.
Remove the bellows seal.

Remove the switch (1) by squeezing the three clips (2).

Disconnect the connector.

REFITTING

Proceed in the reverse order to removal.
Luggage compartment door switch

**REMOVAL**

Disconnect the connector.

Remove the boot switch by squeezing the clips (1).

**REFITTING**

Proceed in the reverse order to removal.
INTERIOR LIGHTING

Glovebox light

81B

REMOVAL

Unclip the light.
Disconnect the light connector.
Unclip the switch.
Disconnect the connector.

REFITTING

Proceed in the reverse order to removal.

When replacing a bulb, use a C5W bulb.

Note:
It is not necessary to remove the dashboard.

Note:
The glove compartment light can also be removed.
INTERIOR LIGHTING

Boot light

UNIVERSAL

REMOVAL

Unclip the boot light.

Disconnect the connector.

REFITTING

Proceed in the reverse order to removal.

When replacing a bulb, use a C5W bulb.
The function is set up in the factory, where a fuse is removed from the passenger compartment fuse box located to the left of the instrument panel. Remove the cover to access the passenger compartment fuse box.
Consumer cut-out fuse: Identification

Note:
Use a 15A fuse available with charge fused, and connect it in position « n » 28 » before the vehicle is delivered.
See (Electrical wiring diagram, NT, component 1016).
Passenger compartment fuse box: Identification

This unit is located in the passenger compartment, on the left-hand side of the dashboard. Remove the cover to access the passenger compartment fuse box.

II - ALLOCATION OF FUSES (DEPENDING ON EQUIPMENT LEVEL)

See (Electrical wiring diagram, NT, component 1016).
Engine compartment fuse and relay box: Identification

This unit is located in the engine compartment next to the battery.

Allocation of fuses and relays (depending on equipment level)

[Diagram of fuse and relay box allocation]
Engine compartment fuse and relay box: Identification

L90

(See wiring diagram NT, components (299 - 597 - 784 - 1034 - 1047 - 336).)
The function of the engine immobiliser is ensured by a key recognition system with exchanges of encrypted codes. A coded chip (operating without a battery) independent of the remote control function is incorporated into the head of each of the vehicle's keys. When the ignition is switched on, the UCH exchanges information with the key head by a transponder ring on the ignition switch. If the UCH recognises the key code, it authorises the engine start and the injection is unlocked; the engine can be started. The engine immobiliser is activated a few seconds after the ignition is switched off (indicated by the red engine immobiliser warning light flashing on the instrument panel). A factory preset code of twelve hexadecimal characters is allocated to the vehicle to allow the engine immobiliser system to be repaired. This repair code is required in after sales in order to:

- add keys,
- replace one or more keys,
- deallocate one or more keys (e.g. if lost or stolen),
- replace a UCH.

Note: For all key or UCH programming operations, the repair code number will be asked for by DACIA Network Techline (tel. 00 40 248500555). In this case, it is necessary to provide the VIN and vehicle serial number.
With this system, the engine immobiliser is activated a few seconds after the ignition is switched off (indicated by the red engine immobiliser warning light flashing). This system consists of several components.

I - A KEY HEAD FITTED WITH ELECTRONICS

The key head fitted with electronics (1) allows the engine immobiliser and central door locking to be commanded by radio frequency (depending on the version).

II - A TRANSPONDER RING

The transponder ring (2) located around the ignition switch, is fitted with an electronic device for transmitting the key code to the UCH.

III - A UCH

The UCH (3) is located on the dashboard (see 87B, Connection unit, UCH).

Note:

- The immobiliser chip is now integrated in the remote control printed circuit.
- The transponder ring is transponded.
For the engine immobiliser function, the UCH carries out the following functions:
- decodes the key signal,
- communicates with the injection computer,
- controls the instrument panel red warning light, communicates with the diagnostic tool.

IV - AN ENGINE IMMOBILISER RED WARNING LIGHT
The engine immobiliser red warning light located on the instrument panel is used to signal:
- the activation of the engine immobiliser system (one flash per second),
- the non-recognition of the key (rapid flashing),
- a system failure (rapid flashing),
- programming of a key.
When the engine immobiliser system is operational, the engine immobiliser red warning light flashes (slow flashing: one flash per second).

When the ignition is switched on, a process of mutual recognition between the key and the UCH begins. If the key presented and the UCH have recognised each other, the UCH sends an unlocking code by wire to the injection.

If the injection recognises the code, it unlocks and authorises the engine start.

SPECIAL CASES: The injection computer is supplied uncoded. It has to be programmed with the engine immobiliser code when it is installed, to allow the vehicle to be started.

Switch on the ignition for a few seconds without starting the engine. Switch the ignition off; the immobiliser function will be activated after a few seconds, (the red immobiliser warning light will flash).

If the key and UCH codes do not recognise each other, the system remains locked. The engine immobiliser red indicator light flashes (quickly).

The engine is authorised to start by default for 2 seconds only.

WARNING When the vehicle battery has a low charge, the drop in voltage caused by a starter request could reactivate the immobiliser. If the voltage is too low, the engine cannot be started, even by pushing the vehicle.

The property is owned by [name] at [address].

This property is owned by [name] at [address].
IMMOBILISER
Remote door locking control battery: Replacement

OPENING A KEY HEAD

Remove screw (1).

Open the key with a flat screwdriver at (2).

Replace the battery (3).
IMMOBILISER
Ignition switch

**82A**

**REMOVAL**

Disconnect the battery, starting with the negative terminal.

Turn the steering wheel through a quarter of a turn.

At the rear of the steering wheel, undo mounting bolts (1) from the driver's airbag module (30 torx socket).

Remove the airbag module.

**Essential equipment**

**diagnostic tool**

**Tightening torques**

- steering wheel bolt: 4.4 daNm
- airbag cushion bolts: 0.65 daNm

**IMPORTANT**

Before any work is carried out on a safety system component, be sure to lock the airbag computer using the diagnostic tool (see **88C, Airbags and pretensioners, airbag computer locking procedure**). When this function is activated, all the trigger lines are blocked and the airbag warning light on the instrument panel lights up continuously (ignition on).

**IMPORTANT**

Handling pyrotechnic systems (airbags or pretensioners) near to a source of heat or flame is forbidden: there is a risk of triggering the airbags or pretensioners.
Unclip the connector (2).

Remove:
- steering wheel bolt (3),
- the steering wheel.
Loosen the bolts (4).

Remove the lower half cowling at (5).

Remove the upper half cowling.

WARNING
Make sure that the wheels are straight before the steering wheel is removed.
Disconnect connector (6) from transponder ring (7).

Remove transponder ring (7).

Unclip the connector from its support at (8) and (9). Unclip the connector using a flat-blade screwdriver.

Remove bolt (10).

Move the ignition key to position (3).

Tilt retaining lugs (11).

Remove the switch.

REFITTING

Proceed in the reverse order to removal.

WARNING

It is essential to check that the transponder ring functions correctly by the red warning light on the instrument panel flashing (once per second) and the ignition-starter switch flashing.
IMMOBILISER Ignition switch

- SPECIAL NOTE ON THE STEERING WHEEL
  Torque tighten the steering wheel bolt (4.4 daNm).

- SPECIAL NOTES ON THE AIRBAG
  Ensure that the connectors are properly connected.
  Tighten to torque the airbag cushion bolts (0.65 daNm).

WARNING
- The steering wheel should enter the splines freely (the splines have foolproofing devices).
- Do not damage the spline location notches.
- It is essential to replace the steering wheel bolt.

WARNING
It is essential to replace the airbag module mounting bolts each time the module is removed.

WARNING
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Remove and Refit).

WARNING
It is essential to check that the transponder ring functions correctly by the red warning light on the instrument panel flashing (once per second) and the ignition-starter switch flashing.

IMPORTANT
Unlock the computer using the diagnostic tool (see 88C, Airbags and pretensioners, Airbag computer locking procedure).

Check the airbag computer using the diagnostic tool. Any failure to follow these instructions may lead to system malfunctions, or even result in the airbags being triggered accidentally.
Disconnect the battery, starting with the negative terminal.

Turn the steering wheel a quarter of a turn.

Loosen the mounting bolts (1) of the driver's airbag module by behind the steering wheel (torx socket 30).

Remove the airbag module.

Important:
- Before carrying out any work on a safety system component, lock the airbag computer using the diagnostic tool (see 88C, Airbags and pretensioners, Airbag computer locking procedure). When this function is activated all the triggering lines are inhibited and the airbag warning light on the instrument panel lights up continuously (ignition on).
- Handling pyrotechnic systems (airbags or pretensioners) near to a source of heat or flame is forbidden: there is a risk of triggering the airbags or pretensioners.

Essential equipment:
- Diagnostic tool

Tightening torques:
- Steering wheel bolt: 4.4 daNm
- Airbag bolts: 0.65 daNm
Unclip the connector (2).

Remove:
- the (3) steering wheel bolt,
- the steering wheel.

Loosen the bolts (4).

Remove the lower half cowling at (5).

Remove the upper half cowling.

WARNING
Ensure that the wheels are straight before removing the steering wheel.
Disconnect the connector (6) of the transponder ring (7).

Remove the transponder ring (7).

**REFITTING**
Proceed in the reverse order to removal.

**I - SPECIAL FEATURES OF THE STEERING WHEEL**
Tighten to torque the steering wheel bolt (4.4 daNm).

**II - AIRBAG SPECIAL FEATURES**
Ensure that the connectors are properly connected.

**WARNING**
- The steering wheel should fit easily on the splines (the splines have a foolproof design).
- Do not damage the spline foolproof feature.
- The steering wheel bolt must be replaced.

**WARNING**
The airbag mounting bolt must be replaced with a new one when it is removed.
Tighten to torque the airbag bolts (0.65 daNm).

WARNING: Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Removal - Refitting).

WARNING: It is essential to check that the ignition switch and the transponder ring are working properly by seeing the red warning light flashing on the instrument panel (one flash per second).

IMPORTANT: Unlock the computer with the diagnostic tool (see 88C, Airbags and pretensioners, Airbag computer locking procedure).

Check the airbag computer using the diagnostic tool. Any failure to follow these instructions may cause system malfunctions, or even result in incorrect triggering of the airbags.
HORN
Audible warning (beeper)

REMOVAL
Disconnect the connector (1).
Remove the mounting nut (2).

