

CHECKING : ANCILLARY DRIVE BELT

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Markings on dynamic roller tensioner

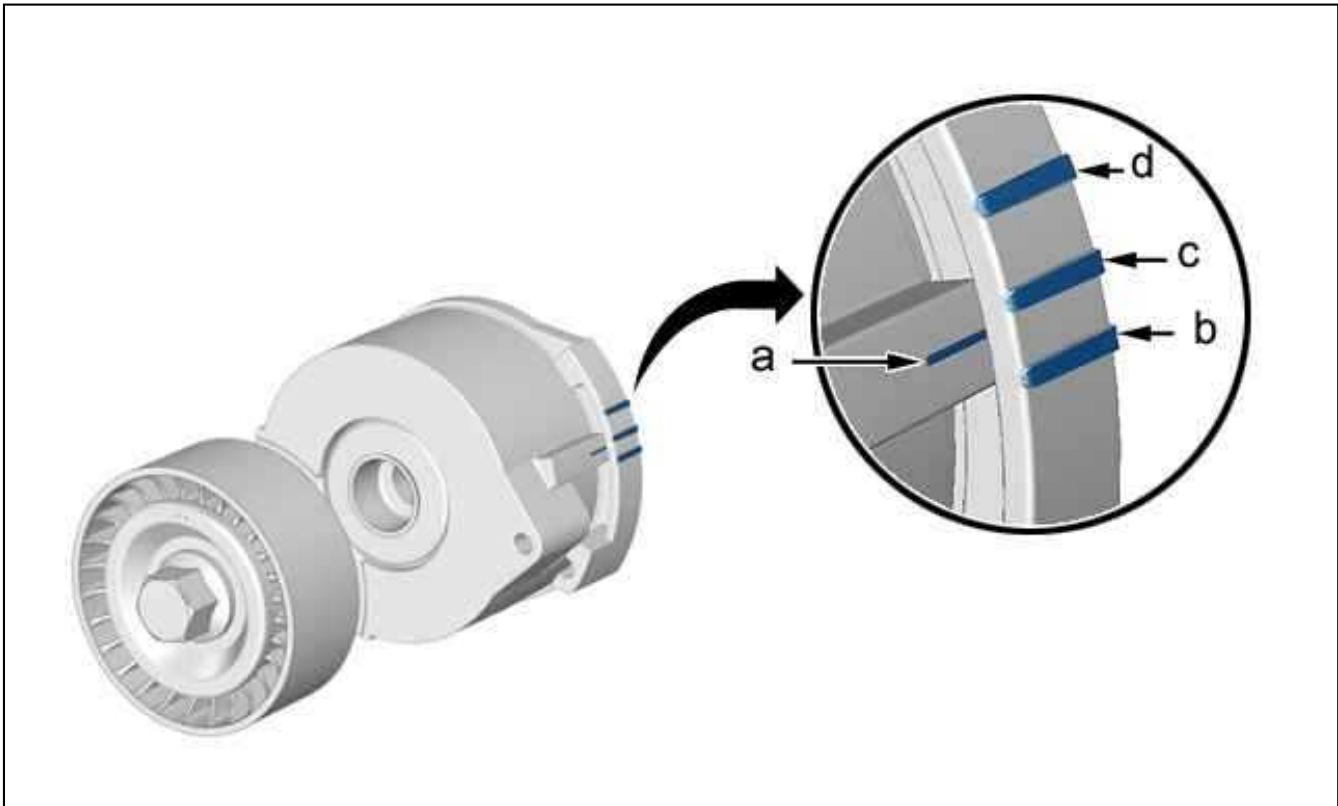


Figure : B1BD00LD

"a" indicator.

"b" Minimum elongation mark : Belt.

"c" Maximum elongation mark : Belt.

"d" Ancillary drive belt replacement mark.

N.B. : This marking system permits checking of the extension of the ancillary drive belt.

2. Checking the accessory drive belt

2.1. Removing

Visually check the extension of the ancillary drive belt on the dynamic tensioner.

CAUTION : If the indicator "a" is between marks "c" and "d" : Replace the ancillary drive belt.

CAUTION : Mark the direction of rotation of the elastic auxiliary drive belt if it is to be reused.

Remove the accessories drive belt ⓘ .

2.2. Checks

Make the following checks :

- Confirm the absence of points of resistance, noise and traces of grease on the dynamic tensioner and accessory pulleys
- Check there is no oil on the accessory drive belt
- Visually inspect the belt, flexing it slightly to check that it has no splits or cracks on the back or in the grooves

Replace any defective parts.

2.3. Refitting

Refit the ancillary belt .

Turn the engine through 4 revolutions and check the alignment of the accessory drive belt.

CAUTION : Check that the accessories drive belt is positioned correctly on the dynamic tensioner and in the grooves of the pulleys.

1. Deactivation

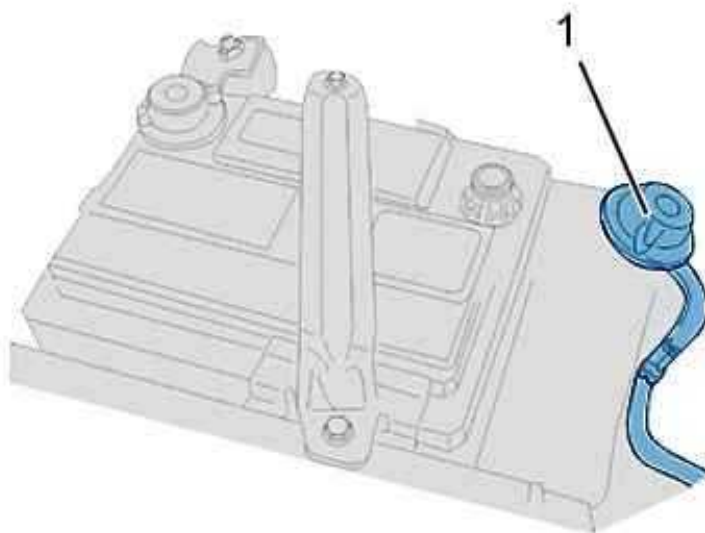


Figure : D1AP03CD

Disconnect the battery negative cable (1).

Protect the cable and the negative terminal in order to prevent any contact.

CAUTION : Wait for at least 5 minutes before performing any operations (discharging of the airbag ECU power reserve).

CAUTION : The ECU must not be removed with the connector still connected under any circumstances.

Disconnect the airbag ECU connector.

2. Activation

ESSENTIAL : The area of the airbags and pyrotechnic seat belts should be kept clear, both of objects and of people.

Ignition off : Connect the airbag ECU connector.

Connect the battery negative cable.

On the driver's side, door open, ignition on, keeping the steering wheel module activation area clear.

Check the system is operating correctly by checking the airbag fault LEDs.

N.B. : After disconnecting the battery, some electronic systems (injection, safety auto-reverse system ...) need an initialisation procedure ; Perform the appropriate initialisation procedures.

REMOVING - REFITTING : REAR SEAT BELTS (2ND ROW / 3RD ROW)

1. Recommended tools

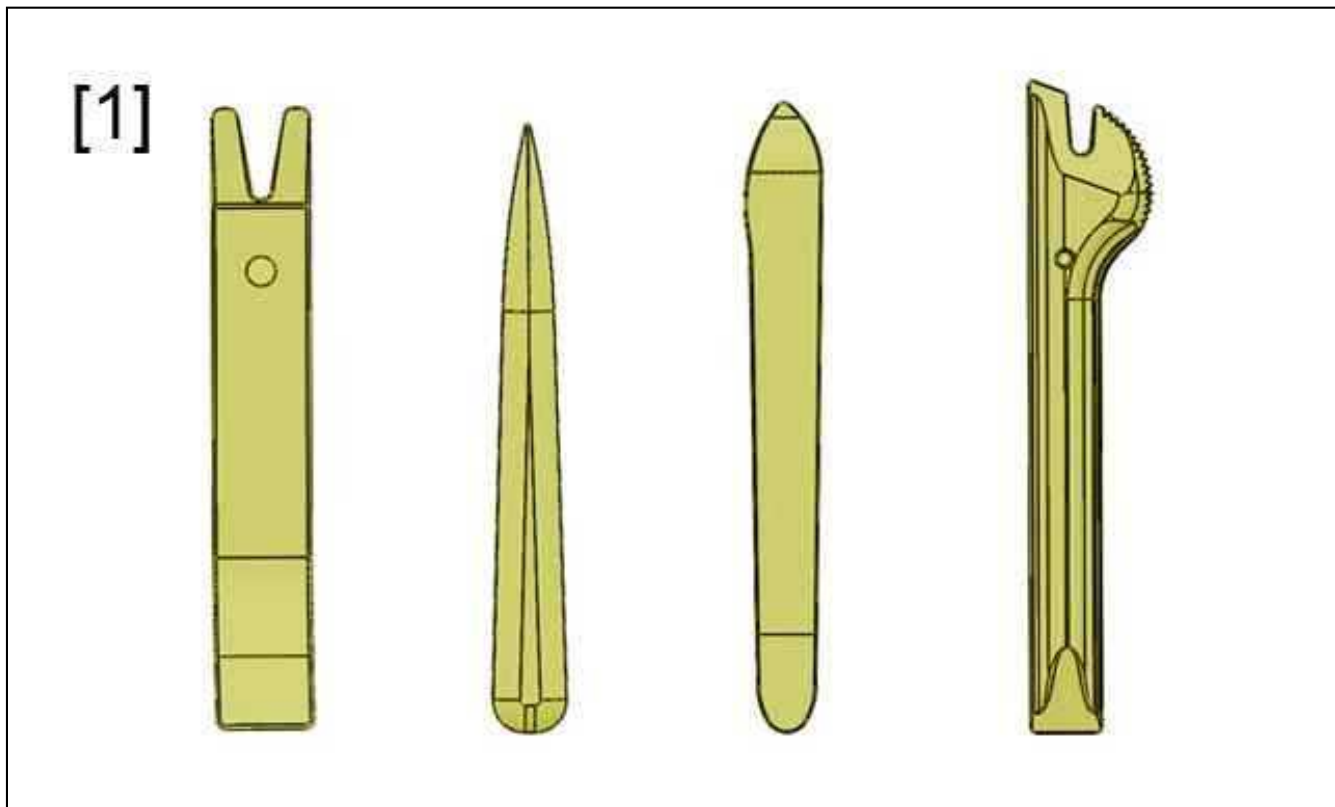


Figure : E5AP30WD

[1] Stripping tools (-).1350-ZZ.

2. Removing

On the left-hand side :

- Tilt the rear bench of the 2nd row of seats forward ⓘ
- Remove the rear bench of the 3rd row of seats ⓘ (according to equipment)

On the right-hand side :

- Tilt the rear seat of the 2nd row of seats forward ⓘ
- Remove the rear seat of the 3rd row of seats ⓘ (according to equipment)

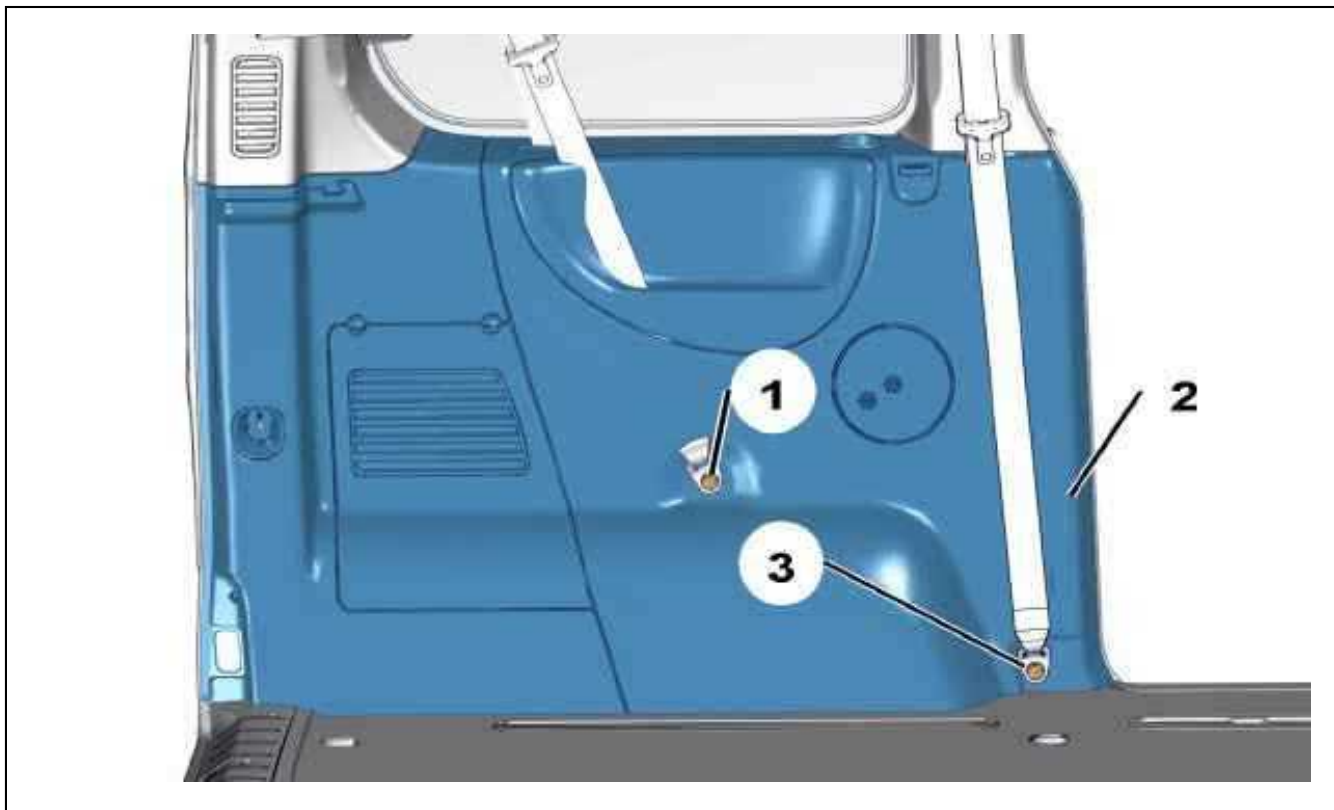


Figure : C5JP0JMD

Remove the bolts (1), (3).

Remove the rear wing trim ⓘ (2).

2.1. Rear side safety belts (2nd row)

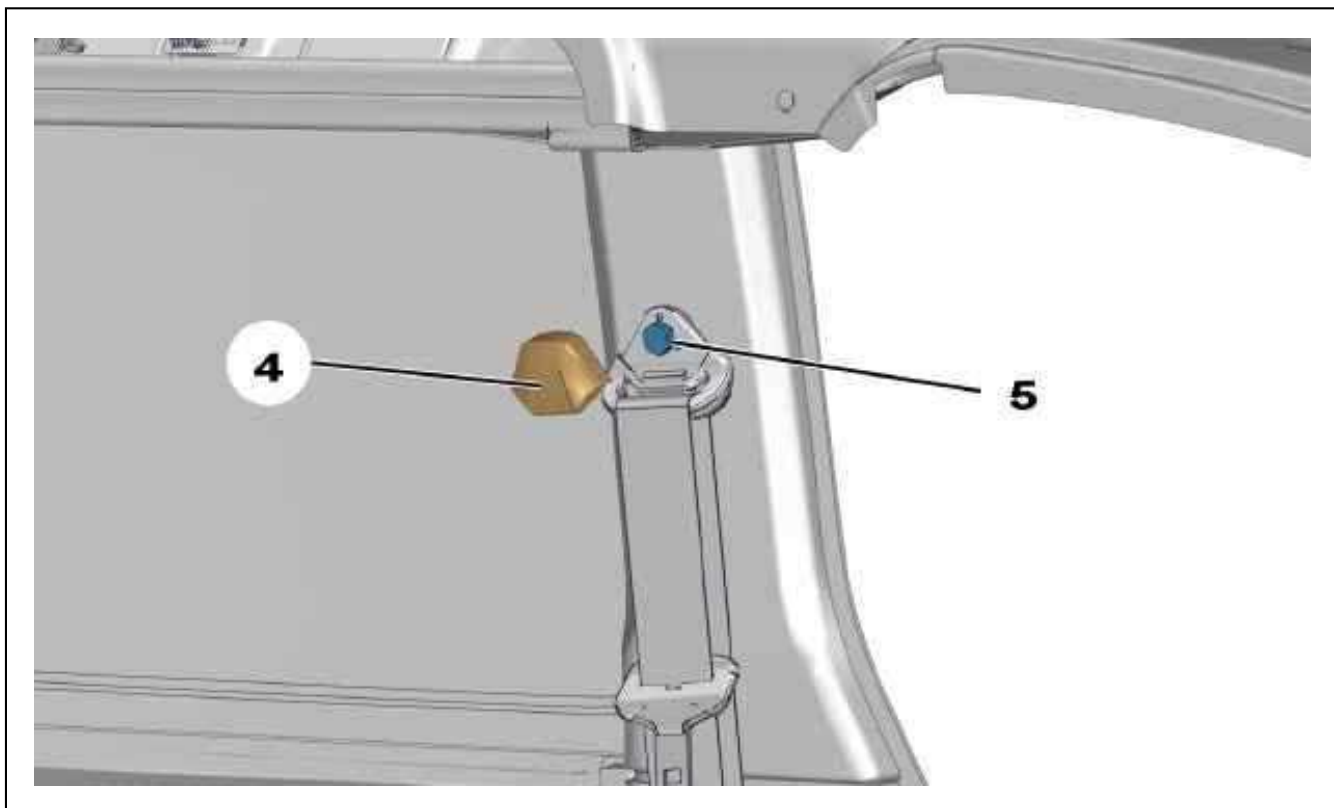


Figure : C5JP0JND

Unclip the cover (4) ; Using tool [1].

Remove bolts (5).

