



# LAGUNA II

Type

XGX X

## 88 SUMMARY OF FAULTS CONCERNING THE WIRING

Other sub-section concerned:

17

60

83

86

89

- Engine: xxx
- Gearbox: xxx

Basic manual:

Workshop Repair Manual: 339

Technical Note: 8167A

On the following page you will find the main faults associated with the wiring, and their known remedies.

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

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

All copyrights reserved by Renault.

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

CUSTOMER COMPLAINT	FAULT FINDING	POSSIBLE CAUSE	PRODUCTION SOLUTION	AFTER-SALES SOLUTION
Starting the engine not possible preceded by a lack of power on the K4M and F4P engines.	Check for contact between the engine wiring and the heat shield near the oxygen sensor.	Positioning of the engine wiring after removal of the air filter.		Refit the engine wiring and check that it is retained.
Starting the engine not possible and "faulty brake system" voice synthesiser message.	Check the tightening of the supply wiring mounting nut in the engine compartment connection unit.	Engine compartment connection unit supply wiring mounting nut not sufficiently tightened after removal of the battery.	In-factory modification of the process week 11/2001.	Retighten the engine compartment connection unit supply wiring mounting nut.
Impossible to start F9Q engine.	Check whether the 30A fuse (F3) in the engine fuse box has blown.	Contact between the engine wiring and the thermoplunger support mounting.	In-factory modification of the process week 08/2001.	Replace the 30A fuse Repair the engine wiring Tighten the thermoplunger support mounting.
Impossible to start the engine.	Check the locking of the connectors on the UCH and on the fuse/relay box.	Connections not locked on the UCH and the fuse/relay box.	In-factory modification of the process week 50/2000.	Connect and lock the connectors.
Engine jerks and noise in the injection pump on the F9Q engine.	Confirm that the injection warning light comes on and DF019: air flow sensor	Connection on air flowmeter not locked.	In-factory modification of the process week 18/2001.	Connect and lock the connector on the air flowmeter.
Engine accelerates of own accord, lack of power and injection warning light on.	Check for contact between the engine wiring and the battery support mounting.	Contact between the engine wiring and the battery support mounting.	Modification of the engine wiring routing week 18/2001.	Repair the engine wiring and check its positioning.
No passenger compartment ventilation.	Confirm the customer complaint.	Connector on the power module not connected.	In-factory modification of the process week 08/2001.	Reconnect the connector on the power module.
No display on the instrument panel except the handbrake warning light.	Confirm the customer complaint.	Connections not locked to the rear of the instrument panel.	In-factory modification of the process week 07/2001.	Connect and lock the connectors.
The radio function does not work.	Confirm the customer complaint. Check the earth mounting wiring (see the section on wiring, S10 and S16, on Technical Note 8167A) between connector R15 and the aerial amplifier.	Aerial amplifier supply wiring pinched by the mounting nut of the tailgate earth.	In-factory modification of the process week 20/2001.	Repair the aerial amplifier supply wiring and check its positioning.