REFITTING
Proceed in the reverse order to removal.
Torque tighten the mounting nut (2 daNm) (2).

Tightening torques
mounting nut 2 daNm 108625

Note:
It is not necessary to remove the bumper, or the wheel arch liner.
Disconnect the battery, starting with the negative terminal.

Partially remove door seals (1).

Remove the windscreen pillar trims.

Essential special tooling
- Ms. 1373 Philips radio removal tool

Essential equipment
- Diagnostic tool

Tightening torques
- Passenger airbag mounting nuts: 8 Nm
- Driver's airbag bolts: 6.5 Nm
- Steering wheel bolt: 44 Nm

IMPORTANT
Before carrying out any work on a safety system component, be sure to lock the airbag computer using the diagnostic tool (see 88C, Airbags and pretensioners, airbag computer locking procedure). When this function is activated, all the trigger lines are inhibited and the airbag warning light on the instrument panel lights up permanently (when the ignition is on).

IMPORTANT
It is forbidden to handle the pyrotechnic systems (airbags or pretensioner) near a source of heat or a flame: there is a risk of triggering the airbags or pretensioners.
Remove bolts (2) on either side of the dashboard.

Unclip covers (3) on either side of the dashboard.

Remove:
- bolts (4) on either side of the dashboard,
- the beam adjustment control (5).

Remove bolts (6).
Remove the airbag module mounting bolts (7) using a 30 Torx socket.

Disconnect the airbag module connector (8).

Remove:
- the bolt (9),
- the steering wheel, after setting the wheels to straight ahead.

Remove:
- the bolts (10),
- the lower half cowling.
Remove the upper half cowling. Slacken the bolt (11), disconnect the connectors. Withdraw the rotary switch assembly.

WARNING
Before removing the assembly, be sure to mark the position of the rotary switch:
- ensuring that the wheels are pointing straight ahead at the time of removal.
- immobilising the rotary switch rotor with adhesive tape.
Remove bolts (12).

Remove the instrument panel visor.

Remove the instrument panel bolts (13), disconnect the connectors.

Remove the radio using tool (Ms. 1373).
Unclip the central trim assembly down and off.
Withdraw the central trim assembly.
Disconnect the connectors.
Remove:

- the bolts (14),
- the heating controls partially.

Remove the bolt (15).

Remove bolts (16).
Remove the diagnostic socket (17).

Remove the dashboard (this operation requires two people).

Disconnect the connector (18).

Remove bolts (19).

Disconnect the connectors.
Remove rivets (20).

Remove the glove box cover.

**I - SPECIAL NOTES ON AIRBAGS**

Ensure that the connectors are properly connected.

Tighten to torque the passenger airbag mounting nuts (8 Nm).

Tighten to torque the driver's airbag bolts (6.5 Nm) (21).

IMPORTANT

Unlock the computer using the diagnostic tool (see 88C, Airbags and pretensioners, Airbag computer locking procedure).

Check the airbag computer using the diagnostic tool. Any failure to follow these instructions may cause system malfunctions, or even result in false triggering of the airbags.
II - SPECIAL NOTES ON THE ROTARY SWITCH

Ensure that the wheels are still pointing straight ahead.

Check that the rotary switch strip is positioned centrally (2.5 turns to either side).

Mount the assembly on the steering column and connect the various connectors.

Position the switches with the instrument panel and dashboard aligned, and refit the two half cowlings (making sure to use the original bolts).

Lock the bolt (22).

III - SPECIAL NOTES ON THE STEERING WHEEL

Tighten to torque the steering wheel bolt (44 Nm).

WARNING

The steering wheel should enter the splines freely (the splines have foolproofing).

Do not damage the spline foolproofig.

Be sure to replace the steering wheel bolt with a new one whenever it is removed.
Three types of instrument panel can be found on vehicles:

- **Entry level** instrument panel,
- **Mid-range** instrument panel,
- **Top of the range** instrument panel.

### Entry Level Instrument Panel

- Needle gauge: Vehicle speed
- Display: Total mileage
- Clock
- Fuel consumed since reset
- Average speed

### Mid-Range Instrument Panel

- Needle gauge: Rev counter
- Display: Trip mileage
- Coolant temperature
- Fuel
- Average consumption
- Distance travelled since reset

### Top of the Range Instrument Panel

- Needle gauge: Average consumption
- Display: Estimated fuel range
- Current consumption
- Fuel

Note:

Only the glass can be replaced on this instrument panel. If other components are faulty, replace the instrument panel completely.
INSTRUMENT PANEL

Instrument panel: General information

Table of inputs

<table>
<thead>
<tr>
<th>Display</th>
<th>Display</th>
<th>Display</th>
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<td>(3)</td>
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<td>Rev counter</td>
<td>Mileometer</td>
</tr>
<tr>
<td>Warning lights</td>
<td>Warning lights</td>
<td>Reset</td>
</tr>
</tbody>
</table>

Warning light Computer or component Connection

- Fuel level Level sensor in the tank Wire
- Brake fluid warning light Ignition switch Wire
- Parking brake indicator light Ignition switch Wire
- Vehicle speed Speed sensor Wire
- Engine speed Injection computer Wire
### Instrument Panel

#### Instrument panel: General information

<table>
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<th>Warning light</th>
<th>Component or connection</th>
<th>Description</th>
</tr>
</thead>
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<td>General information</td>
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<td>Hazard warning lights</td>
<td>UCH</td>
<td>Wire</td>
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<tr>
<td>« Trip computer » scroll button</td>
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<td>Rear screen de-icer light</td>
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<td>Fault and inhibitor warning lights</td>
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<td>Hazard warning lights indicator</td>
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<td>Main beam indicator light</td>
<td>UCH</td>
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<td>Dipped headlight indicator light</td>
<td>UCH</td>
<td>Wire</td>
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<td>Fog light indicator light</td>
<td>UCH</td>
<td>Wire</td>
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<tr>
<td>ABS indicator light</td>
<td>ABS computer</td>
<td>Wire</td>
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<tr>
<td>Battery charge warning light</td>
<td>Alternator</td>
<td>Wire</td>
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<td>Oil pressure warning light</td>
<td>Pressure sensor</td>
<td>Wire</td>
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<tr>
<td>Immobiliser warning light</td>
<td>UCH</td>
<td>Wire</td>
</tr>
<tr>
<td>Warning light</td>
<td>Computer or component</td>
<td>Connection</td>
</tr>
</tbody>
</table>
INSTRUMENT PANEL

Instrument panel: Description

- Speedometer
- Mileage and trip mileage display
- Engine coolant temperature gauge
- Fuel gauge
- Rev counter (depending on version)
- Clock

**Note:**
Only the glass can be replaced on this instrument panel. If other components are faulty, replace the entire instrument panel.
INSTRUMENT PANEL

Instrument panel: Description

II - OPERATION OF THE DISPLAY WITHOUT THE TRIP COMPUTER (ADAC)

1. The mileometer (B) with clock
   The mileometer display is shown when the ignition is switched on.

2. The trip mileometer (D)
   The trip mileometer is displayed instead of the mileometer after the button is pressed briefly. It is reset by pressing and holding down button (1).

3. Clock (B)
   Setting the time:
   - press the button several times in order to select the mileometer (B),
   - hold it down for several seconds (the time flashes),
   - press briefly to move the time forward by one minute,
   - press and hold down to advance through the minutes in units of ten; then the hours,
   - wait to confirm and then exit time setting mode.

III - OPERATION OF THE DISPLAY WITH THE TRIP COMPUTER (ADAC)

1. The mileometer (B) with clock
   The mileometer display is shown when the ignition is switched on.

2. The trip mileometer (D)
   The trip mileometer is displayed instead of the mileometer when the button on the end of the windscreen wiper stalk is pressed (« ADAC » button). It is reset by pressing and holding down button (1).

3. Clock (B)
   Setting the time:
   - press the button several times in order to select the mileometer (B),
   - hold it down for several seconds (the time flashes),
   - press briefly to move the time forward by one minute,
   - press and hold down to advance through the minutes in units of ten; then the hours,
   - wait to confirm and then exit time setting mode.

Note:
The hours and minutes cannot be set independently.
Instrument panel: Description

**4 - Trip computer (ADAC)**

The various sequences of the trip may be displayed instead of the mileometers by pressing the button on the end of the windscreen wiper stalk (« ADAC » button).

It is reset by pressing button (1).

The trip computer information is displayed on screen from the trip meter as follows:

- **5 - Fuel consumed (F)**
  (Since the last reset).
  Maximum capacity: 999 L

- **6 - Average consumption (H)**
  (in l/60 miles (100 km) since the last reset).
  This is only displayed after the vehicle has travelled 400 m.

  This takes into consideration the distance travelled and the fuel consumption since the last reset.

- **7 - Current fuel consumption (A)**
  (In l/60 miles (100 km)).
  This is only displayed when the vehicle speed exceeds 18 mph (25 km/h).

  This value should not exceed 29.9 l/60 miles (100 km).

  If there is no flow pulse for at least 1 s and if the speed is above 18 mph (25 km/h), the display is 0 l/100.

- **8 - Estimated range with remaining fuel (C)**
  This is only displayed after the vehicle has travelled 400 m.

  This is the potential range, obtained by taking into account the distance travelled, the amount of remaining fuel in the tank and the fuel consumed.

  Maximum capacity: 6210 miles (9999 km)

- **9 - Distance travelled (E)**
  (Since the last reset).
  Maximum distance: 6210 miles (9999 km)

- **10 - Average speed (G)**
  (Since the last reset).
  This is only displayed after the vehicle has travelled 400 m.

  This is obtained by dividing the distance travelled by the time elapsed since the last reset.

  The time base is inside the trip computer.

**IV - FAULT FINDING**

**1 - Fault detection**

The trip computer has searched to detect the faults which may affect the indications supplied by the display or by the indicators.

If the following indicators:

- fuel consumed,
- fuel range,
- average consumption,
- current consumption,

Are replaced by flashing arrows, this indicates a continuous flow signal fault for over 10 miles (16 km).

If only the fuel range indicator is replaced by flashing arrows and the minimum fuel level warning light is lit, this indicates a sender unit fault for over 100 s.

If the fault disappears, the minimum fuel level warning light goes out and the fuel indicator segments are lit (except if the fuel is its minimum level).