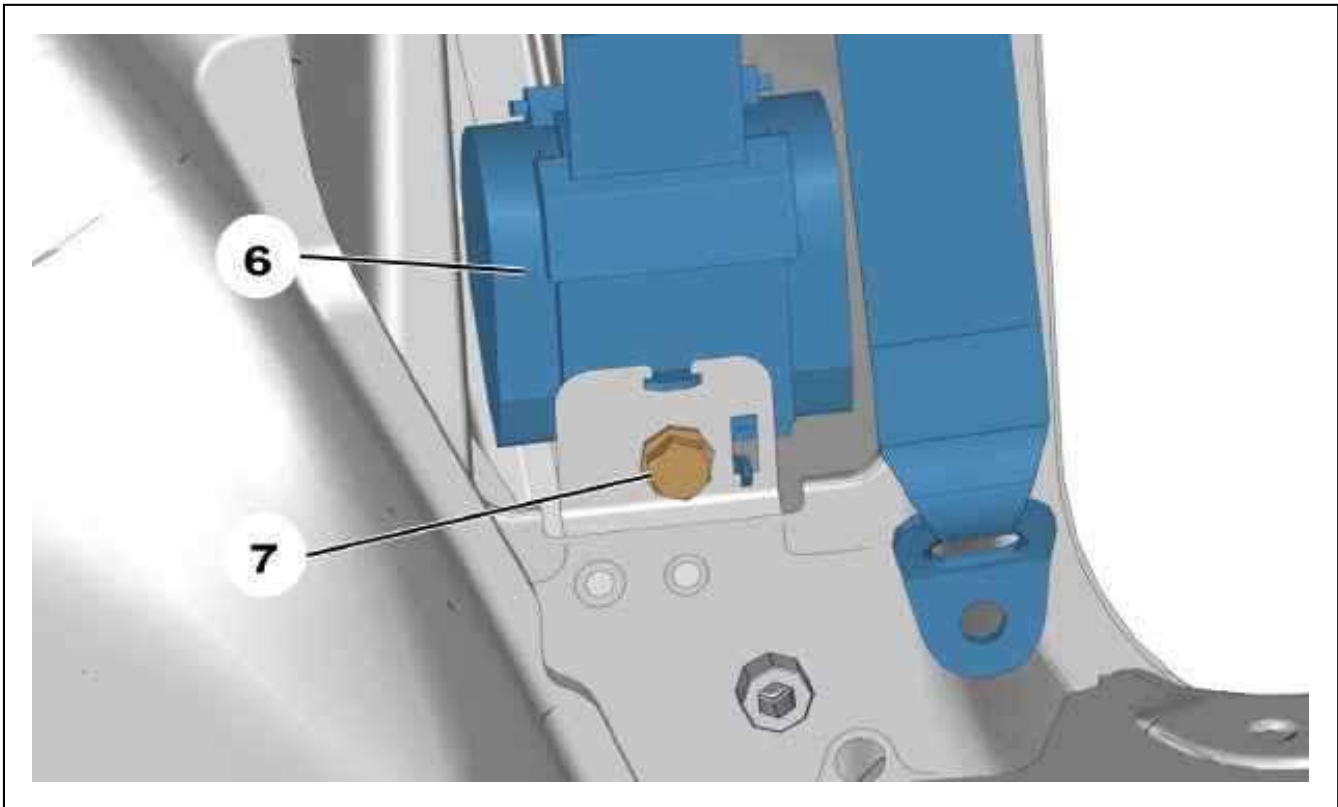


Figure : C5JP0JPD

Remove bolts (7).

Disengage and remove the rear side seat belts assembly (2nd row) (6).

2.2. Rear side safety belts (3rd row)

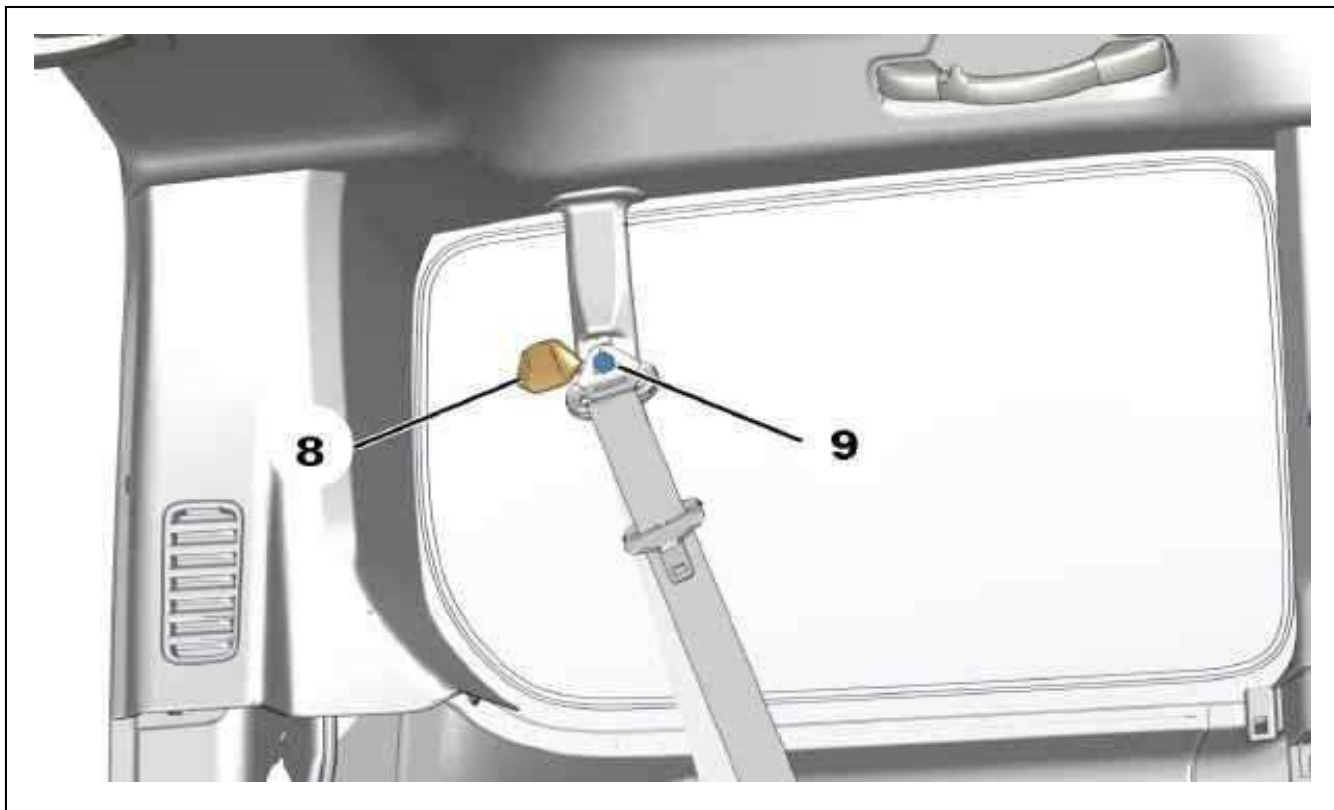


Figure : C5JP0JQD

Unclip the cover (8) ; Using tool [1].
Remove bolts (9).

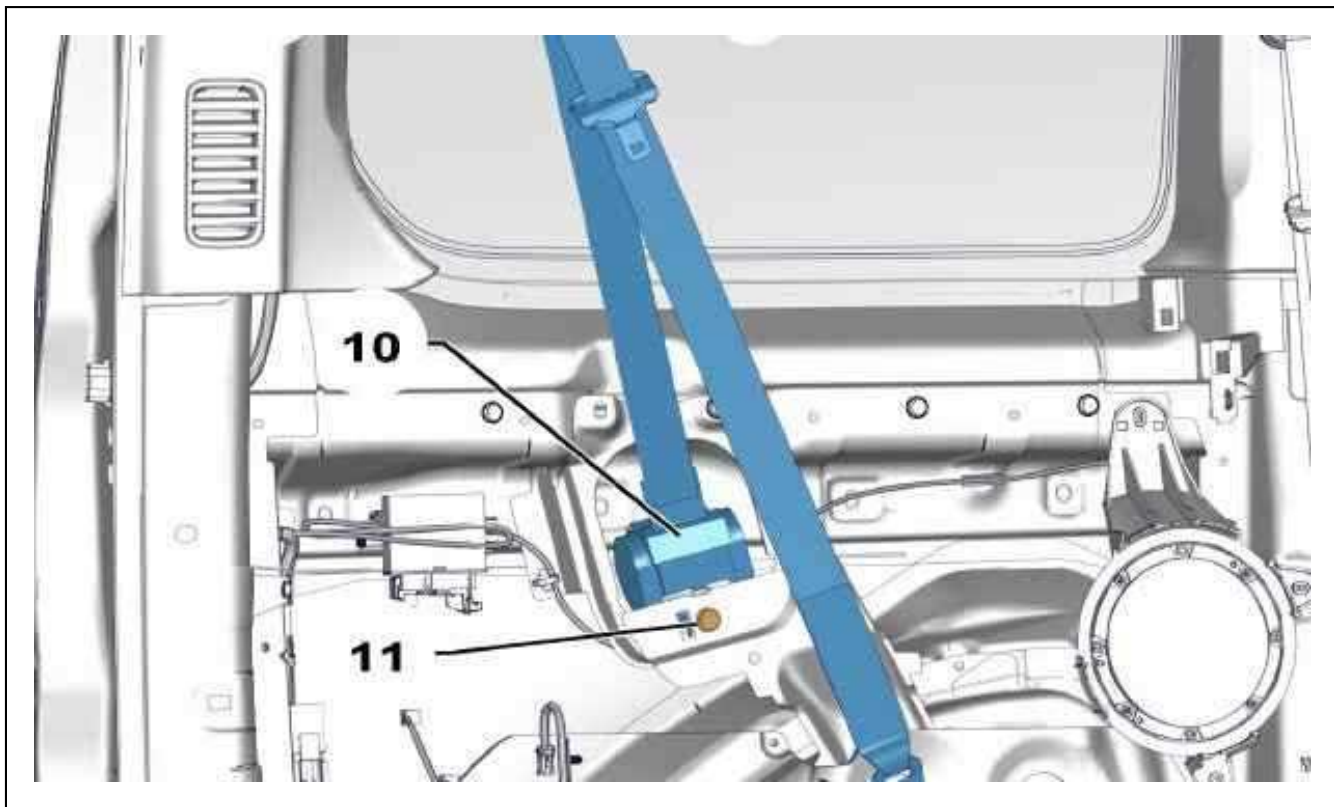


Figure : C5JP0JRD

Remove bolts (11).

Disengage and remove the rear side seat belts assembly (3rd row) (10).

2.3. Rear centre seat belt (2nd row / 3rd row)

Remove the rear seat ⓘ.

Remove :

- The rear bench centre backrest casing ⓘ
- The rear bench covered seat cushion ⓘ

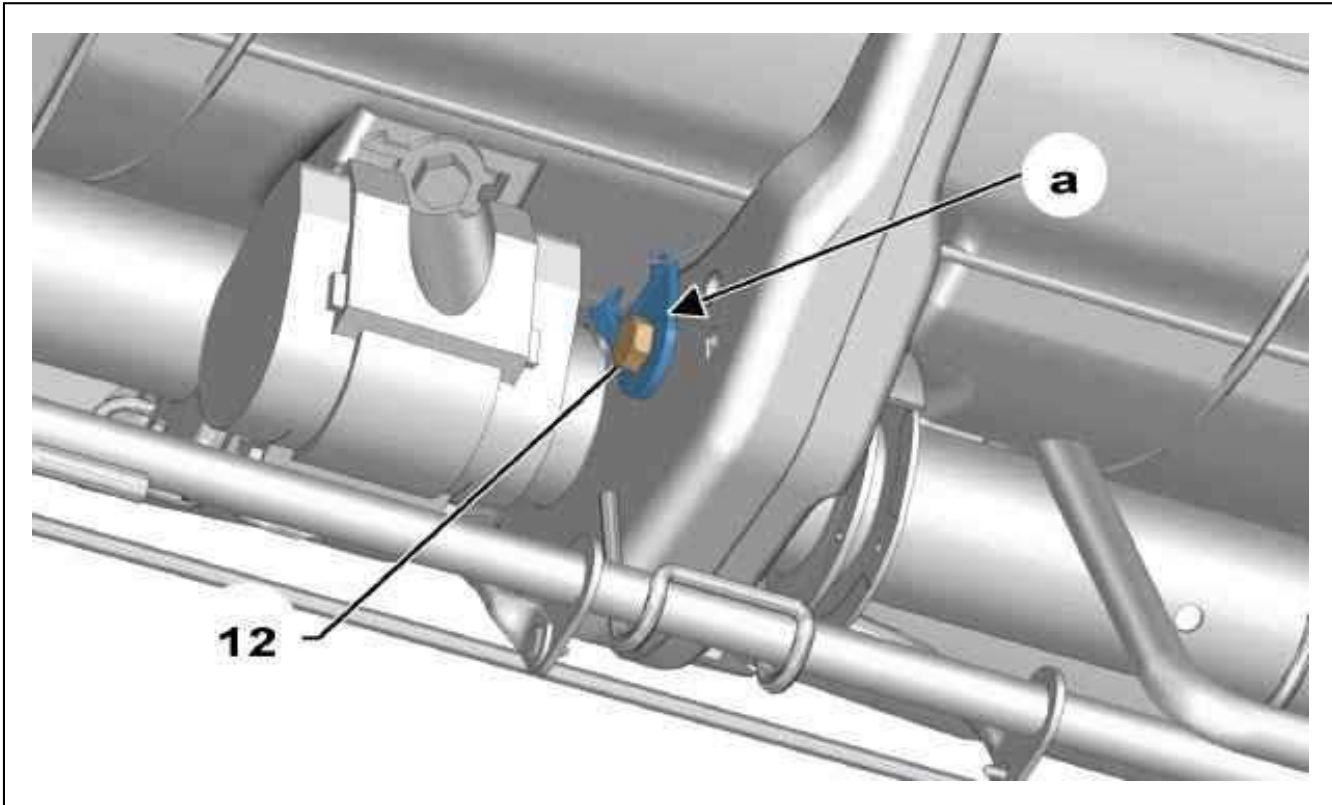


Figure : C5JP0JSD

Remove bolts (12).

Disengage the rear centre seat belt at the base (as "a").

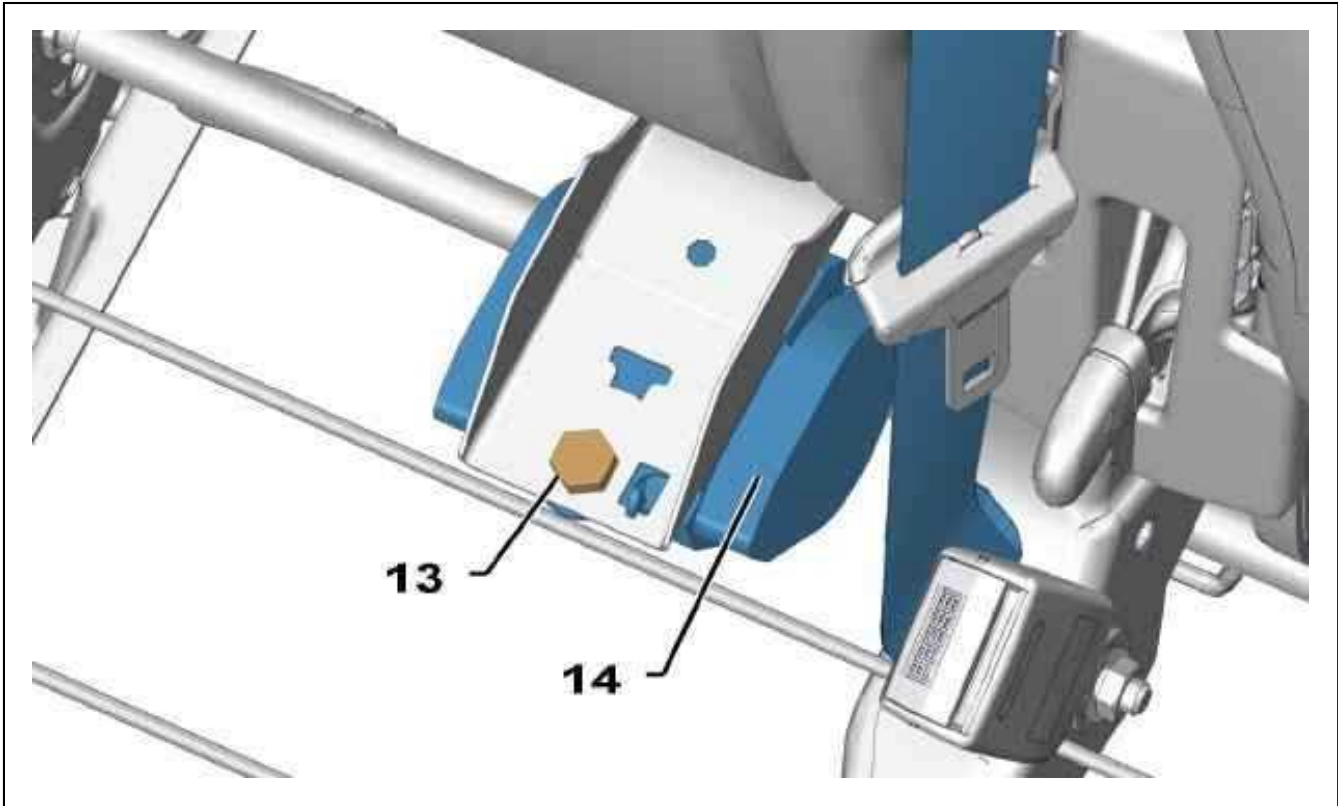


Figure : C5JP0JTD

Remove bolts (13).

Disengage and remove the rear centre seat belt assembly (14).

3. Refitting

Proceed in the reverse order to removal.

Tighten the bolts (1), (3), (5), (7), (9), (11), (12), (13) to $3 \pm 0,3$ daN.m.

Check all the equipment works.

REMOVING - REFITTING : ANCILLARY DRIVE BELT

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

Equipment :

- 15 mm 6-sided socket
- Extension 1/2
- 1/2 sliding handle

tool	Reference	Designation
 [0188-Q1] Figure : E5AB05JT	[0188-Q1]	4 mm dia. peg

2. Removing

Raise the vehicle, wheels hanging.

Turn the steering to right-hand full lock.

Remove the right-hand front mudguard.

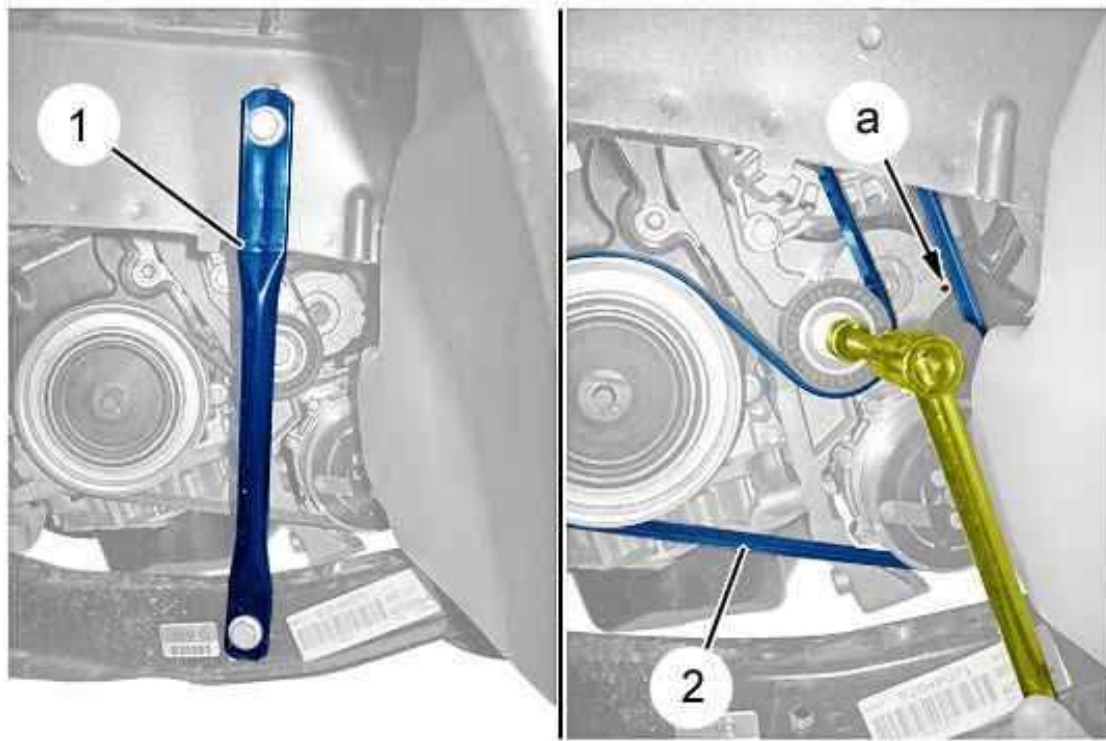


Figure : B1BG1EBD

CAUTION : Mark the direction of fitting of the ancillary drive belt if it is to be reused.

Remove the stiffener (1).

Keep the dynamic tensioner tensioned.

Peg (as "a") ; Using tool [0188-Q1].

Remove the accessories drive belt (2).

3. Checks

Make the following checks :

- Confirm the absence of points of resistance, noise and traces of grease on the dynamic tensioner and accessory pulleys
- Check there is no oil on the accessory drive belt
- Visually inspect the belt, flexing it slightly to check that it has no splits or cracks on the back or in the grooves

Replace any defective parts.

4. Refitting

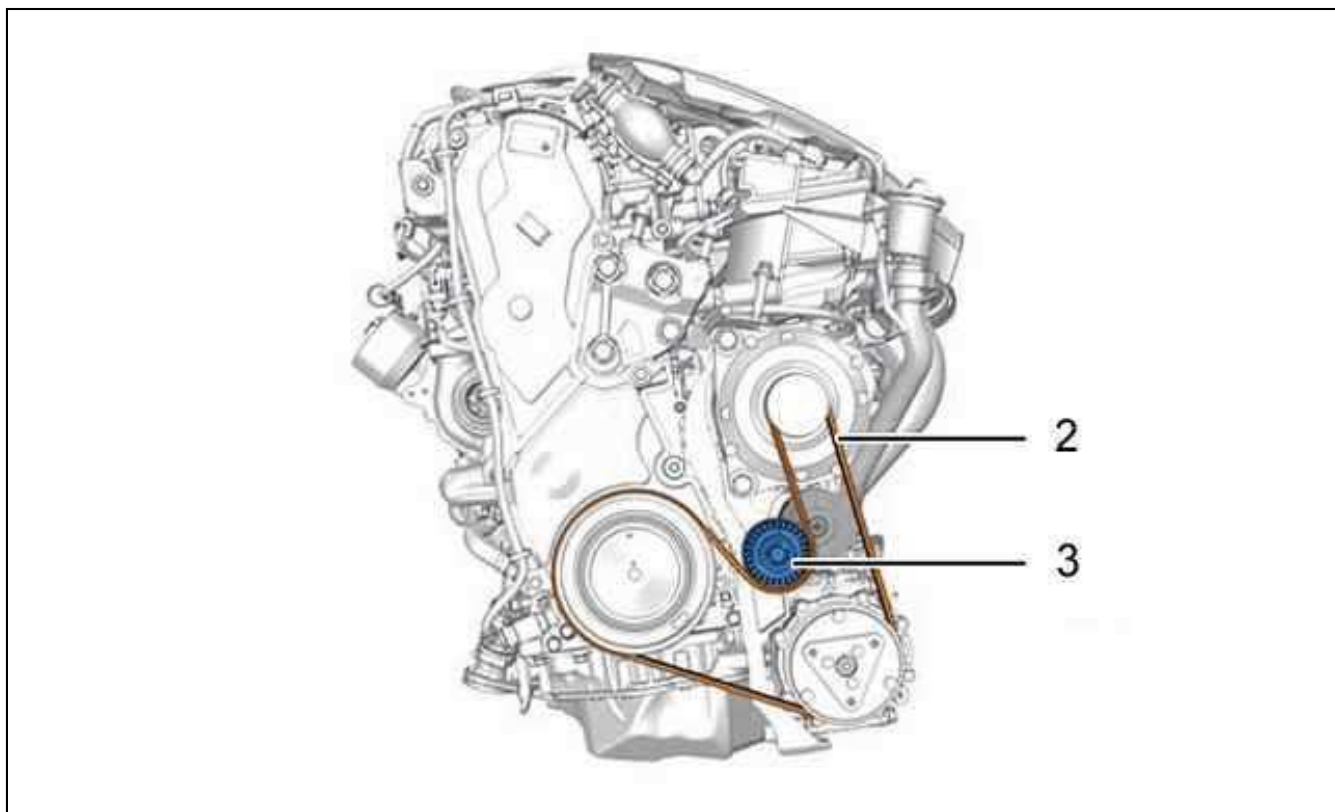


Figure : B1BG1ECD

CAUTION : If re-using the existing accessories drive belt, refit it in the correct fitting direction.

Refit the ancillary belt (2).

CAUTION : Check that the belt is correctly fitted in the grooves of the different pulleys.

Remove the peg [0188-Q1] while compressing the dynamic tensioner (3).

Refit :

- The stiffener (1)
- The front right mud guard

REMOVING - REFITTING : PREHEATER PLUGS

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Location

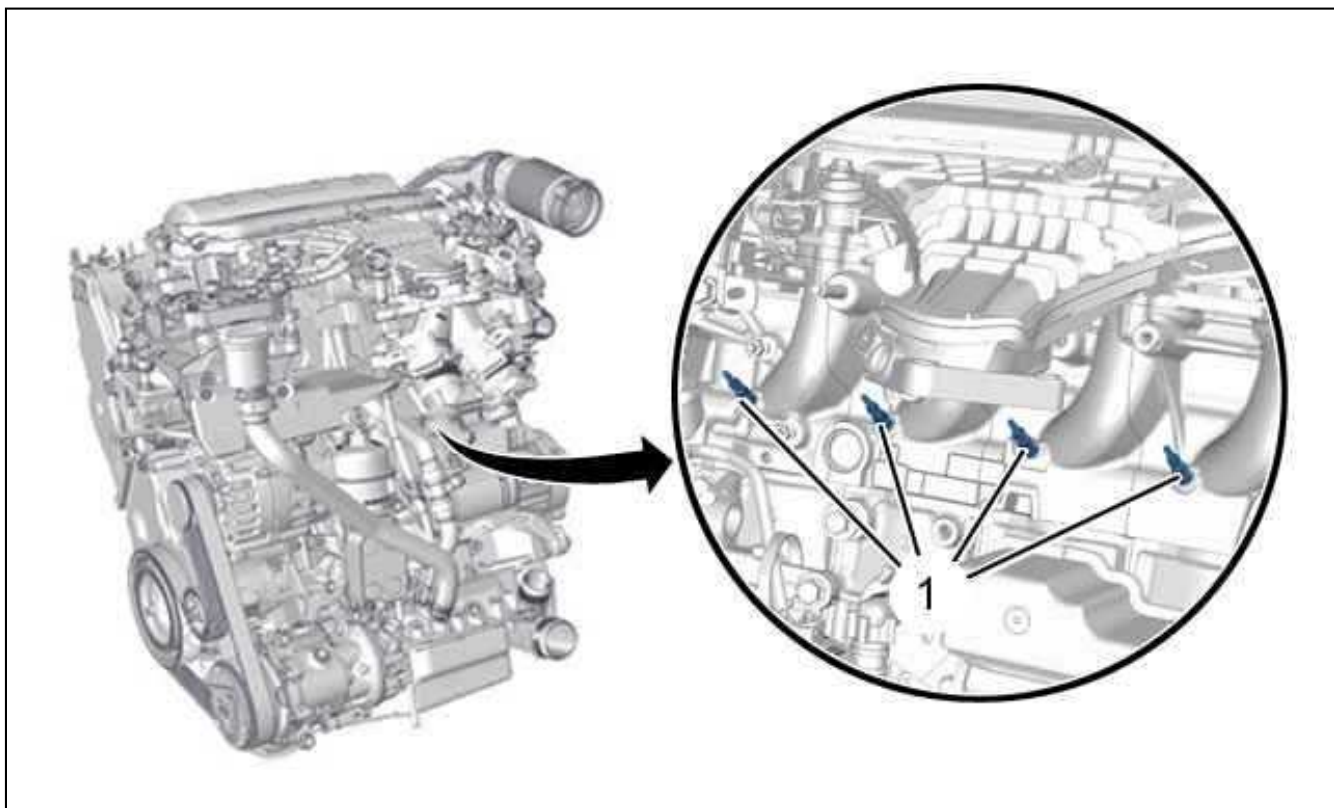


Figure : B1CG01ID

(1) Preheater plugs.

2. Removing

Disconnect the battery.

Remove :

- The passenger compartment air inlet manifold
- The engine cover
- The cooling fan control relay unit

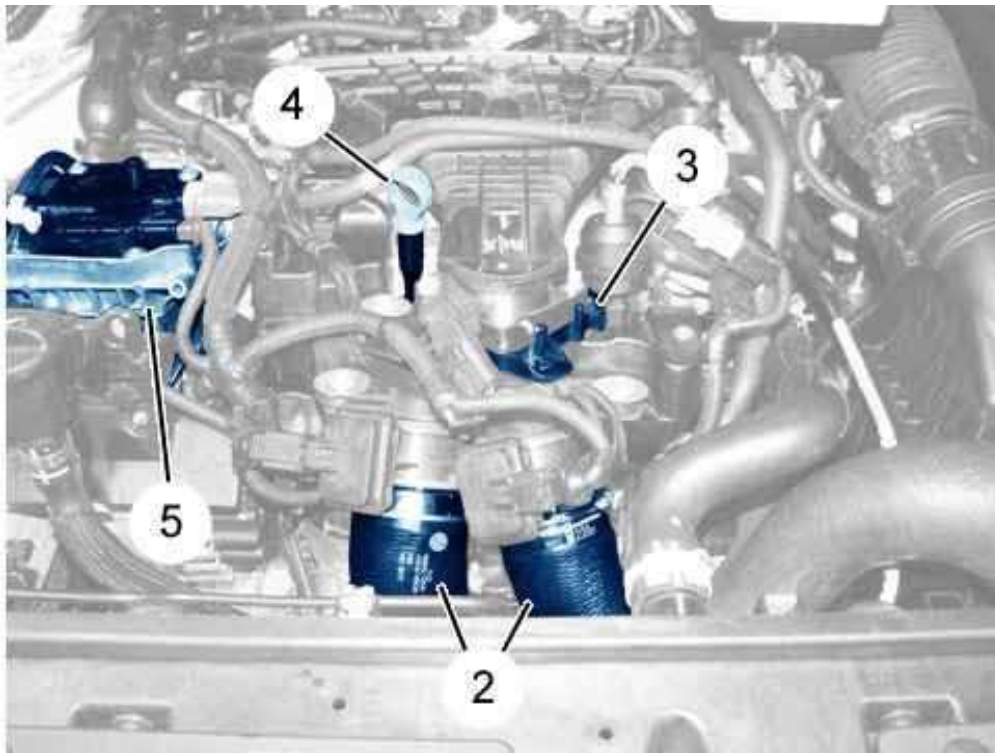


Figure : B1HG08RD

Remove :

- The turbocharger air unions (2)
- The inlet air mixer unit and its support (3) ⓘ

Drain the cooling system.

Remove :

- The dipstick and its guide (4)
- The fuel filter (5) (complete) with its mounting ⓘ

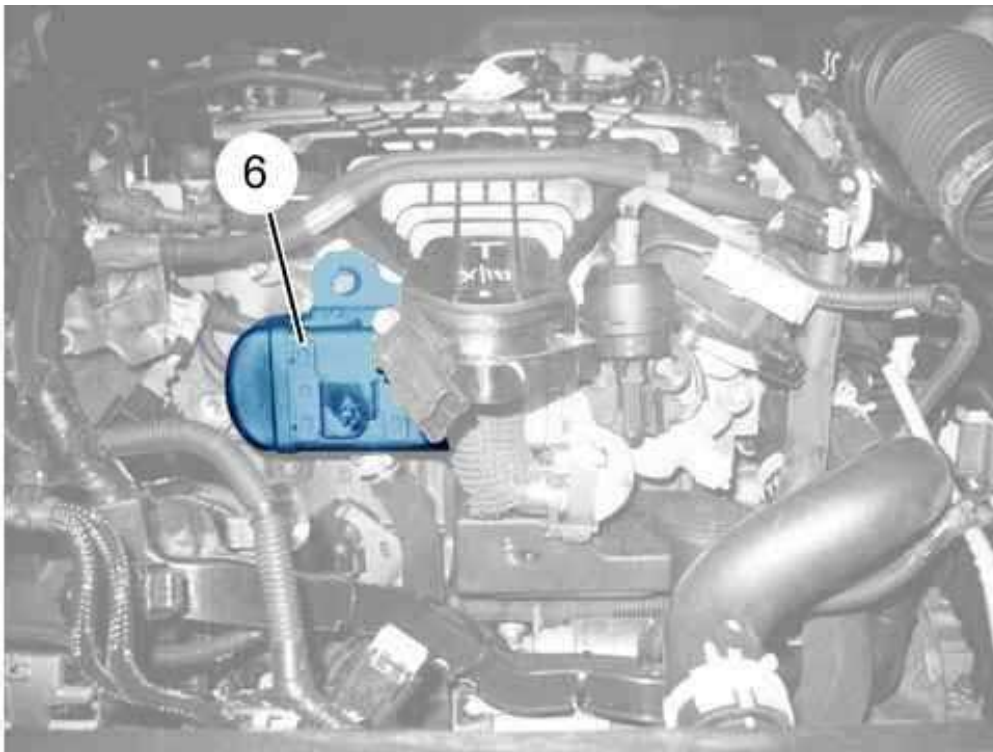


Figure : B1HG08SD

Remove : The exhaust gas recycling module (6) .

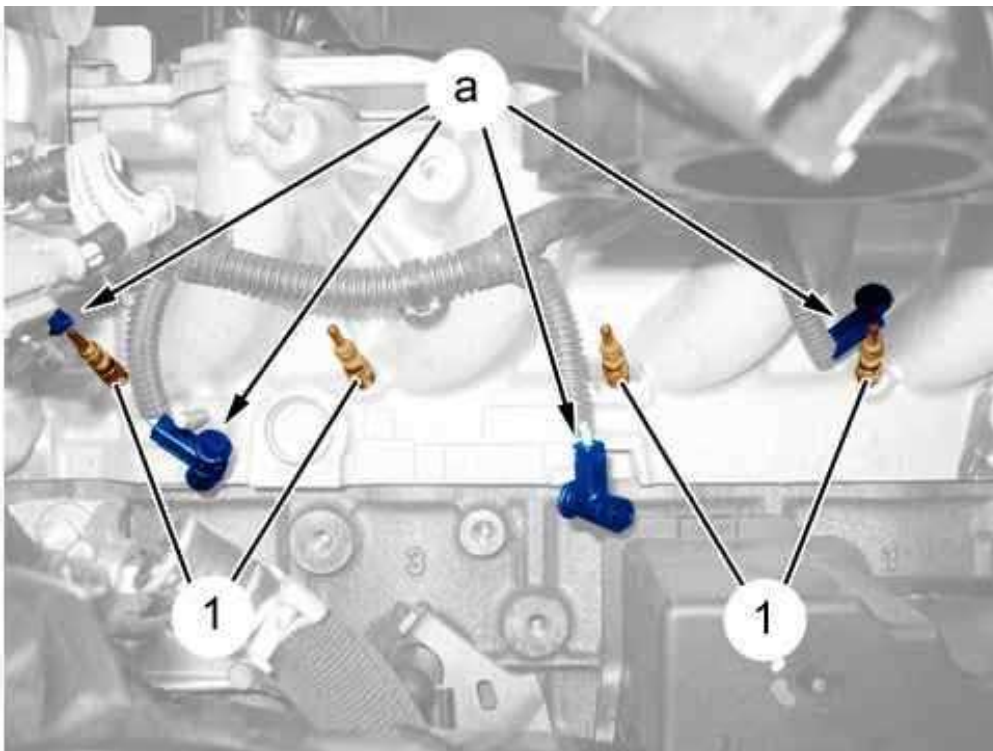


Figure : B1HG08TD

Disconnect the connectors (as "a").
Remove the glow plugs (1).