In addition to indicating the fault by the display flashing or with a receiver segment fault, the trip computer stores the fault in non-volatile memory.

In all cases, proceed to the fault finding sequence to display the sensor fault memory.
The trip computer includes a test program (fault finding sequence):

- for the different segments of the display,
- for the sensors used (fuel gauge, flow signal).

2 - Fault finding sequence

To access the fault finding sequence, press and hold the « ADAC » button on the end of the windscreen wiper, with the ignition on but the engine off.

Throughout the fault finding sequence, the speedometer needle sweeps its dial at the following speeds:

- 6 mph (10 km/h),
- 30 mph (50 km/h),
- 55 mph (90 km/h),
- 80 mph (130 km/h),
- 105 mph (170 km/h).

In the same way and at the same time, the engine speed indicator needle sweeps its dial at speeds of:

- 1000 rpm,
- 2000 rpm,
- 3000 rpm,
- 4000 rpm,
- 5000 rpm,
- 6000 rpm,
- 7000 rpm.

These two sweeps are performed periodically alternately every second in an outward direction and then in an inward direction.

The software version appears (I).

The LCD test appears (L). All the segments on the LCD display should be lit.

To proceed to the next test, press button (1).

The test quantity of fuel remaining in the tank appears (K). The value displayed should correspond to the quantity of fuel remaining in litres.

To proceed to the next test, press button (1).

3 - Viewing stored faults.

a - Fuel tank sender unit fault

If a fuel sender unit fault appears, two messages may appear after 100 s:

- « Jo » for an open circuit on the fuel tank sender unit,
- « Jc » for a short circuit on the tank sender unit.

b - Fuel flow fault

If a fuel flow fault appears, the message « d » may be displayed:

- « to » for an open circuit on the coolant temperature sensor,
- « tc » for a short circuit to earth on the coolant temperature sensor.

4 - Reinitialising the system and exiting the fault finding sequence

To exit fault finding mode, press button (1). This clears all of the stored faults and resets the trip computer sequences.

To exit the fault finding sequence without clearing the stored faults, just switch off the ignition.

Note: Do not take this information into account when performing a more specific fault finding procedure. Refer to the fault finding manual (see 83A, Instrument panel devices, Instrument panel, Fault finding - introduction).
Disconnect the battery, starting with the negative terminal.

Turn the steering wheel one quarter of a turn.

Loosen mounting bolts (1) on the driver’s airbag module from the rear of the steering wheel (30 torx socket).

Remove the airbag module.

Tightening torques
- steering wheel bolt: 4.4 daNm
- airbag cushion bolts: 0.65 daNm

IMPORTANT
Before carrying out any work on a safety system component, be sure to lock the airbag computer using the diagnostic tool (see 88C, Airbags and pretensioners, airbag computer locking procedure). When this function is activated all the trigger lines are inhibited, and the airbag warning light on the instrument panel will be lit continuously (when ignition is on).

IMPORTANT
Handling pyrotechnic systems (airbags or pretensioners) near to a source of heat or flame is forbidden: there is a risk of triggering the airbags or pretensioners.
Unclip connector (2).

Remove:
- steering wheel bolt (3),
- the steering wheel.

Loosen bolts (4).

Unclip lower half-cowling (5).

Remove the upper half cowling.

WARNING
Make sure the wheels are straight before removing the steering wheel.
Undo the rotary switch mounting bolt (6).

Pull the screwdriver to unlock the cone and release the steering column assembly.

Partially remove the steering wheel assembly.

Disconnect the various connectors (wiper, lighting control) and the rotary switch connector.

Remove the steering wheel control assembly.

Remove bolts (7).

Unclip the instrument panel surround (8).

WARNING
Before removing the assembly, be sure to mark the position of the rotary switch:
- immobilising the rotary switch rotor with adhesive tape.
Remove bolts (9).

Unclip:
- the instrument panel,
- the instrument panel connectors.

Remove the instrument panel.

REFITTING
Proceed in the reverse order to removal.

I -SPECIAL NOTES ON THE ROTARY SWITCH
This makes the electrical connection between the steering column and the steering wheel.
Ensure that the wheels are still straight.
Check that the rotary switch strip is correctly centred (2.5 rotations on each side).
Fit the whole assembly on the steering column and connect the various connectors.
Remove the adhesive tape.

Continue refitting and do not tighten bolt (10) until the two half cowlings are refitted so that the stalks can be aligned with the instrument panel and dashboard. This operation is made easier by a cut-out section giving access to bolt (10) in the lower half cowling.

Note:
If the rotary switch is being replaced, the new part is supplied ready centred with an adhesive label which will tear off when the wheel is turned for the first time (wheels must be straight when fitting).
II - SPECIAL NOTE ON THE STEERING WHEEL

Torque tighten the steering wheel bolt (4.4 daNm).

III - SPECIAL NOTES ON THE AIRBAG

Ensure that the connectors are properly connected.

Torque tighten the airbag cushion bolts (0.65 daNm).

Carry out operational tests on the instrument panel and the steering wheel controls.

WARNING
- The steering wheel should enter the splines freely (the splines have foolproofing devices).
- Do not damage the foolproofing on the splines.
- The steering wheel bolts must be replaced.

WARNING
It is essential to replace the airbag module mounting bolts every time the module is removed.

WARNING
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Remove and Refit).

IMPORTANT
Unlock the computer using the diagnostic tool (see 88C, Airbags and pretensioners, Airbag locking procedure). Check the airbag computer with the diagnostic tool. Any failure to follow these instructions may cause system malfunctions, or even result in the air bags being triggered accidentally.
WARNING
Do not swap the instrument panel connectors. The black (P1) instrument panel connector is connected to the longest wiring harness (23 wires), the beige (P2) instrument panel connector is connected to the shortest wiring harness (5 wires).

For the connector connections see Electrical wiring diagram NT, L90, Component 247.
Instrument panel: Warning lights and messages

<table>
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<th>Description</th>
<th>Number</th>
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<td>Electronic Warning light</td>
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<tr>
<td>Battery charge (1)</td>
<td></td>
</tr>
<tr>
<td>Oil pressure (2)</td>
<td></td>
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<td>Coolant temperature (3)</td>
<td></td>
</tr>
<tr>
<td>Airbag (5)</td>
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<td>ABS (6)</td>
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<tr>
<td>Brake fluid level (7)</td>
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<td>Injection (8)</td>
<td></td>
</tr>
<tr>
<td>Fuel gauge (9)</td>
<td></td>
</tr>
<tr>
<td>Engine immobiliser (11)</td>
<td></td>
</tr>
<tr>
<td>Action Warning light</td>
<td></td>
</tr>
<tr>
<td>Door not closed warning light + boot (12)</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Warning Light</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>Parking brake</td>
<td>(7)</td>
</tr>
<tr>
<td>Passenger airbags disconnected</td>
<td>(13)</td>
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<tr>
<td>Instrument panel</td>
<td>Defect modes</td>
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<tr>
<td>------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Fuel gauge</td>
<td>R &gt; 355 Ω</td>
</tr>
<tr>
<td></td>
<td>R &lt; 4 Ω</td>
</tr>
<tr>
<td></td>
<td>« arrows »</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake fluid level</td>
<td>Open circuit</td>
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<td>Earthing</td>
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<tr>
<td>Parking brake</td>
<td>Open circuit</td>
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<td></td>
<td>Earthing</td>
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<tr>
<td>Electrical braking</td>
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<td>Earthing</td>
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<td>ABS fault signal</td>
<td>Open circuit</td>
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<td>Earthing</td>
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<tr>
<td>Coolant temperate sensor</td>
<td>R &gt; 1550 Ω</td>
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<tr>
<td></td>
<td>8 &lt; R &lt; 1450 Ω</td>
</tr>
<tr>
<td></td>
<td>R &lt; 4 Ω</td>
</tr>
</tbody>
</table>
The « current consumption » (I) displayed on the trip computer page is the information sent by the injection computer (unmodified by the instrument panel).

The « fuel level » (F), display on the trip computer page and the « fuel warning » (G) light coming on depends on:
- the smoothed resistance of the gauge (D),
- the stored resistance (E).

The « mileage remaining » (H) depends on:
- the smoothed resistance of the gauge (D),
- the fuel consumed signal through the injection (B).

Reference Vehicle status:
(A) Signal from the tank gauge (resistance)
(B) Fuel consumption signal from the injection
(C) Resistance smoothing
(D) Comparison between the resistance measured and the stored resistance (resetting drop-down)
(E) Memorisation
(F) Segment level display
(G) Low fuel level warning light comes on
INSTRUMENT PANEL
Fuel level sensor: Operating principle

Fuel range display on the « ADAC »
Fuel consumption display (current and average fuel consumed in « ADAC » function)
Fuel level sensor: Connection L90

For the pump-sender unit connection (see Electrical wiring diagram NT, L90, Component 199).

For the removal - refitting procedure, (see 19C, Tank, Pump-sender unit).

---

Level Sender unit resistance:

Value measured by the INSTRUMENT PANEL (Ω)

- Tank full (33 ± 10 Ω)
- Tank half full (5 squares) 166 ± 27 Ω

Note: All these values are given as a guide.

---

<table>
<thead>
<tr>
<th>Position</th>
<th>Description</th>
<th>Resistance (Ω)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
REMOVAL

Remove the steering wheel control assembly (see Controls - Signals, Steering wheel controls).

Follow the safety instructions.

Remove:
- the mounting bolts from the wiper stalk,
- the mounting bolts from the lighting stalk.

REFITTING

Proceed in the reverse order to refitting.

SPECIAL NOTE ON THE ROTARY SWITCH

This makes the electrical connection between the steering column and the steering wheel.

The rotary connector comprises a ribbon with conductor tracks, the length of which ensures that the steering wheel can be turned 2.5 turns in either direction (steering lock + security).

Ensure that the wheels are still straight.

Check that the rotary switch strip is positioned centrally (2.5 turns on either side).

Engage the steering assembly on the steering column.

Connect the various connectors.

Continue refitting and do not tighten bolt (2) until the two half cowlings are refitted, so that the stalks can be aligned with the dashboard and the instrument panel.

This operation is made easier by a cut-out section giving access to bolt (2) in the lower half cowling.

Carry out a function test on the steering wheel control assembly.