3. Refitting

CAUTION : Adhere to the tightening torques ⓘ.

CAUTION : At refitting, all the removed seals must be replaced with new seals.

Refit the pre-heater plugs (1).

Connect the connectors (as "a").

Refit :

- The exhaust gas recycling module (6) ⓘ
- The fuel filter (5) (complete) with its mounting ⓘ
- The disptick and its guide (4)
- The air mixer unit and its support (3) ⓘ
- The turbocharger air unions (2)

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Reconnect the battery.

Fill and bleed the cooling system.

Refit :

- The engine cover
- The passenger compartment air inlet manifold
- The cooling fan control relay unit

REMOVING - REFITTING : STEERING WHEEL CONTROLS MODULE

CAUTION : Before any operations : Put the wheels in the straight ahead position.

CAUTION : For any work which contains uncoupling between the steering wheel and the wheels (steering wheel steering wheel controls module, column, rack...), ensure that the steering wheel controls module rotary switch is immobilised.

CAUTION : The connectors must be disconnected without exerting any stress on the harnesses and the connectors (No pulling of the harnesses is permitted).

1. Removing

Perform the following operations :

- Switch off the ignition
- Wait 3 minutes before disconnecting the battery
- Disconnect the battery

Remove :

- The driver's air bag ⓘ
- The steering wheel ⓘ

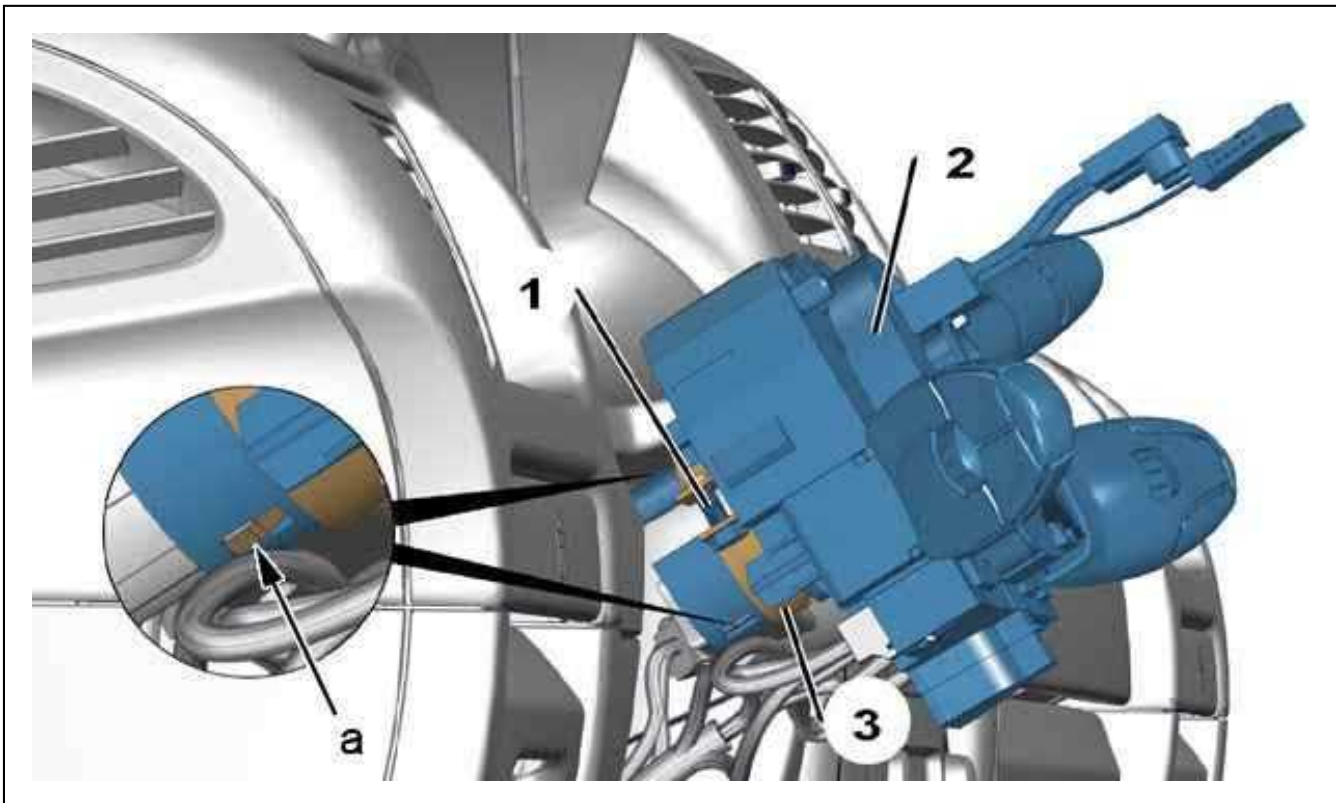


Figure : C5FP19XD

Unscrew the tightening clip (3) screw (1).

Disengage the clamping collar (3).

Remove (if necessary) :

- The (1) bolt
- The clip (3)

Disengage the steering wheel controls module (2) moving aside the locking clips (as "a") ; Using a thin, flat screwdriver

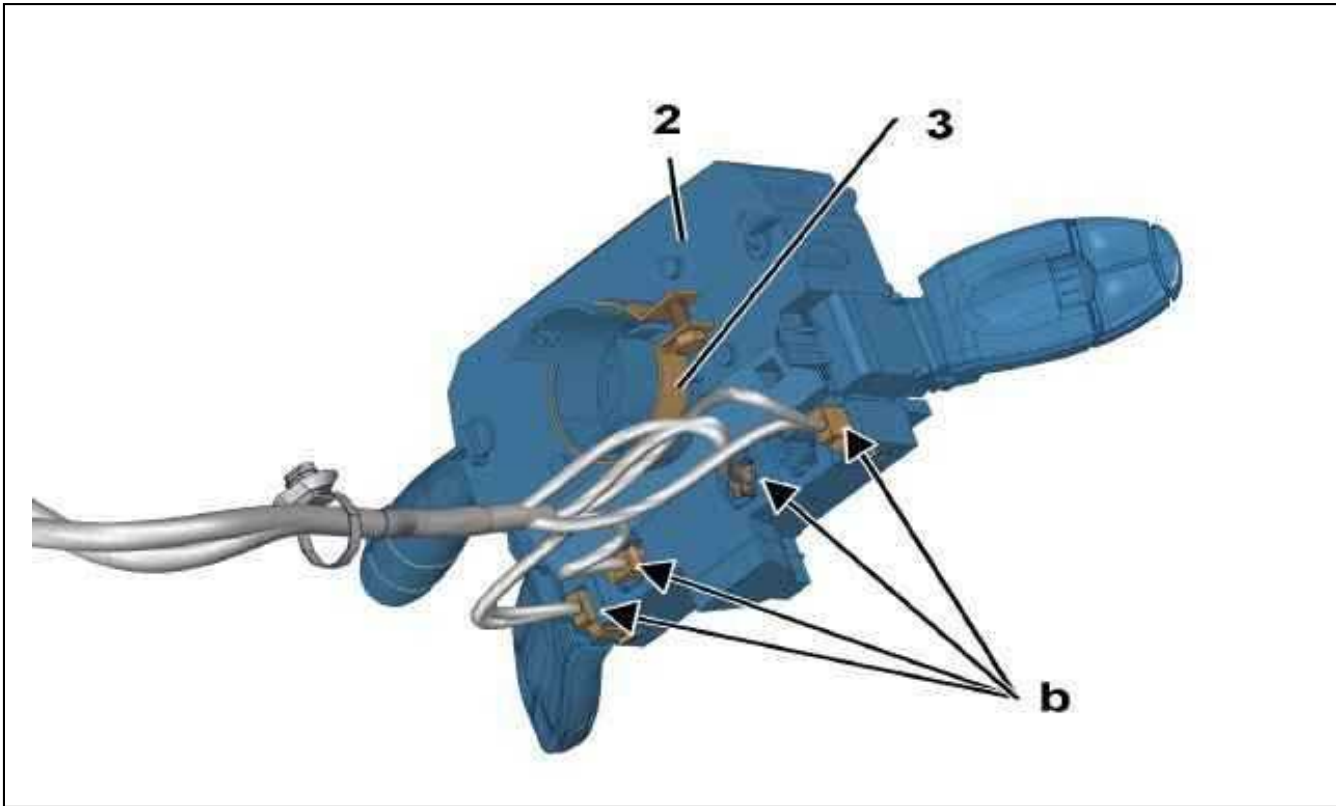


Figure : C5FP19YD

When disconnecting the electrical harnesses (as "b") :

- Do not pull the connectors by their wires
- Unlock the connectors taking care not to break the locking rods of the counterparts

N.B. : Disconnection must be carried out in the centreline of the counterpart to avoid damaging it.

Disconnect the electrical connectors (as "b").

When removing the steering wheel controls module (2) :

- Do not pull the steering wheel controls module without first moving aside the locking clips (as "a")
- No breaking of the steering wheel controls module locking clips is permitted

Remove the steering wheel controls module (2).

2. Refitting

CAUTION : Adjust the rotary switch before refitting the steering wheel controls module .

2.1. Special features of a new steering wheel controls module

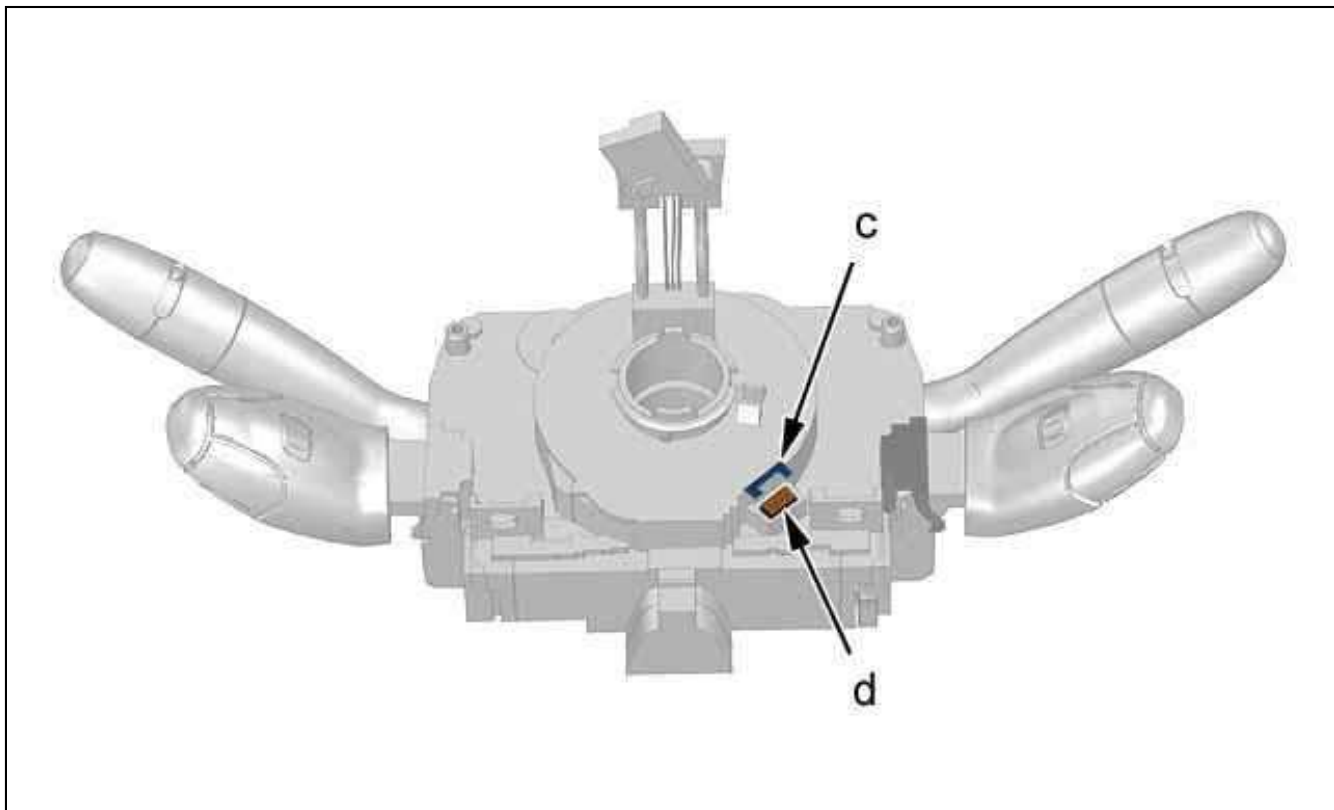


Figure : C5FP19ZD

The rotary switch of a new steering wheel controls module does not require adjustment.

The adjustment is guaranteed by alignment of the notch "c" and the index "d" in the case of a DELPHI product.

2.2. Special feature of a reused steering wheel controls module

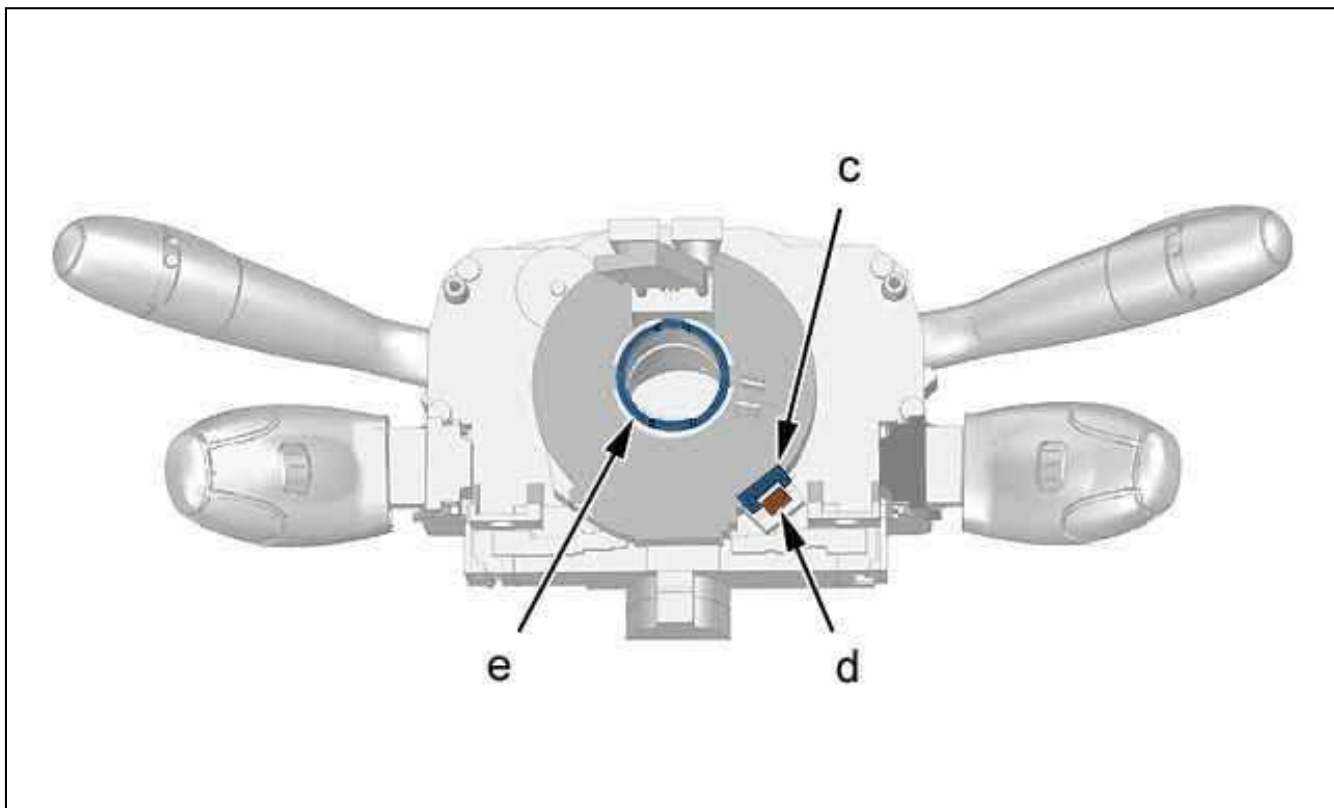


Figure : C5FP1A0D

Locate point 0 :

- Press the centre of the rotary switch (as "e")
- Turn clockwise to the stop (*)
- Turn through 2,5 revolutions anticlockwise

N.B. : (*) Do not force when the stop is reached.

Check the alignment of the notch "c" with the index "d".

CAUTION : The horn and air bag harnesses must lock on the top of the steering wheel controls module (2).

CAUTION : Never turn anticlockwise before turning to the stop clockwise, this causes irrevocable damage to the rotary switch ribbon.

2.3. Common operations

CAUTION : Put the wheels in the straight ahead position.

Make the following checks :

- The locking rods of the connectors must not be broken
- The harnesses of the steering wheel controls module must not be damaged
- The clip must not remain on the steering column

Press the steering wheel controls module (2) onto the steering column offering it up with the levers horizontal.

Clip the steering wheel controls module (2) onto the steering wheel.

Tighten the clip (3) supporting the steering wheel controls module (2) positioned in contact with the top of the steering column.

The steering wheel controls module (2) must be centred correctly on the steering column to prevent the amplification of noise.