WARNING

Before removing the assembly, be sure to mark the position of the rotary switch:
- ensuring that the wheels are straight at the time of removal,
- immobilising rotor (1) of the rotary switch using adhesive tape.

108743
Note:
In the event of a rotary connector replacement, the new part is supplied centred by adhesive label which tears off the first time the steering wheel is turned (to be fitted to the right-hand wheel).
REMOVAL

Disconnect the battery, starting with the negative terminal.

Turn the steering wheel one quarter of a turn.

Remove the two airbag module mounting bolts through the rear of the steering wheel (30 torx socket).

Remove the airbag module.

Essential equipment
diagnostic tool

Tightening torques
m steering wheel bolt 4.4 daNm
airbag module mounting bolts 6.5 daNm

IMPORTANT

Before carrying out any work on a safety system component, be sure to lock the airbag computer using diagnostic tool (refer to 88C, Airbags and pretensioners, airbag computer locking procedure). When this function is activated all the trigger lines are inhibited, and the airbag warning light on the instrument panel is lit continuously (ignition switched on).

IMPORTANT

Handling the pyrotechnic systems (airbags or pretensioners) near to a heat source or flame is prohibited; there is a risk of triggering the airbags or pretensioners.
Under steering wheel control assembly

Disconnect the airbag module connector.

Remove:
- the steering wheel bolt,
- the steering wheel.

Remove the two lower mounting bolts (1).

Unclip the lower half-cowling (2).

Unclip the upper half-cowling.

WARNING
Make sure the wheels are straight before removing the steering wheel.
Under steering wheel control assembly

1. Undo the rotary switch mounting bolt (3).
2. Pull the screwdriver to unlock the cone and release the steering column assembly.
3. Partially remove the steering wheel mounted control assembly to disconnect its connectors.
4. Remove the steering wheel mounted control assembly.

REFITTING

I - SPECIAL NOTES ON THE ROTARY SWITCH
This connects the steering column and the steering wheel.

The rotary switch consists of strip with conductor tracks which are long enough to enable 2.5 rotations of the steering wheel at each side (steering lock + safety).

Ensure that the wheels are still straight.

Check that the switch tape is correctly centred (2.5 rotations on both sides.

Fit the assembly to the steering column.
Connect the various connectors.
Remove the adhesive tape.

WARNING
Before removing the assembly, it is essential to mark the position of the rotary switch by immobilising the rotary switch rotor (4) with adhesive tape.
Continue refitting and do not tighten bolt (5) until the two half-cowlings are refitted so that the stalks can be aligned with the instrument panel and dashboard. This operation is made easier by a cut-out section giving access to the bolt (5) in the lower half cowling.

II - SPECIAL NOTES ON THE STEERING WHEEL

- Torque tighten the steering wheel bolt (4.4 daNm).

III - SPECIAL NOTES ON THE AIRBAG

- Ensure that the connectors are properly connected.

Note:
- If the rotary switch is being replaced, the new part is supplied ready centred with an adhesive label which will tear off when the wheel is turned for the first time (wheels must be straight when fitting).

WARNING
- The steering wheel should enter the splines freely (the splines have foolproofing devices).
- Do not damage the spline location notches.
- The steering wheel bolt must be replaced each time it is removed.

WARNING
- It is essential to replace the airbag module mounting bolts every time the module is removed.
CONTROLS - SIGNALS
Under steering wheel control assembly

Torque tighten the airbag module mounting bolts (6.5 daNm).

Carry out an operational test on all the steering wheel controls.

WARNING
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery, Battery: Remove and Replace).

IMPORTANT
Unlock the computer using diagnostic tool (see 88C, Airbags and pretensioners, Airbag locking procedure).

Check the air bag computer using the diagnostic tool. Any failure to follow these instructions may cause system malfunctions, or even result in accidental triggering of the airbags.
The column-mounted control module is composed of:

1. The lighting control
2. The wiper and washing controls and the ADAC button
3. The rotary switch

Each of these sections can have fault finding performed on them and can be replaced separately.
CONTROLS - SIGNALS

Wiper control stalk

REMOVAL

Remove:
- the half-cowlings under the steering wheel,
- the transponder ring.

Remove the two mounting bolts (1) from the wiper stalk.
Remove stalk from its mounting.
Disconnect the connector.

REFITTING

Proceed in the reverse order to removal.

Note:
The steering wheel does not need to be removed.
CONTROLS - SIGNALS

Wiper control stalk: Connection

<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Control + front windscreen wiper timer feed</td>
</tr>
<tr>
<td>A2</td>
<td>Control + high-speed windscreen wiping control</td>
</tr>
<tr>
<td>A3</td>
<td>Control + low-speed windscreen wiping control</td>
</tr>
<tr>
<td>A4</td>
<td>+ protected after ignition feed</td>
</tr>
<tr>
<td>A5</td>
<td>Not used</td>
</tr>
<tr>
<td>A6</td>
<td>Windscreen wiper low-speed timer control</td>
</tr>
<tr>
<td>A7</td>
<td>+ protected after ignition windscreen wiper fuse feed</td>
</tr>
<tr>
<td>B1</td>
<td>Not used</td>
</tr>
<tr>
<td>B2</td>
<td>Not used</td>
</tr>
<tr>
<td>B3</td>
<td>Not used</td>
</tr>
<tr>
<td>B4</td>
<td>+ protected after ignition windscreen wiper fuse feed</td>
</tr>
<tr>
<td>B5</td>
<td>Not used</td>
</tr>
<tr>
<td>B6</td>
<td>Not used</td>
</tr>
<tr>
<td>B7</td>
<td>Driving assistance screen scrolling control</td>
</tr>
</tbody>
</table>

Windscreen washer pump A4 / B4
Low-speed wiper A3 / A7
High-speed wiper A2 / A7
Timed windscreen wiper A1 / A7 / A3 / A6
Timed low-speed windscreen wiper A3 / A6
Driving assistance A4 / B7
REMOVAL

Remove the two half cowlings under the steering wheel.
Remove the two mounting bolts (1) from the lighting stalk.
Remove the lighting stalk and its mounting.
Disconnect the connector.

REFITTING

Proceed in the reverse order to removal.

Note:
The steering wheel does not need to be removed.
<table>
<thead>
<tr>
<th>Description</th>
<th>Track</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fog lights</td>
<td>A1</td>
</tr>
<tr>
<td>Not used</td>
<td>A2</td>
</tr>
<tr>
<td>Rear fog lights</td>
<td>A3</td>
</tr>
<tr>
<td>Horn</td>
<td>A4</td>
</tr>
<tr>
<td>Right-hand direction indicator</td>
<td>A5</td>
</tr>
<tr>
<td>Earth</td>
<td>A6</td>
</tr>
<tr>
<td>Left-hand indicator</td>
<td>A7</td>
</tr>
<tr>
<td>Side lights</td>
<td>B1</td>
</tr>
<tr>
<td>Before ignition side lights feed</td>
<td>B2</td>
</tr>
<tr>
<td>Dipped headlights (dual lens)</td>
<td>B5</td>
</tr>
<tr>
<td>Dipped headlights (single lens)</td>
<td>B3</td>
</tr>
<tr>
<td>Before ignition main beam headlights</td>
<td>B7</td>
</tr>
<tr>
<td>Main beam headlights</td>
<td>B6</td>
</tr>
</tbody>
</table>

Control Tracks:
- Left-hand direction indicator A7 / A6
- Right-hand direction indicator A5 / A6
- Side lights B1 / B2
- Dipped headlights B5 / B3
- Main beam headlights B5 / B3 / B7 / B6
- Horn A4 / B6

Note: The basic « headlight flash » command uses tracks B7 / B6.
REMOVAL

1. Insert tool (Ms. 1373) into the apertures.
2. Remove the audio equipment.
3. Disconnect the audio equipment connectors.
4. Unclip the plate.
5. Disconnect the switch connector.
6. Unclip the hazard warning light switch by moving clips (1).

Essential special tooling

- Ms. 1373 Philips radio removal tool
**CONTROLS - SIGNALS**

Hazard warning light switch: Connection

**OPERATION**

The function is initiated when contact is established between tracks 8 and 6.

<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Left-hand side light protected (hazard</td>
</tr>
<tr>
<td></td>
<td>warning light switch lighting)</td>
</tr>
<tr>
<td>2</td>
<td>Hazard warning lights indicator light on</td>
</tr>
<tr>
<td>3</td>
<td>Not used</td>
</tr>
<tr>
<td>4</td>
<td>Not used</td>
</tr>
<tr>
<td>5</td>
<td>Earth</td>
</tr>
<tr>
<td>6</td>
<td>Earth</td>
</tr>
<tr>
<td>7</td>
<td>Not used</td>
</tr>
<tr>
<td>8</td>
<td>Timed central flasher switch</td>
</tr>
</tbody>
</table>

*Note: The function is initiated when contact is established between tracks 8 and 6.*
Central locking switch

Removal

Insert tool (Ms. 1373) into the apertures.

Remove the audio equipment.

Disconnect the audio equipment connectors.

Unclip the plate.

Disconnect the switch connector.

Unclip the central locking switch by moving clips (1).
CONTROLS - SIGNALS
Central locking switch: Connection

OPERATION
The functions are activated when contact is established between two tracks:

<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Timed electric door locking switch</td>
</tr>
<tr>
<td>2</td>
<td>Earth</td>
</tr>
<tr>
<td>3</td>
<td>Earth</td>
</tr>
<tr>
<td>4+</td>
<td>Left-hand side light protected (central locking)</td>
</tr>
<tr>
<td>5</td>
<td>Timed electric door opening switch</td>
</tr>
</tbody>
</table>

Function Track
- Opening: 3 and 5
- Closing: 3 and 1

The diagram shows the central locking system with contacts and labels for each function.
### CONTROLS - SIGNALS

**Electric external rear-view mirror: Connection**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Door mirror horizontal control</td>
</tr>
<tr>
<td>2</td>
<td>Door mirror shared motor</td>
</tr>
<tr>
<td>3</td>
<td>Door mirror vertical control</td>
</tr>
<tr>
<td>4+</td>
<td>Protected heated door mirror control</td>
</tr>
</tbody>
</table>

**Notes:**
- *Some connections may vary depending on the model.*
- *Refer to the vehicle manual for specific instructions.*
CONTROLS - SIGNALS
Door mirror controls

REMOVAL
Unclip the door mirror control.
Disconnect the connector.

REFITTING
Proceed in the reverse order to removal.

107824
CONTROLS - SIGNALS

Rear-view mirror control:
Connection L90

Operation:

A1 Left-hand door mirror horizontal control
A2 + battery feed
A3 Left-hand door mirror vertical control
B1 Right-hand door mirror horizontal control
B2 Right-hand door mirror vertical control
B3 Earth
B4 Shared door mirror motor

Tracks Left-hand door mirror function:
A3/B3 and B4/A2
Raising
A3/A2 and B4/B3
Step-down
B4/A2 and A1/B3
Left
B4/B3 and A1/B2
Right

Tracks Right-hand door mirror function:
B2/B3 and B4/A2
Raising
B2/A2 and B4/B3
Lowering
B1/B3 and B4/A2
Left
B4/B3 and B1/B2
Right
CONTROLS - SIGNALS

Heated rear screen switch

REMOVAL

Insert tool (Ms. 1373) into the apertures.

Remove the audio equipment.

Disconnect the audio equipment connectors.

Unclip the plate.

Disconnect the switch connector.

Unclip the rear screen switch by moving clips (1).
CONTROLS - SIGNALS

Heated rear screen switch - Connection

The function is activated when contact is established between tracks 1 and 4.
The screen printed heated grid on the inner face of the window may have an accidental cut, making the affected part of the circuit useless. To determine the exact location of the cut using a voltmeter:

1. **I - DETERMINING THE EXACT LOCATION OF THE CUT USING A VOLTMETER**
   - Switch on the ignition.
   - Switch on the heated rear screen supply.
   - Detection between lines B and A: Connect the + wire of the voltmeter to the + supply terminal of the rear screen. Put the voltmeter - wire on a filament at the - terminal end of the rear screen (line B); the voltage obtained should be roughly equal to the battery's. Move the - wire to line A (arrow): the voltage gradually drops. A sudden voltage drop indicates that the filament is cut at that point (carry out this operation for each filament).
   - Detection between lines C and A: Connect the - wire of the voltmeter to the - terminal of the rear screen. Put the voltmeter + wire on the filament at the + terminal end of the rear screen (line C); the voltage obtained should be roughly equal to the battery's. Move the + wire towards line A (arrow); the voltage gradually drops. A sudden voltage drop indicates that the filament is cut at that point (carry out this operation for each filament).

2. **II - REPAIRING THE FILAMENT**
   - Clean the section to be treated locally to remove all dust or grease, preferably using alcohol or a glass cleaner, and wipe with a clean, dry cloth.
   - To ensure that the new line is straight, before varnishing, apply adhesive tape to either side of the section to be repaired, leaving the conducting line free.
   - Before using the varnish, shake the bottle to prevent the silver particles settling on the bottom.
   - Repair: Carry out the repair using a small brush, applying a sufficiently thick layer. If applying successive coatings, allow sufficient drying time between each coating and do not repeat the operation more than three times. If the varnish runs however, it can be removed using a knife point, but only after several hours, once the product has properly hardened.
The adhesive tape used as a guide must not be removed until around one hour after application. The tape must be pulled off perpendicularly to the resistance, in the direction of the arrow. When used at an ambient temperature of 20 °C, the varnish is fully dry in three hours. At lower temperatures the drying time is slightly longer.
WIPING / WASHING
Windscreen wiper motor

**REMOVAL**

Remove the windscreen wiper mechanism (see 85A, Wiping / Washing, Windscreen mechanism).

Remove:
- the motor shaft nut (1),
- the washer.

Unclip the windscreen wiper motor connector (2).

Remove:
- the three motor mounting bolts,
- the motor.

**REFITTING**

Proceed in the reverse order to removal.

Tighten the motor mounting bolt to torque (0.8 daNm).

**WARNING**

Check that the motor mechanism is correctly positioned in the park position.

**WARNING**

Check that the motor is correctly positioned in the park position.

**Tightening torques**

- Motor mounting bolt to torque 0.8 daNm
- Motor shaft nut to torque 1.6 daNm
Position the linkages as shown in the above illustration.

Tighten the motor shaft nut to torque (1.6 daNm).

Fit the mechanism (see 85A, Wiping / Washing, Windscreen wiper motor mechanism).
WIPING / WASHING

Windscreen wiper motor mechanism

REMOVAL

Disconnect the battery, starting with the negative terminal.

Remove the screw covers (1).

Remove:
- the nuts,
- the wiper arms using tool (Ele. 1294-01).

Remove the nut covers (2).

WARNING

Check that the motor is correctly positioned in the park position.

WARNING

Mark the windscreen wiper arms before removal.

Essential special tooling

Ele. 1294-01

Tool for removing windscreen wiper arms

Tightening torques

- motor mounting bolt to torque 0.8 daNm
- motor shaft nut 1.6 daNm
- windscreen wiper mechanism nuts 0.8 daNm
- windscreen wiper mechanism mounting bolt 0.8 daNm
- windscreen wiper arm nuts 1.6 daNm
WIPING / WASHING
Windscreen wiper motor mechanism

Remove the engine compartment seal.

Remove:
- the two scuttle side panel bolts (3),
- the right-hand half scuttle side panel.

Remove the left-hand scuttle side panel grill.

Disconnect the wiper motor connector.

Remove:
- the windscreen wiper mechanism nuts (4),
- the windscreen wiper mechanism mounting bolts,
- the washers.

Remove the « mechanism - motor » assembly.

Remove:
- the motor shaft nut (5),
- the washer.

WARNING
The windscreen wiper mechanism mountings (4) are fragile: the threads are plastic.
WIPING / WASHING

Windscreen wiper motor mechanism

Unclip the windscreen wiper motor connector (6).

Remove:
- the three motor mounting bolts,
- the motor.

REFITTING

Proceed in the reverse order to removal.

Tighten the motor mounting bolt to torque (0.8 daNm).

Position the linkrods as shown in the above diagram.

Torque tighten the motor shaft nut (1.6 daNm).

Put the mechanism in place.

Torque tighten:
- the windscreen wiper mechanism nuts (0.8 daNm),
- the windscreen wiper mechanism mounting bolt (0.8 daNm).

WARNING

Check that the motor is correctly positioned in the park position.

Before refitting the windscreen wiper arms, check that the windscreen motor is correctly positioned in the park position and clean the windscreen wiper arm shaft splines.
WIPING / WASHING

Windscreen wiper motor mechanism

Position the wiper arms according to the markings on the windscreen.

Torque tighten the windscreen wiper arm nuts (1.6 daNm).

WARNING
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery, Battery: Removal - Replacing).
WIPING/WASHING
Windscreen wiper motor: Connection

<table>
<thead>
<tr>
<th>Track Description</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earth</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wiper park position control</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Protected after ignition feed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low-speed wiping control</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High-speed wiping control</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

85A 7
The vehicle is fitted with an electric pump which supplies the windscreen washer fluid.

**I - OPERATION**

**II - CONNECTION**

<table>
<thead>
<tr>
<th>Track Description</th>
<th>1 Earth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track Description</td>
<td>2 Windscreen washer pump + control feed</td>
</tr>
</tbody>
</table>
Vehicles can be fitted with:

- a radio cassette player with built-in display (PN2) (depending on the version),
- a radio CD player with built-in display (PN4) (depending on the version).

Radio Display Protection:

- Cassette player integrated: yes
- CD player integrated: yes
The features of the radio allow you to:
- listen to the radio (four geographical zones can be programmed for FM radio),
- display the name of the station using RD, which automatically switches to the best transmitter (AF function),
- receive traffic information (« Traffic » function),
- receive news flashes and emergency bulletins (« News »),
- receive emergency public safety bulletins « PTY 31 ».

The radio has three selection modes displayed on the screen and accessible from the radio front panel:
- manual mode (MANU),
- preset mode (PRESET),
- alphabetical order mode (LIST).

I - CASSETTE FUNCTION
The cassette plays automatically once the cassette source has been selected using the steering wheel control or the front panel.

Only the Dolby fast forward and rewind with search controls can be selected by specific buttons.

II - CD FUNCTION (SINGLE DISC)
The CD player can play conventional discs and any audio tracks on a CD-ROM.

CDs can be played in order or tracks can be chosen at random.

Note:
Four geographical zones can be programmed for the radio.
"entry level": General information

III - HEAT PROTECTION

If the radio temperature is too high for it to function properly, the volume is automatically reduced (without changing the volume shown in the display).

Should one of the speaker channels short circuit, the supply to the amplifier will be cut off.

IV - VOLUME CONTROL

The volume can be increased according to the vehicle speed. To operate this function: select the required volume adjustment curve using the « Expert » mode (press and hold down the « source » (SRC) button until you hear a beep):

- 5 for maximum volume increase,
- 0 to return to the previous volume setting.

Note: If a CD changer is being used, random play is only possible on one disc.

Note: Check that the radio is correctly connected for this function to be operational.

Note: Depending on the vehicle, the radio may be equipped with a graphic equaliser. To modify the vehicle type, (see 86A, Radio, Audio equipment, Configuration).
The radio is protected by a four-digit code. This code must be entered using the audio equipment keypad each time the battery or audio equipment connectors are disconnected.

**ENTRY VIA THE AUDIO EQUIPMENT**

Enter the figures using buttons (1), (2), (3), and (4) and then confirm using button (6) (see Fault finding chart, security code).

If an incorrect code is entered, the audio equipment locks (for 1 minute for the first incorrect code, for 2 minutes for the second, for 4 minutes for the third, etc., for a maximum of 32 minutes).

After the code is entered for the first time, certain configurations must be programmed (see 86A, Radio, Standard: Configuration). These configurations are stored if the battery or audio equipment connectors are disconnected.

Reminder:
The audio equipment can function for approximately 2 minutes without the code having been entered (you will hear regular warning beeps).

Note:
If there is a configuration error, you can return to scrambled mode by pressing the (2) and (5) buttons at the same time as switching the power on. Then wait for 2 minutes.

Note:
If the old audio equipment code is lost, the changer code can be cleared using the clearing code. This clearing code is transmitted from the DACIA network via Techline (tel. 00 40 248 500 555).
RADIO
Entry level: Radio
L90

REMOVAL
Remove the radio (1) using tool (Ms. 1373).
Disconnect the connectors.