CAUTION : Observe the tightening torque.

Tighten the bolt (1) to $0,3 \pm 0,1$ daN.m.

Pass the horn and airbag connectors into the steering wheel opening.

CAUTION : Do not pull the connectors excessively ; Do not fold the harnesses (curve to be observed) ; Take all precautions necessary to avoid damaging the harnesses.(Do not twist the overmoulded harnesses).

Refit :

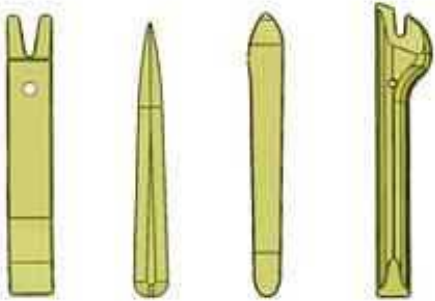
- The steering wheel 
- The driver's air bag 

Check that the electrical equipment is working correctly.

REMOVING - REFITTING : HANDS-FREE KIT UNIT

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

tool	Reference	Description
[1350-ZZ]  Figure : E5AG02MT	[1350-ZZ]	Stripping tools

2. Removing

- Disconnect the battery ⓘ .
- Remove the left-hand side storage compartment ⓘ .

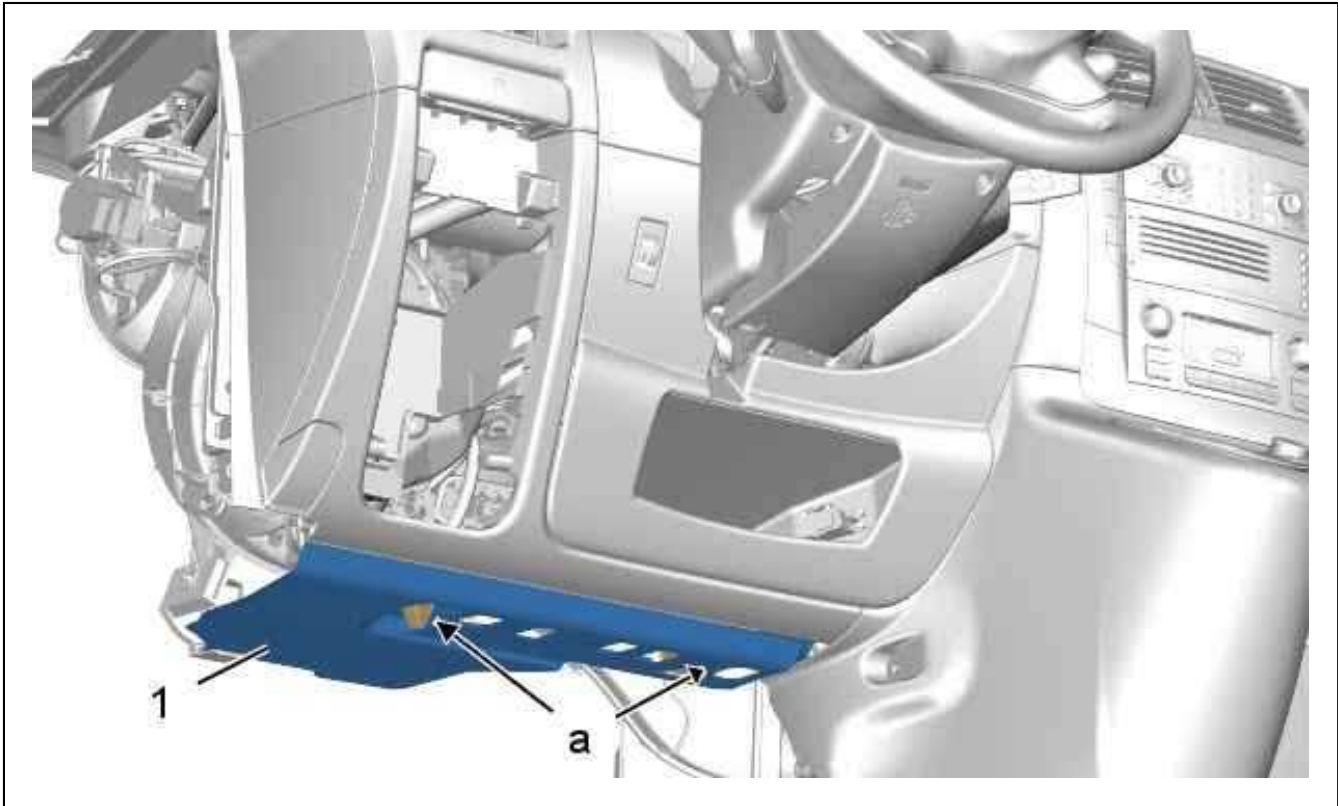


Figure : C5FG0K0D

Unclip : The trim (1) under the fascia (as "a") ; Using tool [1350-ZZ].

Remove : The trim (1) under the fascia.

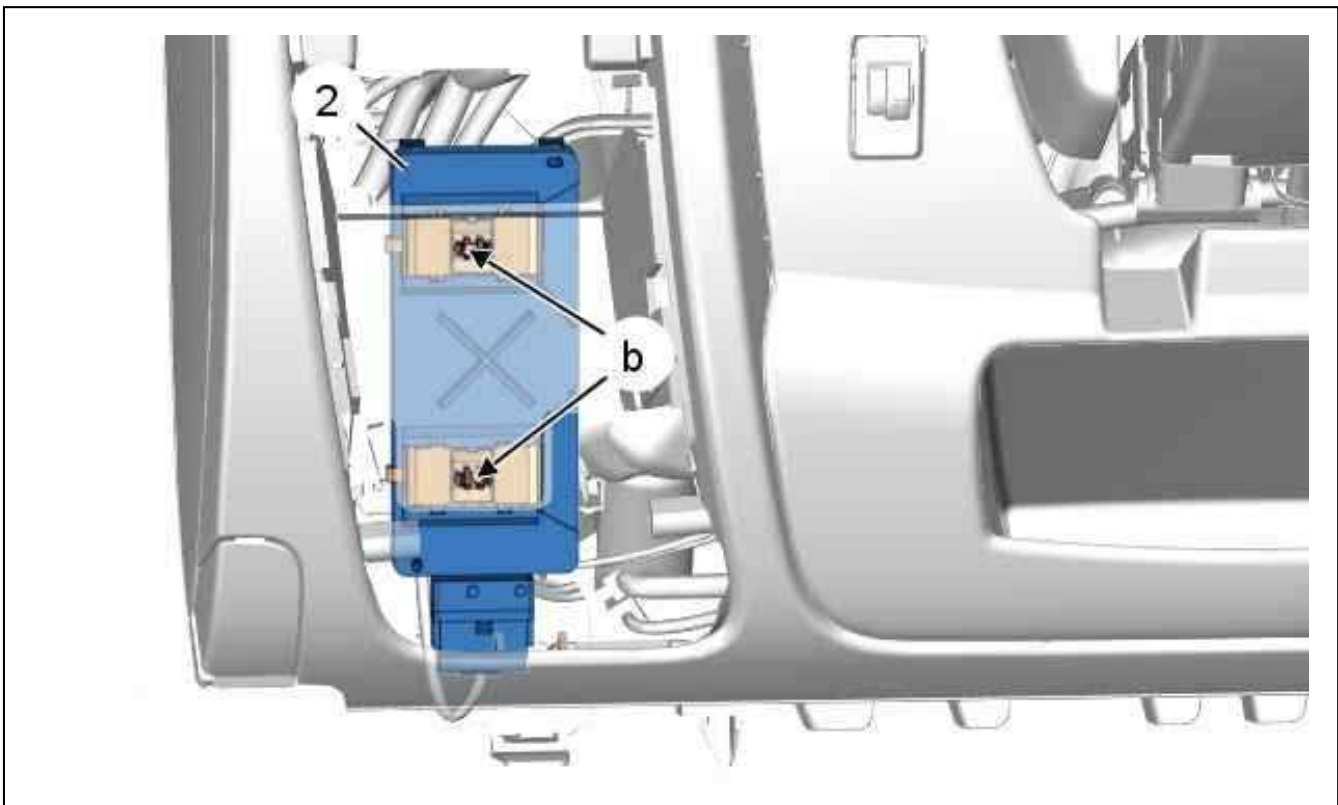


Figure : C5FG0K1D

Unclip : The hands-free kit mounting and unit assembly (2) (as "b") ; Using tool [1350-ZZ].

Detach : The hands-free kit mounting and unit assembly (2) ((access from under the fascia)).

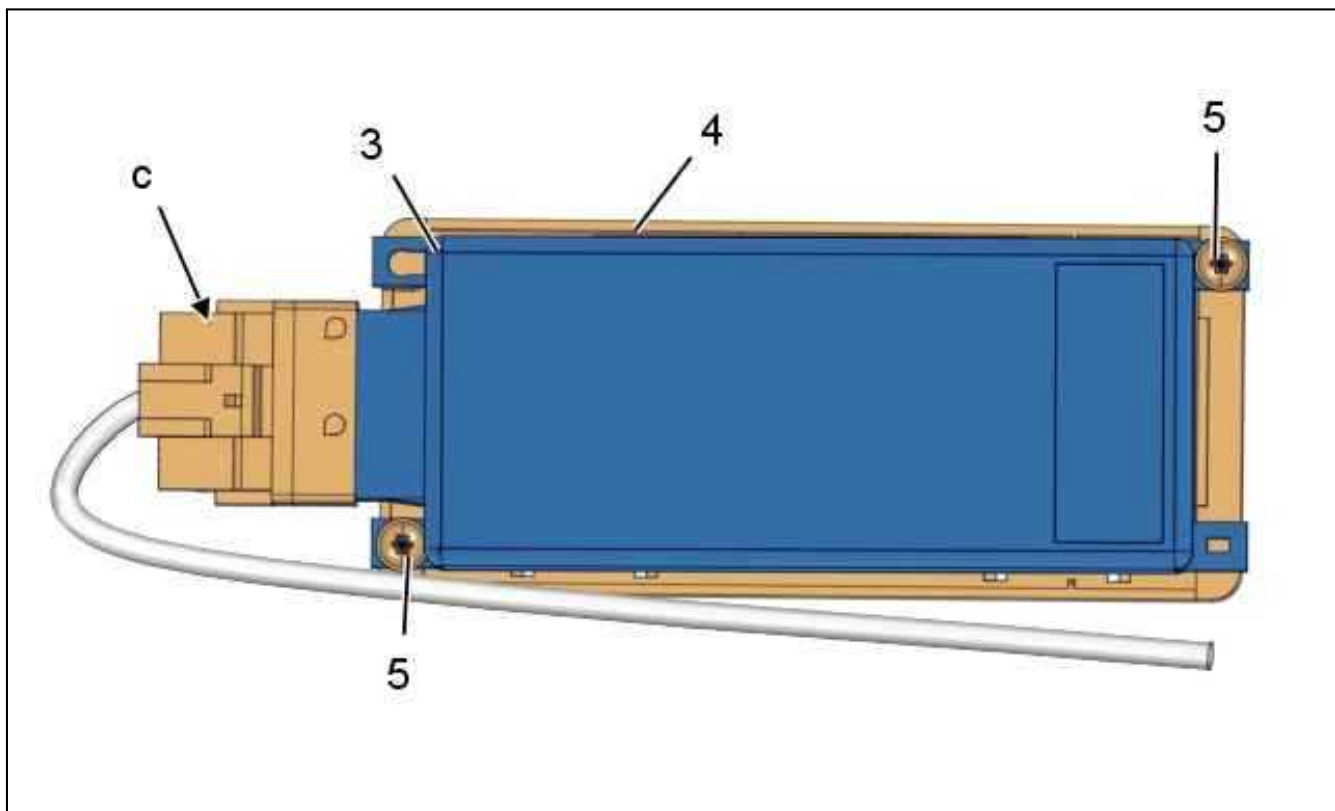


Figure : B3EG08CD

Disconnect the connector (as "c").

Remove :

- The bolts (5)
- The hands-free kit unit (3)
- The bracket (4)

3. Refitting

CAUTION : Always replace the damaged fixings.

Proceed in the reverse order to removal.

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Reconnect the battery.

Check the operation of the equipment.

REMOVING - REFITTING : SIDE SLIDING DOOR WINDOW

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

Presentation :

- Glazing tools ⓘ
- Glazing consumables ⓘ

2. Removing

Remove the sliding side door trims ⓘ .

2.1. Sliding side door moving window

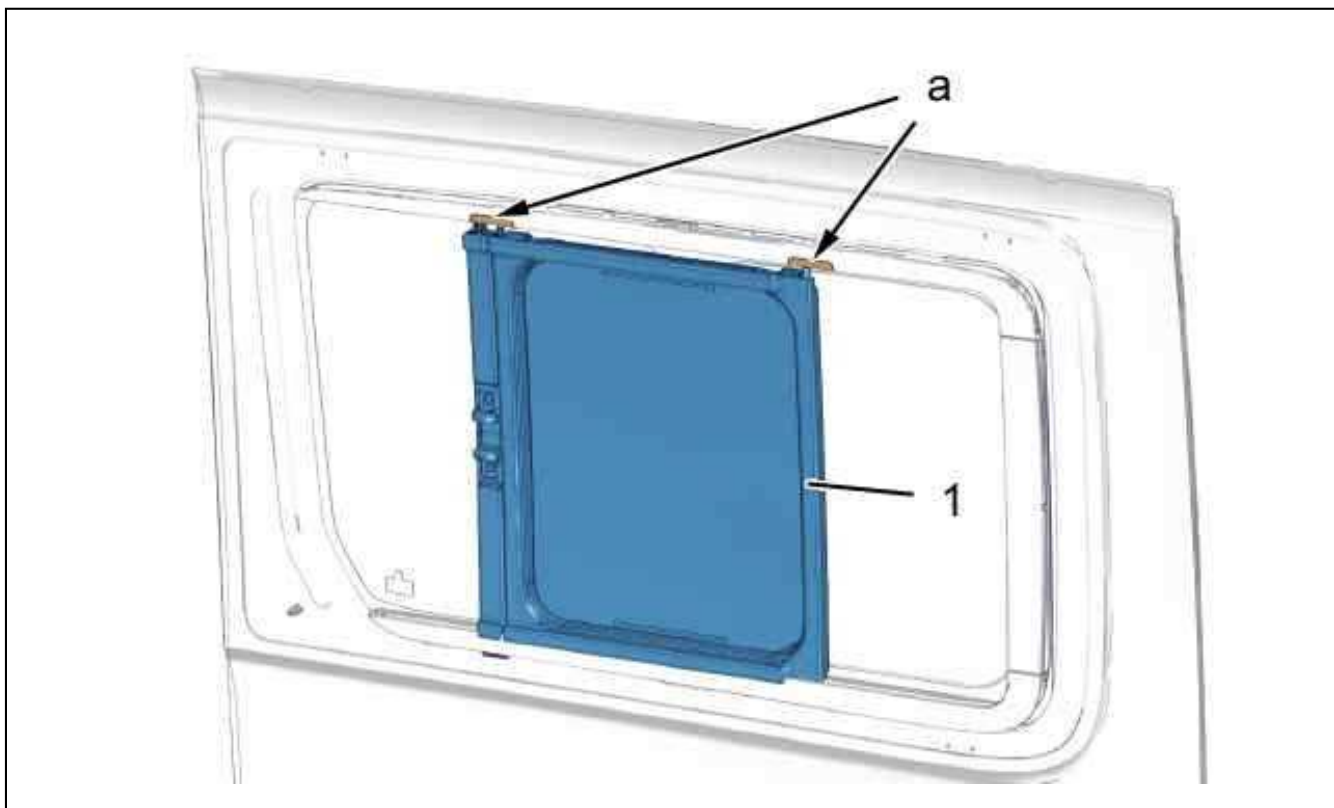


Figure : C4CG0L8D

Open the sliding side door moving window (1).

Unclip the locks (at "a").

Remove the sliding side door moving window (1).

2.2. Sliding side door fixed window

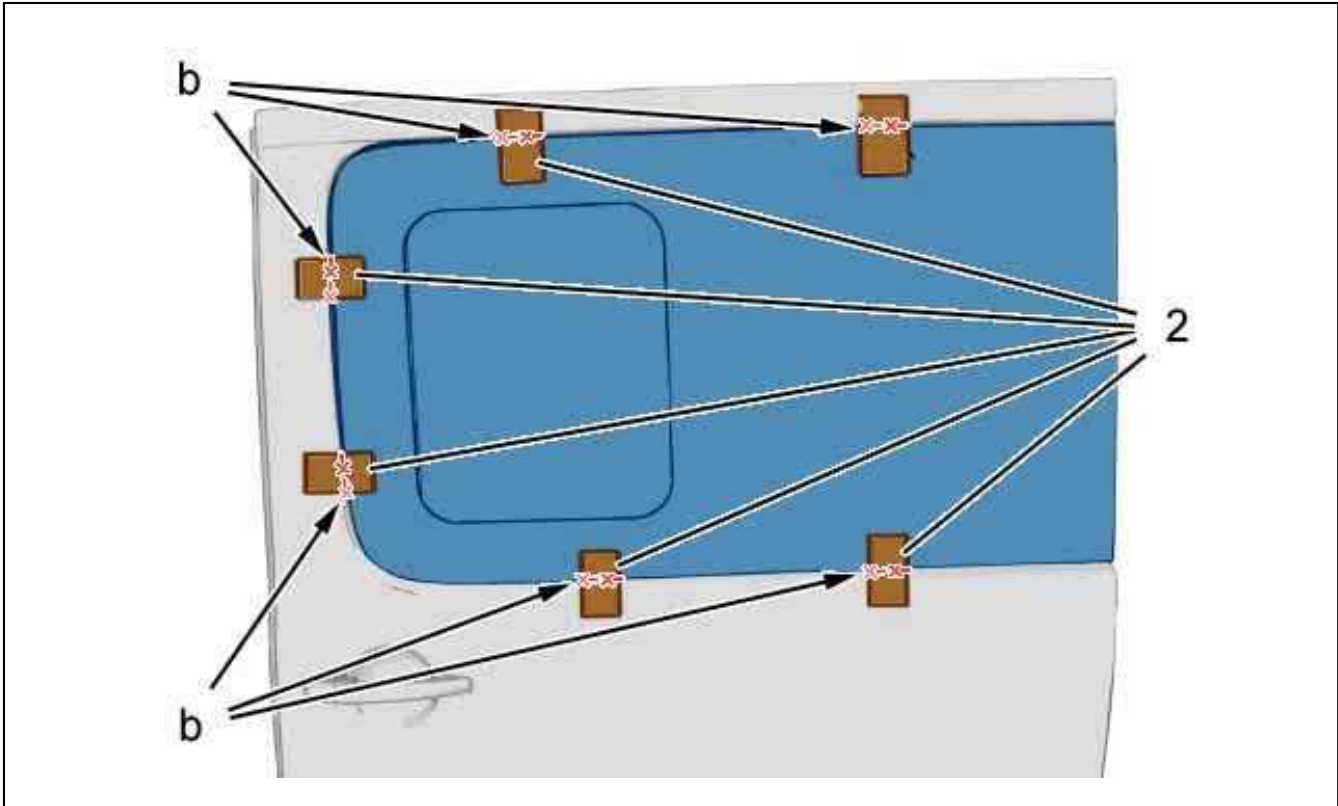


Figure : C4CG0L9D

N.B. : If the sliding side door window is to be reused, position strips of adhesive tape (2) and cut them (at "b") (See figure(s)).