REFITTING
Proceed in the reverse order to removal.

Essential special tooling
Ms. 1373
Philips radio removal tool
RADIO

"entry level" Configuration

I - CONFIGURATION

Configuration is required after the security code has been entered for the first time or after buttons 2, 5 and radio ON have been pressed.

Wait for approximately 2 minutes and then enter the security code.

Select the relevant region:
- Others (Europe, Africa, other),
- America,
- Japan,
- Asia,
- Arabia.

If your country of residence is not included in the selection shown, the value « Others » may be displayed by default.

Press and hold button 6 to confirm.

Select the tone graph appropriate for the vehicle:
- 0: Inactive regulation,
- 1: Twingo,
- 2: Clio,
- 3: Mégane - Scénic,
- 4: Laguna,
- 5: VelSatis - Espace.

If your vehicle type is not included in the selection shown, the value « 0 » may be displayed by default.

Configuration of the rear speakers « REAR ON - OFF ».

If the relevant configuration is not included in the selection shown, a single value may appear in the display by default.

II - SETTINGS

The parameters can be adjusted by pressing and holding down the « source » button (SRC).

Activate or deactivate the automatic station resynchronisation tracking (RDS): « AF ON/OFF » using keys « + » and « - ».

Use the < and > buttons to jump to the next parameter.

Select the curve for speed-dependent volume control then confirm:
- « SPEDD 0 »: Inactive regulation,
- « SPEDD 5 »: maximum adjustment.

Using the « + » and « - » buttons.

Activate or deactivate the « Loudness » function: « LOUD ON/OFF ».

Using the « + » and « - » buttons.

Select the: « TUNE MAN/AUTO » tuner operating mode.

Using the « + » and « - » buttons.

Configure the rear speaker « REAR ON/OFF ».

Using the « + » and « - » buttons.

Configure the list update « LIST MAN/DYN ».

Using the « + » and « - » buttons.

Note:
These configurations are not required once the supply has been cut.

Note:
Pressing the source button once while the settings are being entered cancels the changes.
For information on connecting the audio equipment (see Technical Note: Wiring diagram, component number).

Note: The speakers are connected in parallel on each output.
The self-diagnostic mode checks some of the basic functions:

- The speakers are tested one by one if you press buttons (2) and (4) simultaneously. This is confirmed by the display. Compare the signals from each speaker:
  - Test the level of reception (after the frequency is displayed), the display shows the radio reception information if you press buttons (1) and (6) simultaneously.
  - 9 or a letter: good reception,
  - lower than 3: bad signal,
  - 2: total loss of reception.
**RADIO**

"entry level": Entering protection code

**CHART 1**
The display shows CODE or 0000

Enter the security code.
The radio gives a beep every 2 seconds for 2 minutes then displays « CODE »

The radio displays « CODE » then « 0000 »

Return to scrambled mode.

With the audio equipment switched off, press buttons 2, 5 and ON.

Wait for approximately 2 minutes until « CODE » then « 0000 » are displayed.

Enter the first figure on the keypad. Press button 1 until the desired number is reached. Press the following button (the number flashes).

Use the same procedure to enter the remaining three digits.

Confirm the figure by briefly pressing button 6 on the front panel.

Is the radio showing « CODE »?

Start again by entering the first figure on the keypad.

The radio goes into « CONFIGURATION » mode (if being used for the first time) and works normally.

no
RADIO
Front speakers

REMOVAL
Unclip front speaker grille (1).
Remove:
- the bolts (2),
- the speaker.
Unclip the connector.

REFITTING
Proceed in the reverse order to removal.
RADIO

Rear speakers

REMOVAL

Unclip rear speaker grille (1).

Remove:
- the bolts (2),
- the speaker.

Unclip the connector.

REFITTING

Proceed in the reverse order to removal.
The radio aerial is located on the front roof.

**REMOVAL**

Remove the headlining (see 71A, Body internal trim, headlining).

Remove the mounting nut.

**REFITTING**

Proceed in the reverse order to removal.

---

**Note:**

To remove the aerial cable, remove the dash center console (instrument panel).

---
There are two UCH models which can be fitted to the vehicles:
- "entry level" N2 UCH, corresponding to equipment level E0,
- "top of the range" N3, N4, N5 UCH for equipment levels E1 and E2.

**Note:** The two UCH versions are available as replacement parts.

<table>
<thead>
<tr>
<th>Listed UCH functions</th>
<th>E0</th>
<th>E1</th>
<th>E1+</th>
<th>E2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fault finding</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Diagnostic connection</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Engine immobiliser</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Encoded transponder / Immobiliser (with indicator light)</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Lighting</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Direction indicators / Hazard warning lights</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Direction indicator light</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Lights on reminder buzzer</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Relay supply for interior lighting</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Interior lighting management</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Wipers</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>Windscreen wiper with fixed wiping speed</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
</tbody>
</table>
Doors and boot/tail-gate

Radio frequency remote control door locking # #
Interior radio frequency aerial # #
Retro fitted alarm / door locking indicator light # #
Automatic static relocking (after 30 s) #
Door open indicator light #
Exterior door locking control # #
Radio frequency key with two buttons # #

Heated rear screen
Heated rear screen management # # #
Engine speed signal for heated rear screen function # # #

#: function present and used.
REMOVAL
Disconnect the battery, starting with the negative terminal.

Disconnect the connectors.

Remove:
- the UCH mounting bolt,
- the UCH.

REFITTING
Proceed in the reverse order to removal.

Program the vehicle code and the keys (see 82A, Engine immobiliser).

Configure the UCH according to the equipment level (see 87B, UCH, Configuration).

WARNING
If replacing the UCH, it is essential to display the configurations using diagnostic tool.

Note:
The UCH is secured onto its mounting.

WARNING
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Remove and Refit).
### Track Description

<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Earth</td>
</tr>
<tr>
<td>A2</td>
<td>Courtesy light timer - control feed</td>
</tr>
<tr>
<td>A3</td>
<td>+ protected continuous computer feed</td>
</tr>
<tr>
<td>A4</td>
<td>Windscreen low-speed wiping timer control</td>
</tr>
<tr>
<td>A5</td>
<td>+ protected after ignition feed</td>
</tr>
<tr>
<td>A6</td>
<td>Windscreen wiper park position + control feed</td>
</tr>
<tr>
<td>A7</td>
<td>Not connected</td>
</tr>
<tr>
<td>A8</td>
<td>Right-hand direction indicator control</td>
</tr>
<tr>
<td>A9</td>
<td>Left-hand direction indicator control</td>
</tr>
<tr>
<td>B1</td>
<td>Not connected</td>
</tr>
<tr>
<td>B2</td>
<td>Electric central door locking closing control output</td>
</tr>
<tr>
<td>B3</td>
<td>+ Protected after ignition feed</td>
</tr>
<tr>
<td>B4</td>
<td>Electric central door locking opening control output</td>
</tr>
<tr>
<td>B5</td>
<td>+ battery protected timed lighting feed</td>
</tr>
<tr>
<td>B6</td>
<td>+ battery circuit cut-off relay feed</td>
</tr>
<tr>
<td>1A</td>
<td>Not connected</td>
</tr>
<tr>
<td>2A</td>
<td>Not connected</td>
</tr>
<tr>
<td>3A</td>
<td>Not connected</td>
</tr>
<tr>
<td>4A</td>
<td>Not connected</td>
</tr>
<tr>
<td>5A</td>
<td>Left/right-hand direction indicator light output</td>
</tr>
<tr>
<td>6A</td>
<td>Vehicle speed signal input</td>
</tr>
<tr>
<td>7A</td>
<td>Not connected</td>
</tr>
<tr>
<td>8A</td>
<td>Electric door locking opening timer + control feed</td>
</tr>
<tr>
<td>9A</td>
<td>Transponder aerial radio frequency earth</td>
</tr>
<tr>
<td>10A</td>
<td>Radio frequency signal</td>
</tr>
<tr>
<td>11A</td>
<td>Not connected</td>
</tr>
<tr>
<td>12A</td>
<td>Not connected</td>
</tr>
<tr>
<td>13A</td>
<td>Not connected</td>
</tr>
<tr>
<td>14A</td>
<td>Not connected</td>
</tr>
<tr>
<td>15A</td>
<td>+ protected left-hand side light feed</td>
</tr>
<tr>
<td>16A</td>
<td>Transponder aerial bus signal</td>
</tr>
<tr>
<td>17A</td>
<td>Electric central door locking closing timer + control feed</td>
</tr>
<tr>
<td>18A</td>
<td>Not connected</td>
</tr>
<tr>
<td>19A</td>
<td>Not connected</td>
</tr>
<tr>
<td>20A</td>
<td>1st ignition switch signal position</td>
</tr>
<tr>
<td>21B</td>
<td>Not connected</td>
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<tr>
<td>22B</td>
<td>Brake lights fuse protected + after ignition feed</td>
</tr>
<tr>
<td>23B</td>
<td>Airbag UCH impact signal</td>
</tr>
<tr>
<td>24B</td>
<td>Windscreen wiper timer + control feed</td>
</tr>
<tr>
<td>25B</td>
<td>Not connected</td>
</tr>
<tr>
<td>26B</td>
<td>Left-hand direction indicator timer activation control</td>
</tr>
<tr>
<td>Port</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>87B</td>
<td>Passenger compartment connection unit</td>
</tr>
<tr>
<td>27B</td>
<td>Not connected</td>
</tr>
<tr>
<td>28B</td>
<td>Right-hand direction indicator timer activation control</td>
</tr>
<tr>
<td>29B</td>
<td>Not connected</td>
</tr>
<tr>
<td>30B</td>
<td>Boot lighting control</td>
</tr>
<tr>
<td>31B</td>
<td>Heated rear screen relay - control</td>
</tr>
<tr>
<td>32B</td>
<td>Immobiliser warning light output - hazard warning light timer control</td>
</tr>
<tr>
<td>33B</td>
<td>Diagnostic K signal</td>
</tr>
<tr>
<td>34B</td>
<td>Not connected</td>
</tr>
<tr>
<td>35B</td>
<td>Engine immobiliser injection code signal</td>
</tr>
<tr>
<td>37B</td>
<td>Not connected</td>
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<tr>
<td>38B</td>
<td>Engine speed input</td>
</tr>
<tr>
<td>39B</td>
<td>Heated rear screen + control feed</td>
</tr>
<tr>
<td>40B</td>
<td>Interior lighting control through door switch</td>
</tr>
</tbody>
</table>

**Table:**

- **87B** - Passenger compartment connection unit
- **27B** - Not connected
- **28B** - Right-hand direction indicator timer activation control
- **29B** - Not connected
- **30B** - Boot lighting control
- **31B** - Heated rear screen relay - control
- **32B** - Immobiliser warning light output - hazard warning light timer control
- **33B** - Diagnostic K signal
- **34B** - Not connected
- **35B** - Engine immobiliser injection code signal
- **37B** - Not connected
- **38B** - Engine speed input
- **39B** - Heated rear screen + control feed
- **40B** - Interior lighting control through door switch
Depending on the level of equipment, only the driver's door lock is different:
- the top of the range version (with remote control) is fitted with a simple electric lock (2-track connector),
- the standard version (without remote control) is fitted with an electric lock (5-track connector) which allows the four doors to be locked/unlocked (with the driver's door as the master door).