Open the sliding side door.

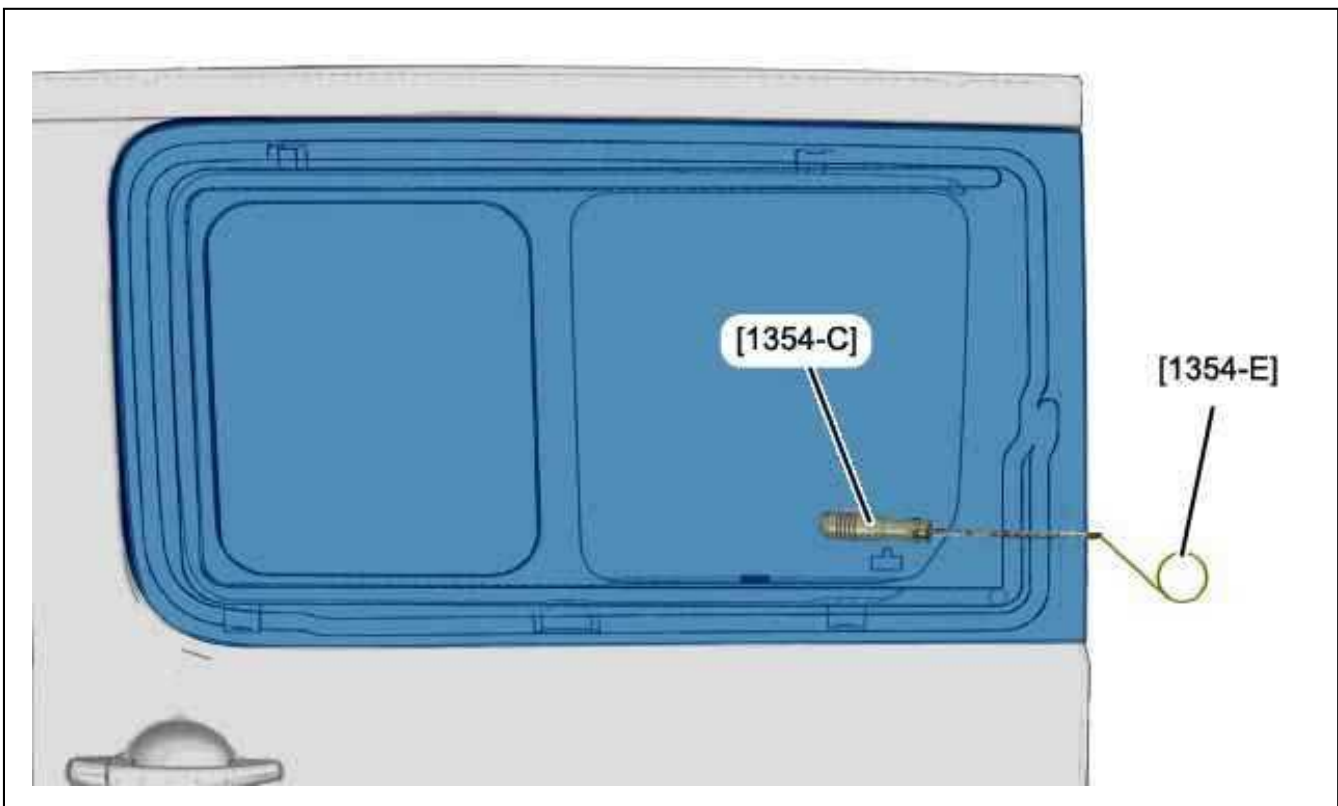


Figure : C4CG0LAD

Pass the awl [1354-C] through the bead of sealing adhesive, from the inside towards the outside.
 Attach the cutting wire [1354-E] to the awl [1354-C].
 Pass the cutting wire [1354-E] inside the vehicle.
 Leave a sufficient length to permit fixing of the handles [1354-D].
 Install the handles [1354-D] at each end of the cutting wire [1354-E].

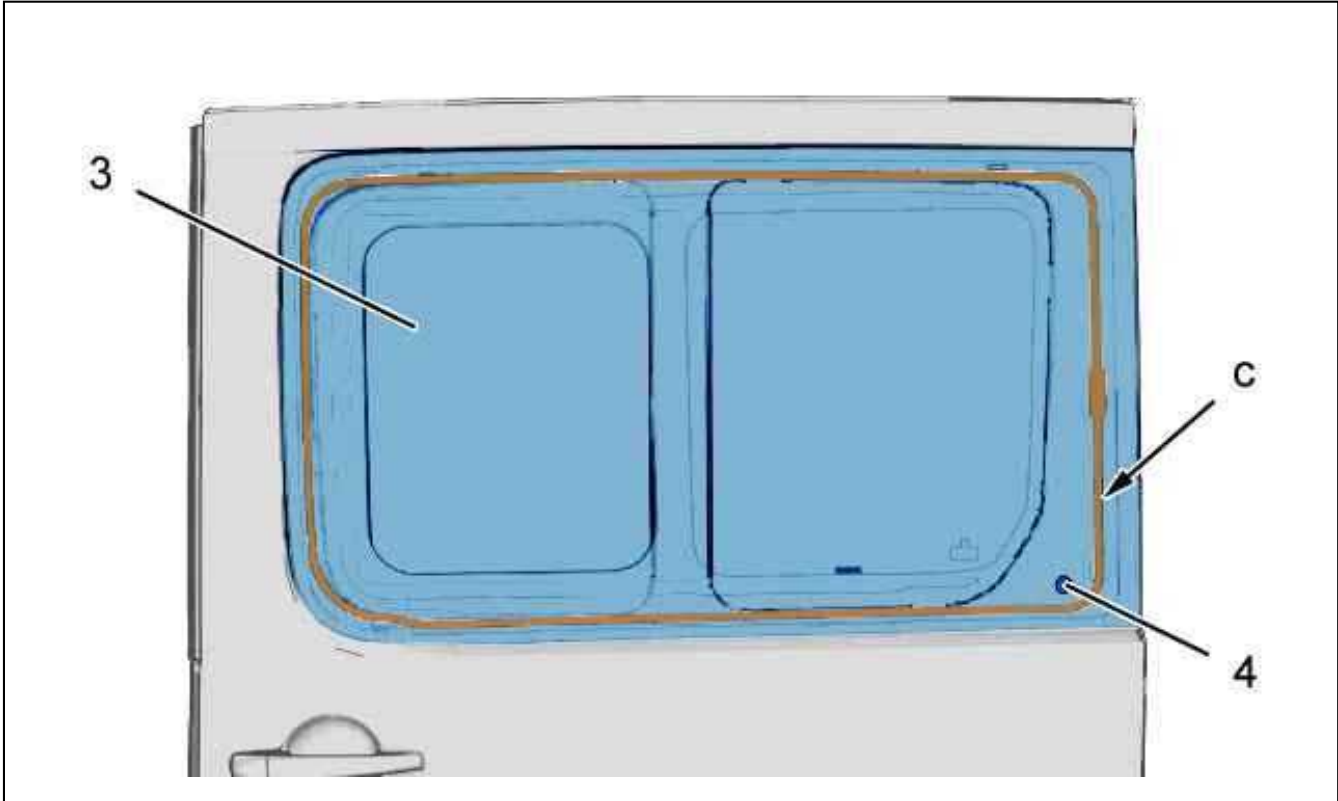


Figure : C4CG0LBD

N.B. : Two people are required to perform the following operation.

N.B. : The indexing pin (4) must be cut.

Cut the sealing adhesive (at "c").

N.B. : At the slightest resistance of the wire while cutting, slacken it and assist it in passing the obstacle (Support shims, excessive thickness of the bead of adhesive or join between panels).

Remove the sliding side door (3) fixed window .

3. Cleaning

3.1. Preparing the sliding side door fixed window

1st case : Reuse of the sliding side door fixed window .

Fit the electric knife [FEIN-400E] with the blade N°146.

Remove the sealing adhesive strip.

Remove any dust using a clean cloth.

Apply the primer on the zones made bare.

2nd case : Fitting a new sliding side door fixed window .

Degrease the edge of the sliding side door fixed window .

Apply the glass primer provided in the bonding kit .
Leave to dry for 10 minutes.

N.B. : Only apply the primer to the zones laid bare.

3.2. Preparation of the aperture

1st case : On residue sealant.

Fit the electric knife [FEIN-400E] with the blade N°146.

Remove the sealing adhesive strip.

Remove any dust using a clean cloth.

2nd case : New component.

Degrease the aperture.

Apply the metal primer provided in the bonding kit part number a3.

Leave to dry for 10 minutes.

4. Refitting

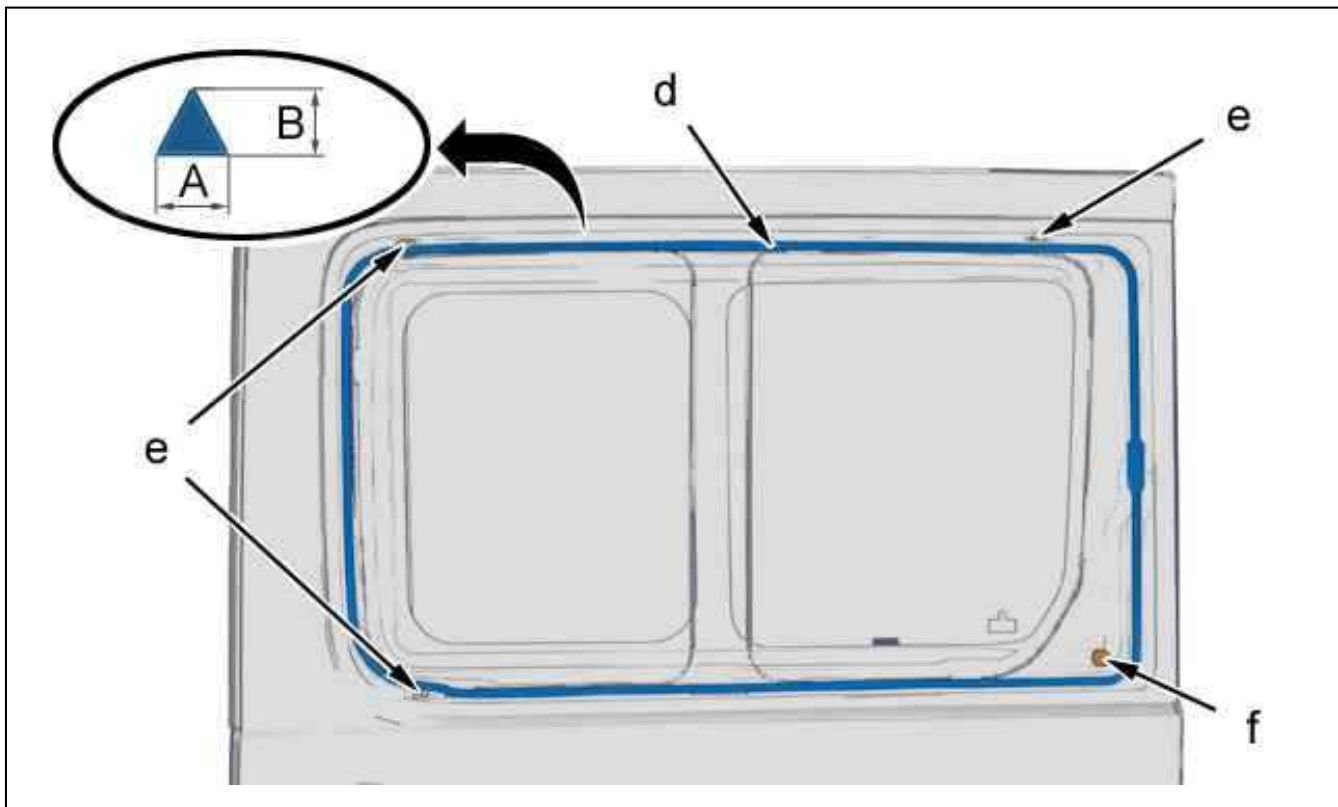


Figure : C4CG0LCD

"A" = 8 mm .

"B" = 12 mm .

Cut the nozzle in triangular section to obtain a bead of sealing adhesive "A" wide and "B" deep.

Apply a bead of sealing adhesive (at "d") to the periphery of the sliding side door fixed window .

Fit the sliding side door fixed window shims (at "e").

Fit the sliding side door fixed window indexing pin (at "f").

N.B. : If a two-pack product is used : The time between the glass fitting to the vehicle and the start of extrusion of the adhesive sealant should not exceed 5 minutes.

Refit the sliding side door fixed window ; Using the hinged suction cups [KIT1-VENT].

Press gently on the periphery of the sliding side door fixed window .

Clean the sliding side door fixed window and its periphery .

Observe the vehicle immobilisation time following fitting of the windscreen recommended by the suppliers of the product used.

Continue the fitting operations in the reverse order to the removal operations.

Check the sealing of the sliding side door fixed window .

Clean the sliding side door fixed window and its periphery .

STRIPPING-ASSEMBLING : FRONT DOOR

1. Recommended tools

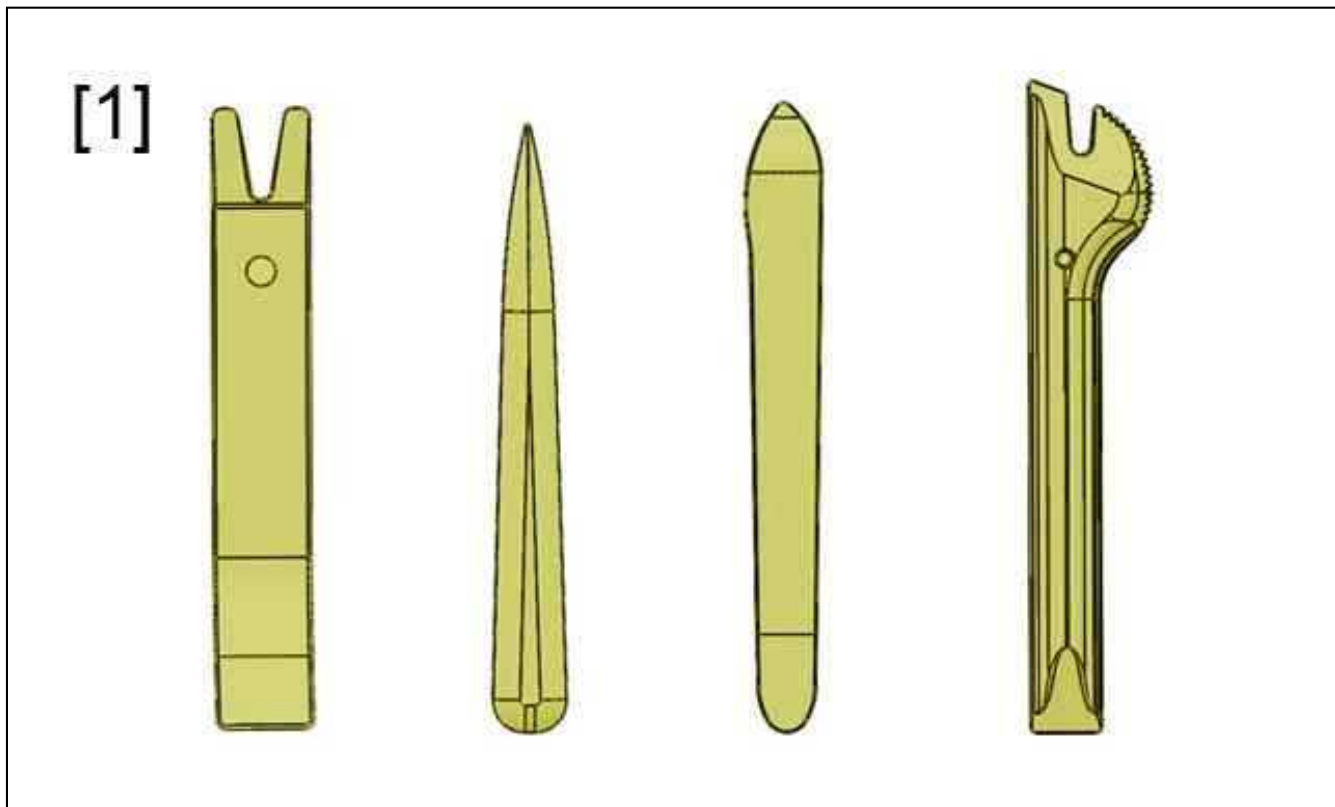


Figure : E5AP30WD

[1] Stripping tool (-).1350-ZZ.