All the locks on the other doors are simple electric locks.

I - SIMPLE ELECTRIC LOCK (WITH REMOTE CONTROL)

II - DRIVER'S DOOR LOCK WITH ELECTRIC CENTRAL LOCKING FEATURE (WITHOUT REMOTE CONTROL)

III - OPERATING THE DOOR LOCK WITH ELECTRIC LOCK

IV - DESCRIPTION OF THE RADIO FREQUENCY KEY

The key has two buttons:
- an "opening" button,
- a "closing" button.

Note:
The UCH controls the central locking function. It provides authorisation for locking/unlocking the doors, either via:
- a request sent by the remote control key,
- or the locking switch on the driver's door.

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OPENING ELEMENTS MANAGEMENT
Door locks: Connection

L90 -a « closing »button (2). Only one of the two keys is a remote control unit for locking the doors.

Note:
To lock the doors centrally using the remote control:
- When the doors are being locked, the UCH sends a request for the indicators to flash twice.
- When the doors are being unlocked, the UCH sends a request for the indicators to flash once.
Depending on its equipment level, the vehicle may be fitted with:
- driver and passenger electric windows,
- driver and passenger electric windows and rear electric windows.

**OPERATION**

The electric window motor is supplied through the electric window switch, which can also reverse the polarity (for lowering or raising).
ELECTRIC WINDOWS - SUNROOF

Front side door electric window mechanism

REMOVAL

Remove the door trim (see 72A, Side opening elements trim, Front side door trim).

Lower the window.

Remove the bolts (1).

Raise the window fully.

Keep the window in the raised position using adhesive tape.

Remove the nuts (2).

Extract the window riser mechanism.

Disconnect the connector.

REFITTING

Replace the window riser mechanism.

Reconnect the connector.

Refit the nuts (3).

Return the window to the correct position.
Refit the bolts (4) without tightening them.

Refit the window.

Tighten the bolts (4) via the holes (5).

Carry out a function test.

Proceed in the reverse order to removal.
ELECTRIC WINDOWS - SUNROOF
Front electric window motor. Connection

<table>
<thead>
<tr>
<th>TRACK</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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L Raise command
O Lower command
Removal

Remove the rear door trim (see 72A, Side opening elements trim, Rear side door trim).

Lower the window.

Remove the window clip screw.

Raise the window fully.

Hold the window in this position using adhesive tape.

Disconnect the connector.

Remove the mechanism mounting bolts.

Remove the mechanism.

Refitting

Proceed in the reverse order to removal.

Note:
The procedure is the same for the front electric window motor.
<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Raise command</td>
</tr>
<tr>
<td>2</td>
<td>Lower command</td>
</tr>
</tbody>
</table>
ELECTRIC WINDOWS - SUNROOF
Front window switch

REMOVAL
Insert tool (Ms. 1373) into apertures.
Remove the audio equipment.
Disconnect the connectors.
Unclip the plate.
Disconnect the switch connector.
Unclip the hazard warning light switch by moving clips (1).

REFITTING
Proceed in the reverse order to removal.

Essential special tooling
Ms. 1373
Philips radio removal tool
Front window switch Connection

Driver's and front passenger electric windows switch

Switch functions

<table>
<thead>
<tr>
<th>Track</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Raising switch</td>
</tr>
<tr>
<td>A2</td>
<td>Earth</td>
</tr>
<tr>
<td>A3</td>
<td>+ after ignition protected</td>
</tr>
<tr>
<td>A4</td>
<td>+ left-hand side light protected (lighting control)</td>
</tr>
<tr>
<td>A5</td>
<td>Lowering switch</td>
</tr>
</tbody>
</table>

Function tracks

- Rest position: A1/A2 and A5/A2
- Open position: A1/A2 and A5/A3
- Closed position: A5/A2 and A1/A3
ELECTRIC WINDOWS - SUNROOF

Rear window switch

REMOVAL

Unclip the plate.

Disconnect the connector.

Unclip the switch by moving clips (1).

REFITTING

Proceed in the reverse order to removal.

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1
ELECTRIC WINDOWS - SUNROOF
Rear window switch: Connection

Electric rear window switches

Switch functions

<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Raising switch</td>
</tr>
<tr>
<td>A2</td>
<td>Earth</td>
</tr>
<tr>
<td>A3</td>
<td>+ after ignition protected</td>
</tr>
<tr>
<td>A4</td>
<td>+ left-hand side light protected (lighting control)</td>
</tr>
<tr>
<td>A5</td>
<td>Lowering switch</td>
</tr>
</tbody>
</table>

Function Tracks

Rest position A1/A2 and A5/A2
Open position A1/A2 and A5/A3
Closed position A5/A2 and A1/A3
I - LOCATION

The diagnostic socket (1) is located in the glovebox.

II - CONNECTION

<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>+ after ignition feed</td>
</tr>
<tr>
<td>2</td>
<td>Not used</td>
</tr>
<tr>
<td>3</td>
<td>Not used</td>
</tr>
<tr>
<td>4</td>
<td>Earth</td>
</tr>
<tr>
<td>5</td>
<td>Earth</td>
</tr>
<tr>
<td>6</td>
<td>Not used</td>
</tr>
<tr>
<td>7</td>
<td>Diagnostic signal K</td>
</tr>
<tr>
<td>8</td>
<td>Not used</td>
</tr>
<tr>
<td>9</td>
<td>Not used</td>
</tr>
<tr>
<td>10</td>
<td>Not used</td>
</tr>
<tr>
<td>11</td>
<td>Not used</td>
</tr>
<tr>
<td>12</td>
<td>Not used</td>
</tr>
<tr>
<td>13</td>
<td>Not used</td>
</tr>
<tr>
<td>14</td>
<td>Not used</td>
</tr>
<tr>
<td>15</td>
<td>Diagnostic signal L</td>
</tr>
<tr>
<td>16</td>
<td>+ Battery feed</td>
</tr>
</tbody>
</table>

*not applicable*
Computer locations

1. Audio system
2. Passenger compartment fuse box
3. Cool
4. Engine compartment fuse box
5. Fuel injection computer
6. Airbag computer
AIRBAG AND PRETENSIONERS

General Information

I - DESCRIPTION
These vehicles are fitted with a passive safety system of the SRP (Programmed Restraint System) type, comprising:
- front airbags at the front seats,
- a computer,
- a passenger airbag inhibition switch,
- a system fault warning light,
- a deactivation indicator light.

II - OPERATION
- The seat belts restrain the driver and the passengers.
- The front frontal airbags are inflated:
  - from the centre of the steering wheel to protect the driver's head,
  - from the dashboard to protect the front passenger's head.

IMPORTANT
When triggered, the pyrotechnic gas generator produces an explosion combined with light smoke.

Note:
Power supply to the computer and ignition modules is usually provided by the vehicle battery.
Nevertheless, a power reserve capacity is incorporated into the airbag computer in case of battery failure on impact.
AIRBAG AND PRETENSIONERS
Precautions during repair

When an airbag or a pretensioner is triggered, the airbag computer is permanently locked and the « airbag fault » warning light lights up on the instrument panel. The airbag computer must be replaced (some components lose their nominal characteristics after being subjected to the trigger energy).

After refitting all the parts, carry out a check using the diagnostic tool. If everything is correct, unlock the computer if not refer to (see Workshop Repair Manual 390, Fault finding).

IMPORTANT
- All operations on airbag and pretensioner systems must be carried out by qualified trained personnel.
- Handling pyrotechnic systems (airbags or pretensioners) near to a source of heat or flame is forbidden: there is a risk of triggering the airbags or pretensioners.
- The airbags are fitted with a pyrotechnic gas generator, an ignition module and an airbag which must in no circumstances be separated.
- Before removing a safety system component, lock the airbag computer using the diagnostic tool.
- When this function is activated all the trigger lines are inhibited and the airbag warning light on the instrument panel lights up continuously (ignition on).
- Any operation, even minor, on the pyrotechnic components trigger lines is prohibited.

IMPORTANT
- It is essential to refer to the Destruction procedure when scrapping a pyrotechnic system that has not been triggered.
- The computers and impact sensors contain sensitive components, do not drop them.
- The airbags have a pyrotechnic gas generator.
- Keep the airbag deployment zone clear.
- When working under the vehicle (on the bodywork, sill panel, etc.), lock the airbag computer with the diagnostic tool switch off the engine and wait for 2 seconds.
- The pyrotechnic systems (pretensioners and airbags) must be checked with the diagnostic tool:
  • after an accident that did not trigger the systems,
  • after theft or attempted theft of the vehicle,
  • before selling a used vehicle.

IMPORTANT
After an impact:
- If the driver front airbag is triggered, the steering wheel, its mounting bolt and the steering column must be replaced. Replace the airbag module mounting bolt.
- Triggering of the passenger front airbag does not always entail the replacement of the dashboard, but its condition is to be checked. Replace the airbag module mounting bolt.
- Any seat belts being worn by a vehicle occupant when an airbag is triggered must always be replaced. If there are any doubts about whether the seat belt was being worn, you should replace it.
Disconnect the battery, starting with the negative terminal.

Unclip the console bolt cover.

Remove the bolt (1).

Remove the console trim (2) from the parking brake lever.

Unclip the gear lever gaiter.

Remove the bolt (3).