2. Preliminary operations

Perform the following operations :

- Remove the ignition key
- Wait at least 3 minutes before disconnecting the battery
- Disconnect the battery negative terminal

3. Stripping

Open the door.

3.1. Electric window switch assembly

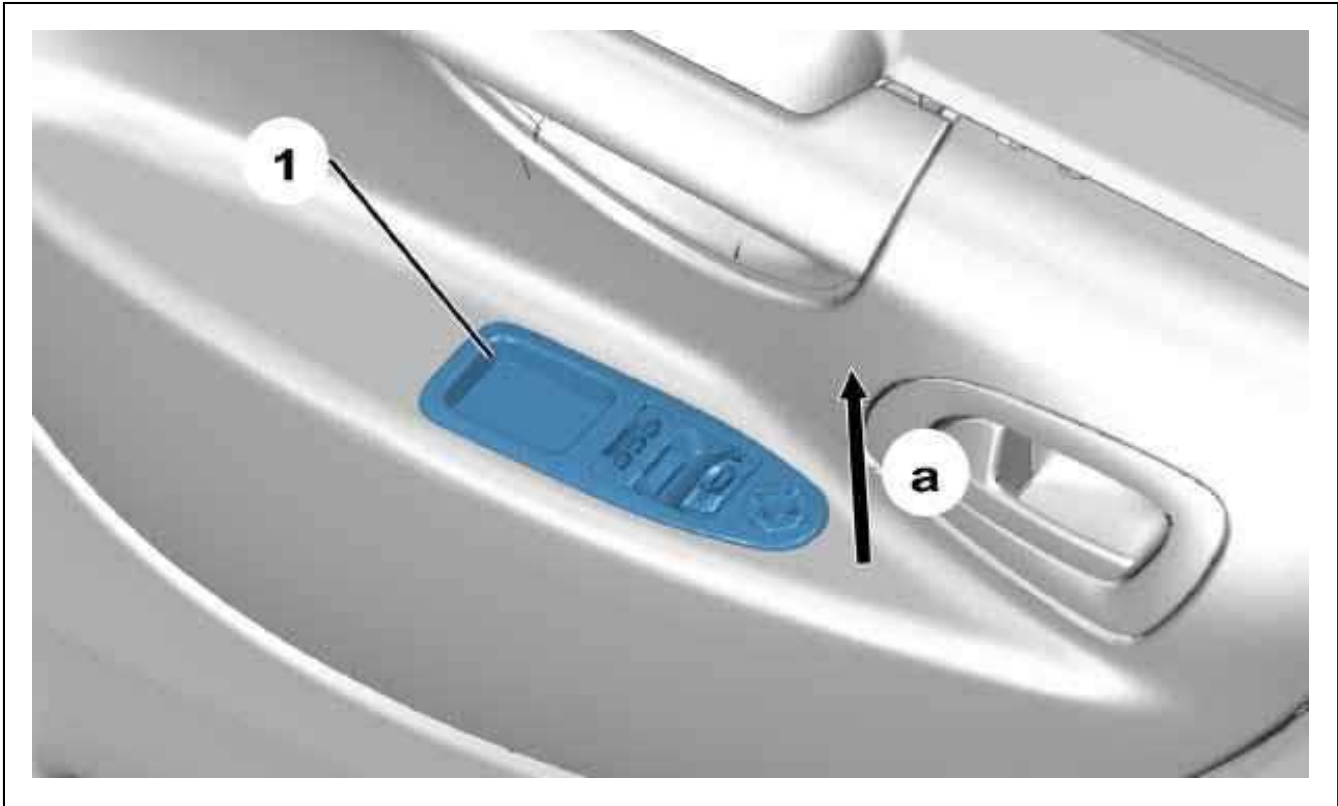


Figure : C4CP2G6D

Unclip the electric window control (1) (following "a") ; Using tool [1].
Partially detach the electric window control (1).

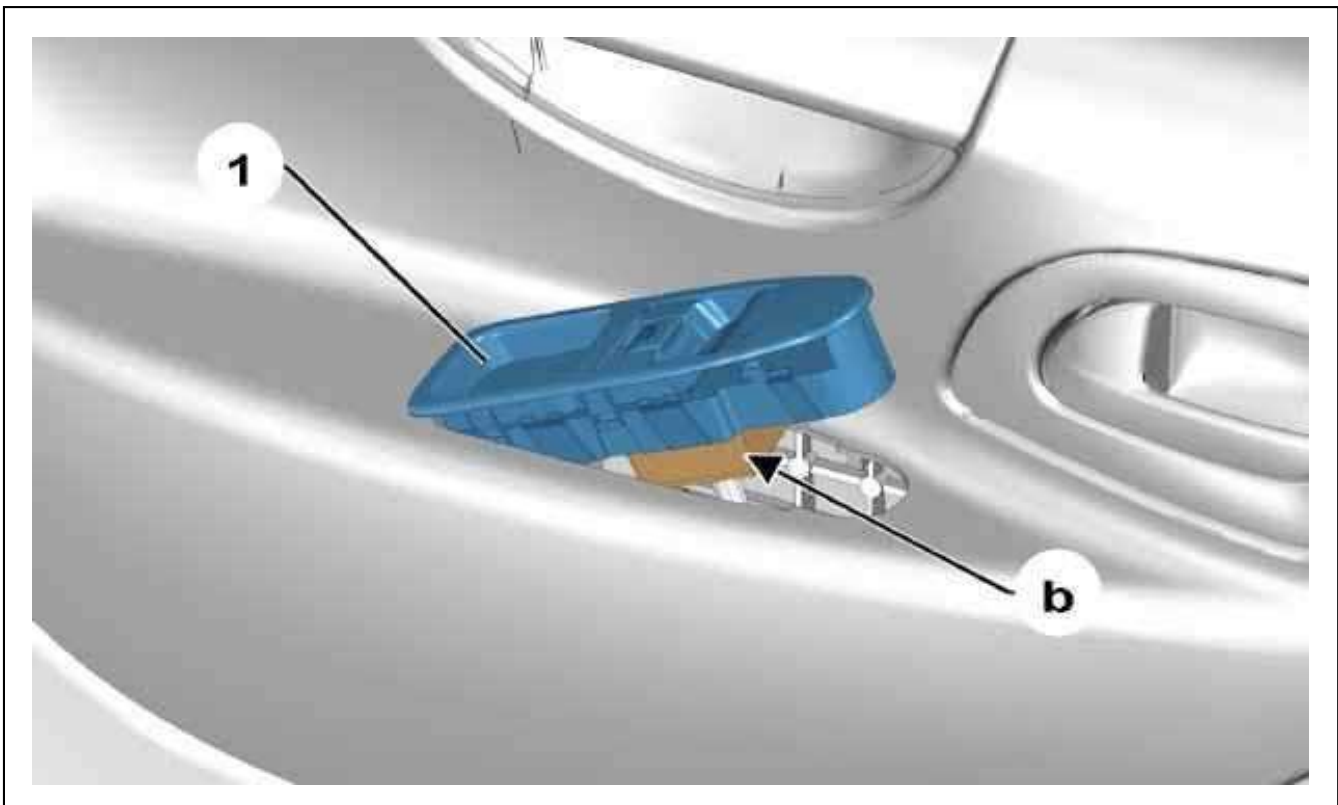


Figure : C4CP2G7D

Disconnect the connector (at "b").

Remove the electric window control (1).

3.2. Door trim pad

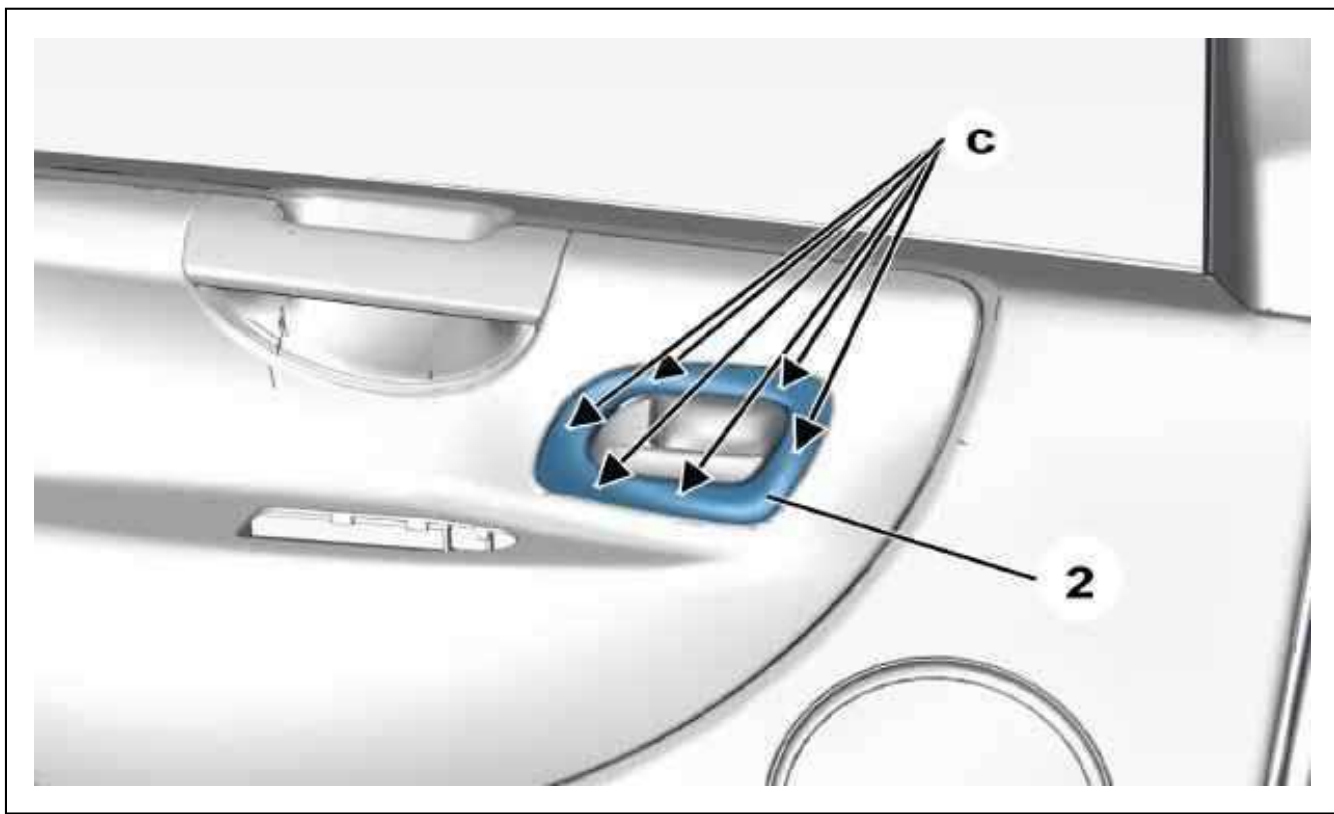


Figure : C4CP2G8D

Unclip the handle trim (2) (at "c") ; Using tool [1].

Remove the handle trim (2).

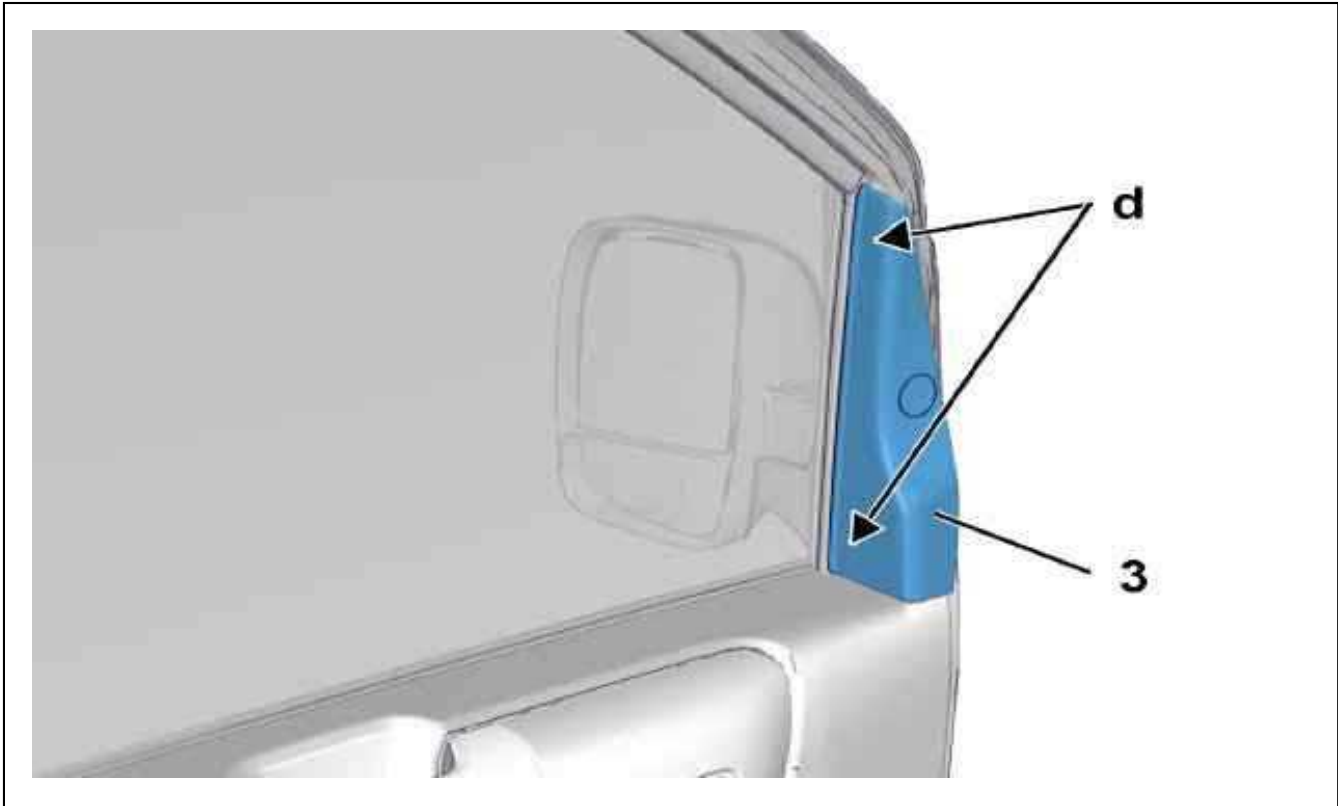


Figure : C4CP2G9D

Unclip the interior window corner (3) (at "d").
Remove the interior window corner (3).

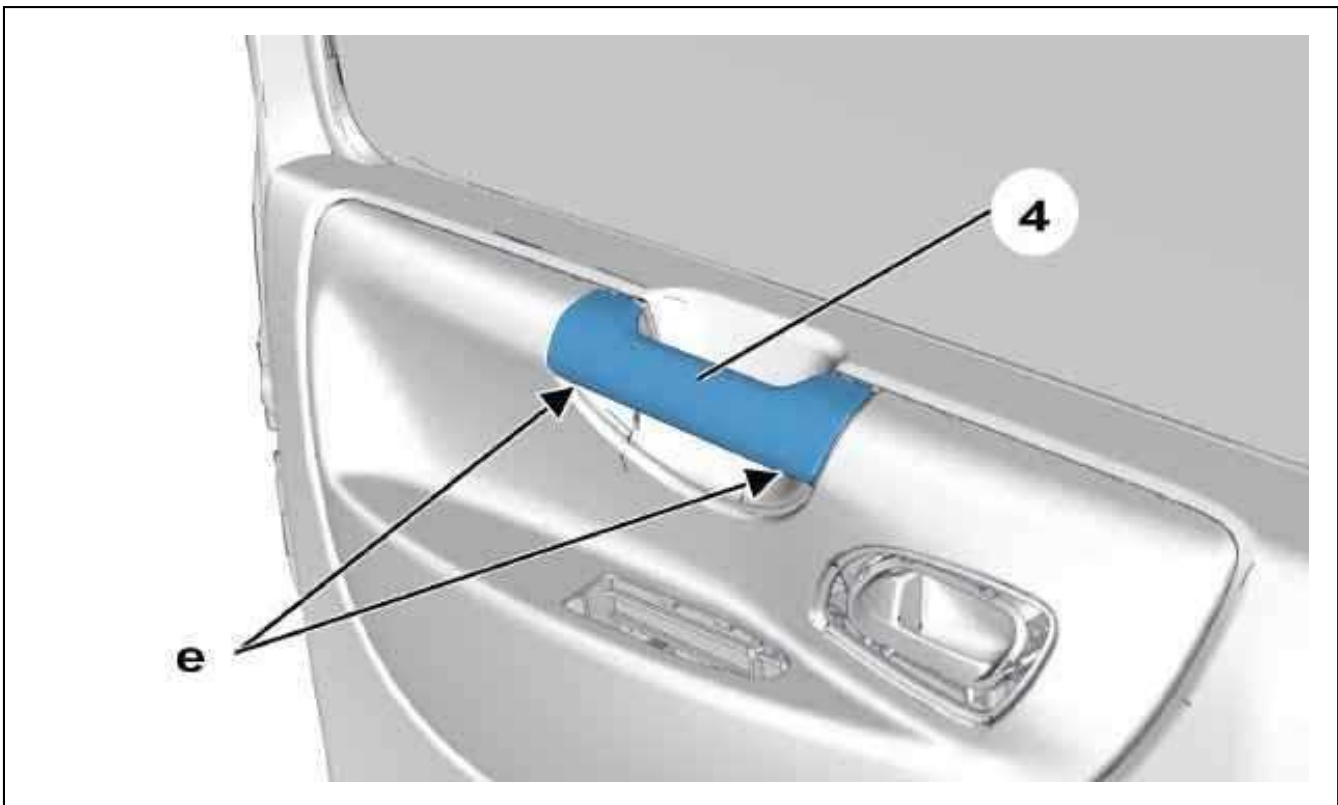


Figure : C4CP2GAD

Unclip the door trim pad upper handle trim (4) (at "e") ; Using tool [1].