**WARNING**
Before removing a safety system component, lock the airbag computer using the diagnostic tool. When this function is activated all the trigger lines are inhibited and the airbag warning light on the instrument panel lights up continuously (ignition switched on).
Remove bolts (4).

Remove the console trim from the gear lever.

Disconnect the connector.

Remove:
- the computer mounting bolts,
- the computer.

**Refitting**

Tighten to torque the computer mounting bolts (6.5 daNm).

Proceed in the reverse order to removal.

Configure the computer (see 88C, Airbag and pretensioners, Computer: Configuration).

**Important**

Locate the computer, with the arrow on the computer to the front of the vehicle.

**Warning**

- Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Remove and Refit).

- Check the airbag computer using the diagnostic tool.

- If everything is correct, unlock the computer, if not (see Workshop Repair Manual 390, Fault Finding).
<table>
<thead>
<tr>
<th>Track</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Not used</td>
</tr>
<tr>
<td>2</td>
<td>Not used</td>
</tr>
<tr>
<td>3</td>
<td>Not used</td>
</tr>
<tr>
<td>4</td>
<td>Not used</td>
</tr>
<tr>
<td>5+</td>
<td>After ignition feed</td>
</tr>
<tr>
<td>6</td>
<td>Earth</td>
</tr>
<tr>
<td>7</td>
<td>Airbag fault warning light</td>
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<tr>
<td>8+</td>
<td>Passenger airbag inhibition command</td>
</tr>
<tr>
<td>9</td>
<td>Fault finding K signal</td>
</tr>
<tr>
<td>10</td>
<td>+ passenger airbag signal</td>
</tr>
<tr>
<td>11</td>
<td>- passenger airbag signal</td>
</tr>
<tr>
<td>12</td>
<td>Not used</td>
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<tr>
<td>13</td>
<td>+ driver airbag signal</td>
</tr>
<tr>
<td>14</td>
<td>- driver airbag signal</td>
</tr>
<tr>
<td>15</td>
<td>- passenger airbag inhibition command</td>
</tr>
<tr>
<td>16</td>
<td>Not used</td>
</tr>
<tr>
<td>17</td>
<td>Not used</td>
</tr>
<tr>
<td>18</td>
<td>Not used</td>
</tr>
<tr>
<td>19</td>
<td>Not used</td>
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<tr>
<td>20</td>
<td>Not used</td>
</tr>
<tr>
<td>21</td>
<td>Not used</td>
</tr>
<tr>
<td>22</td>
<td>Not used</td>
</tr>
<tr>
<td>23</td>
<td>Fault finding L signal</td>
</tr>
<tr>
<td>24</td>
<td>Passenger airbag inhibition command warning light</td>
</tr>
<tr>
<td>25</td>
<td>Not used</td>
</tr>
<tr>
<td>26</td>
<td>Not used</td>
</tr>
<tr>
<td>27</td>
<td>Airbag computer impact signal</td>
</tr>
<tr>
<td>28</td>
<td>Not used</td>
</tr>
<tr>
<td>29</td>
<td>Not used</td>
</tr>
<tr>
<td>30</td>
<td>Not used</td>
</tr>
</tbody>
</table>

**Diagram:**

Airbag and Pretensioners

Computer Connection

See Technical Note Wiring Diagram, L90, 756.
AIRBAG AND PRETENSIONERS
Inhibitor switch: Operating principle

The inhibitor switch is located on the side panel of the dashboard, passenger side.

The inhibitor switch inhibits the passenger front airbag trigger lines.

This switch has two positions:
- position ON = functioning of the passenger airbag (resistance = \(400 \Omega\)),
- position OFF = the passenger airbag is deactivated to allow a child seat to be installed.

This position is indicated on the instrument panel by an amber-coloured « airbag OFF » warning light (resistance = \(100 \Omega\)).

IMPORTANT
- The front seat belt is set up to operate with a passenger front airbag. Make sure that its replacement has the correct part number.
- The position of the inhibitor switch is only taken into account if the ignition is switched off and the computer is configured correctly.
AIRBAG AND PRETENSIONERS

REMOVAL

Unclip the switch by pressing on the clips from the inside.

Remove the switch.

Disconnect the connector.

REFITTING

Proceed in the reverse order to removal.

IMPORTANT

Before removing a safety system component, lock the airbag computer using the diagnostic tool. When this function is activated, all the trigger lines are inhibited and the airbag warning light on the instrument panel lights up continuously (ignition on).

Note:

It is not necessary to remove the dashboard.

IMPORTANT

Check the airbag computer using the diagnostic tool.
AIRBAG AND PRETENSIONERS

88C

Inhibitor switch

L90

If everything is correct, unlock the airbag computer if not, (see Workshop Repair Manual 390, Fault finding).

Check that the following are operational:

- the switch,
- the airbag « warning light OFF ».
Disconnect the battery, starting with the negative terminal.

**REMOVAL**

Turn the steering wheel a quarter of a turn.

Remove the driver airbag module mounting bolt from the rear of the steering wheel (torx socket 30).

Remove the airbag module.

**Essential equipment**

- Diagnostic tool

**Tightening torques**

- Steering wheel bolt: 44 Nm
- Airbag module mounting bolts: 6.5 Nm

**IMPORTANT**

Before carrying out any work on a safety system component, lock the airbag computer using the fault finding tool (see 88C, Airbags and pretensioners, Airbag computer locking procedure). When this function is activated all the trigger lines are inhibited, and the airbag warning light on the instrument panel will be lit continuously (when ignition is on).

**IMPORTANT**

Handling pyrotechnic systems (airbags or pretensioners) near to a source of heat or flame is forbidden: there is a risk of triggering the airbags or pretensioners.
Disconnect the airbag module connector.

Remove the airbag module.

**REFITTING**
Proceed in the reverse order to removal.

Fit the connector.

Position the airbag on the steering wheel.

Tighten to torque:
- the steering wheel bolt (44 Nm),
- the airbag module mounting bolts (6.5 Nm).

**IMPORTANT**
- The airbag has a connector which short circuits if disconnected, to prevent accidental triggering.
- For scrapping a non-triggered airbag, (see 88C, Airbags and pretensioners, Destruction procedure).

**WARNING**
- When an airbag has been triggered, certain parts must be replaced (See 88C, Airbag and pretensioners, Precautions for repairs).
- When the steering wheel is removed, replace the steering wheel and airbag module mounting bolts.

**WARNING**
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Remove and Refit).

**WARNING**
- Check the airbag computer using the diagnostic tool.
- If everything is correct, unlock the computer, if not (see Workshop Repair Manual 390, Finding).
It is mounted under the dashboard in front of the front passenger.

Disconnect the battery, starting with the negative terminal.

REMOVAL
Remove the dashboard (see 83A, Instrument panel, Dashboard).

Replace the airbag module mounting nuts.

Disconnect:
- the connector,
- the earth terminal.

REFITTING
Proceed in the reverse order to removal.

Tighten to torque the airbag module mounting nuts (8 Nm).

IMPORTANT
Before carrying out any work on a safety system component, lock the airbag computer using the fault finding tool (see 88C, Airbags and pretensioners, Airbag computer locking procedure). When this function is activated all the trigger lines are inhibited, and the airbag warning light on the instrument panel will be lit continuously (when ignition is on).

IMPORTANT
Handling pyrotechnic systems (airbags or pretensioners) near to a source of heat or flame is forbidden: there is a risk of triggering the airbags or pretensioners.

WARNING
- When the passenger front airbag has been triggered, certain parts must be replaced (See 88C, Airbag and pretensioners, Precautions for repair).
- Whenever the passenger airbag is removed, it is essential to replace the panel nuts that hold the module to the dashboard.

WARNING
Connect the battery, starting with the positive terminal; carry out the necessary programming (see 80A, Battery: Remove and Refit).

WARNING
- Check the airbag computer using the diagnostic tool.
- If everything is correct, unlock the computer, if not (see Workshop Repair Manual 390, Fault finding).
AIRBAG AND PRETENSIONERS

Destruction procedure

I - PYROTECHNIC PRETENSIONERS AND INERTIA REELS

1. Destruction of part fitted to the vehicle

Move the vehicle outside the workshop.

Connect the destruction tool (Ele. 1287) to the pretensioner after removing the seat runner cover.

Unwind the tool wiring fully, so that you are far enough away from the vehicle (approximately ten metres) when the device is triggered.

Connect the two supply wires on the tool to a battery.

Ensure that there is no-one in the area.

Destroy the pretensioner by pressing both of the push buttons on the apparatus simultaneously.

2. Destruction of the part removed from the vehicle

Proceed in the same way as for the frontal airbag, in a stack of old tyres.

II - AIRBAGS

These components can only be destroyed when they have been removed, and outside the workshop.

Connect the corresponding wiring.

IMPORTANT

To avoid any risk of an accident, the pyrotechnic gas generators must be triggered before the vehicle or the part itself is scrapped.

WARNING

The destruction procedure cannot be carried out if local regulations stipulate a special procedure that has been validated and distributed by the methods, fault finding and repair department.

96832

IMPORTANT

Do not reuse pyrotechnic components. The pretensioners or airbags on a vehicle which is to be scrapped must be destroyed.

WARNING

- Each part is intended for a specific vehicle type and should not be fitted on another vehicle under any circumstances. The parts are not interchangeable.

- Do not trigger pretensioners which are to be returned under warranty because of a problem with the stalk. This makes analysis of the part by the supplier impossible. Return the defective part to Techline in the packaging of the new part.
Put the airbag on two wooden blocks. The destruction procedure is carried out in a stack of old tyres. Make sure that the airbag deployment will not be hindered. Unwind the tool wiring fully so that you are far enough away from the unit (approximately ten metres) during triggering, and connect it to the airbag. Connect the destruction tool's two supply wires (Ele. 1287) to a battery. Ensure that there is no-one in the area. Destroy the airbag by pressing both push buttons on the device at the same time.

Note: If triggering is not possible (faulty ignition module) return the part to the TecLine.
REMOVAL

Remove the centre console (see 57A, Centre console).

Disconnect the cigarette lighter connector.

Unclip the lamp support with a flat screwdriver in (1) and (2).

Remove the resistor support (3).

Keep the plastic support unlocked in (4).

Pull the cigarette lighter at (5).

Unclip the console plastic support.

REFITTING

Proceed in the reverse order to removal.