Remove the door trim pad upper handle trim (4).

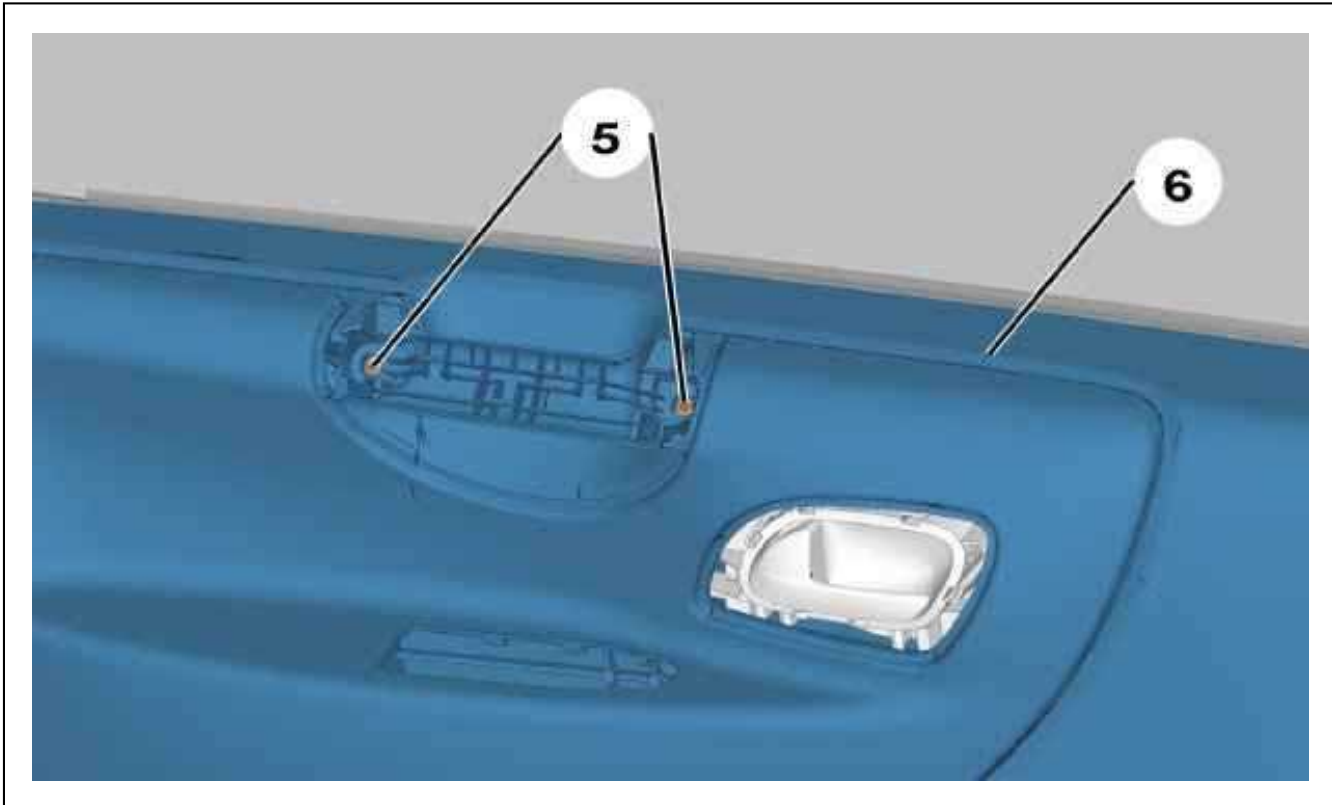


Figure : C4CP2GBD

Remove the door trim pad (6) bolts (5).

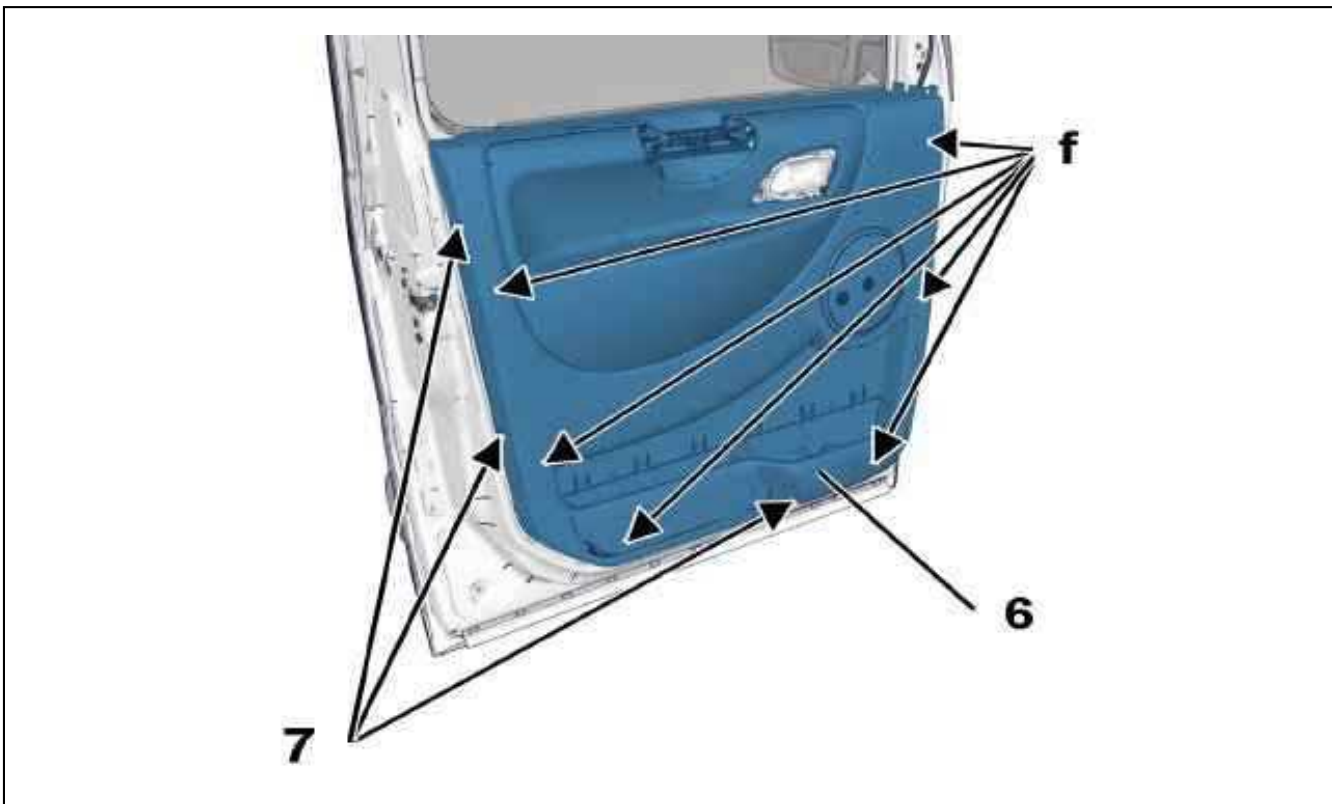


Figure : C4CP2GCD

Remove the bolts (7).

Unclip the door trim pad (6) (at "f").

Remove the door trim pad (6).

N.B. : Prepare for the replacement of the clips (if necessary).

3.3. Exterior mirror

Remove the exterior rear view mirror .

3.4. Interior opening control

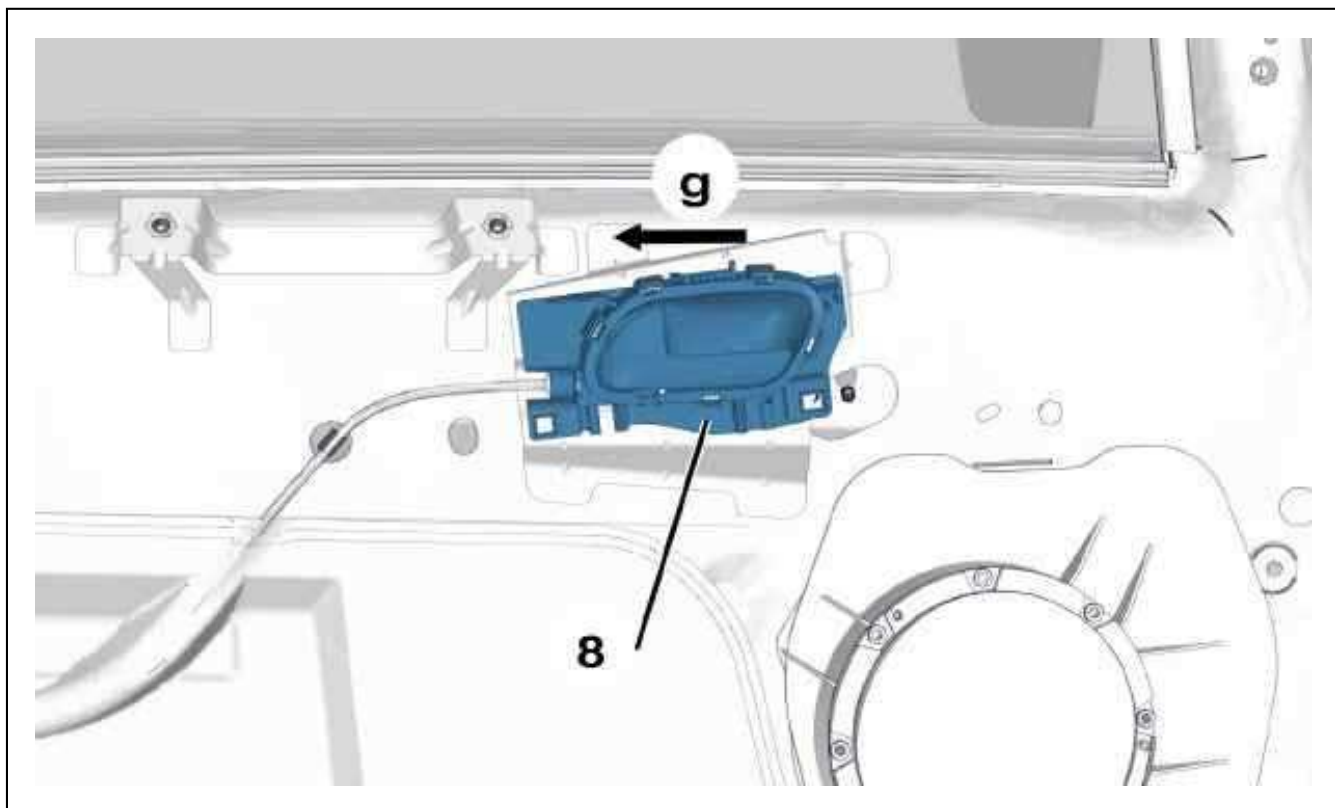


Figure : C4CP2GDD

Partially detach the interior control handle (8) (following "g").

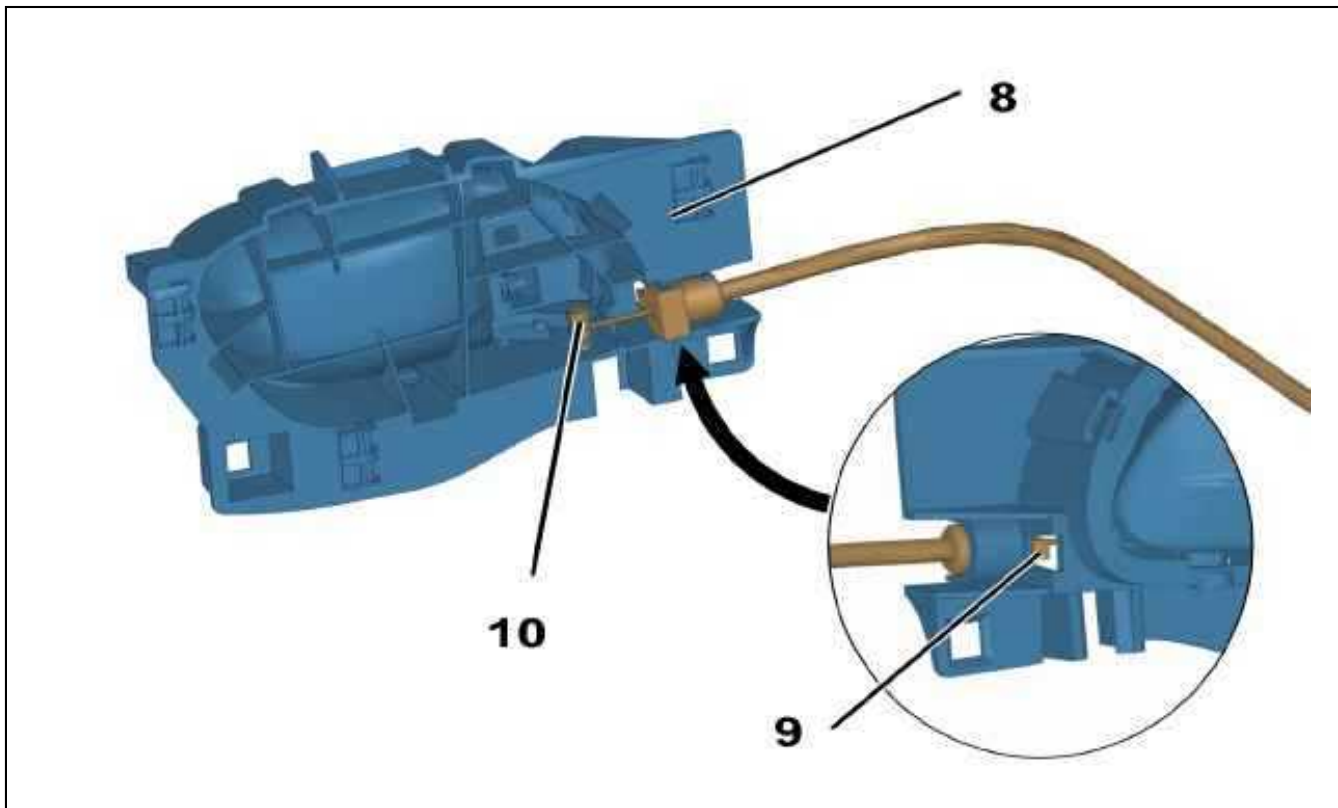


Figure : C4CP2GED

Detach the sheath stop (9).

Disengage the end of the control cable (10).

Remove the interior control handle (8).

3.5. Speaker

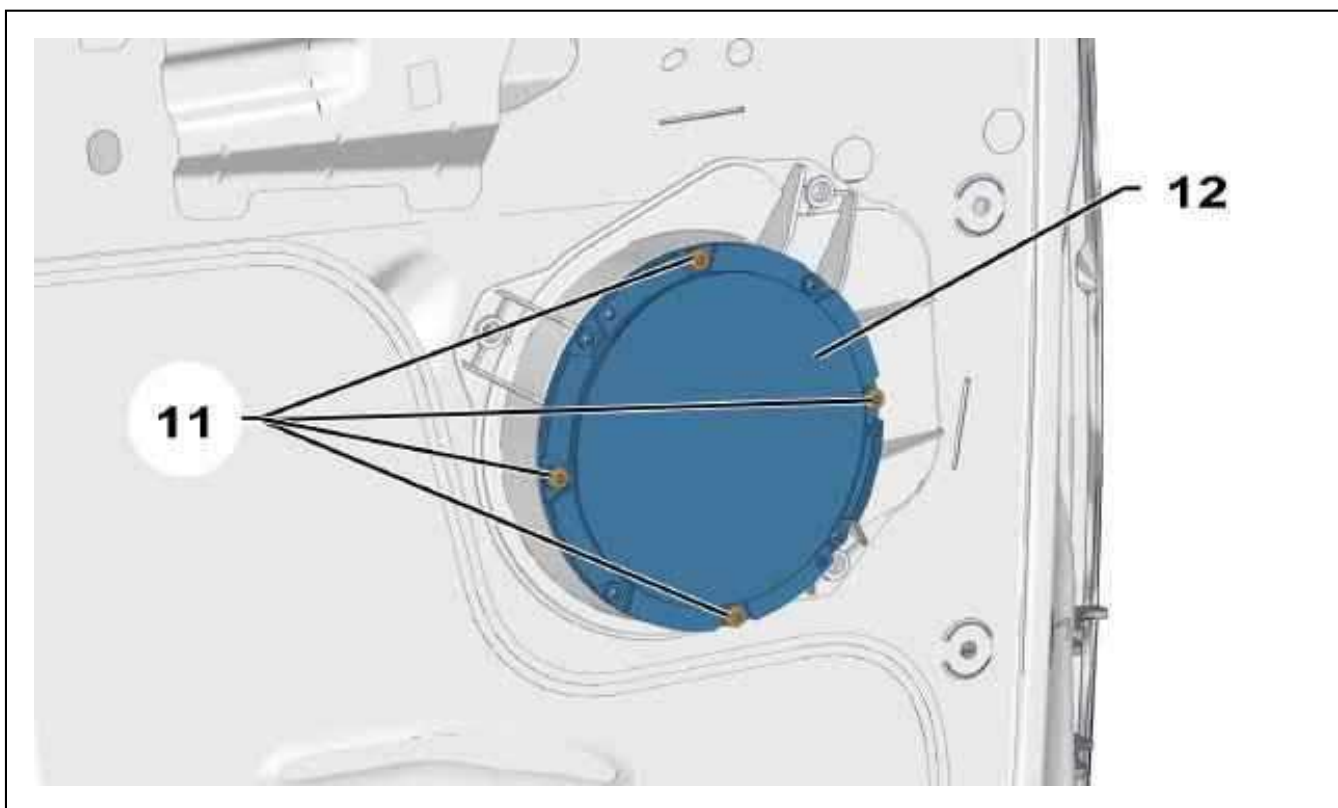


Figure : C4CP2GFD

Remove the bolts (11).
 Detach the speaker (12) towards you.
 Disconnect the speaker (12) connector.
 Remove the speaker (12).

3.6. Support and speaker assembly

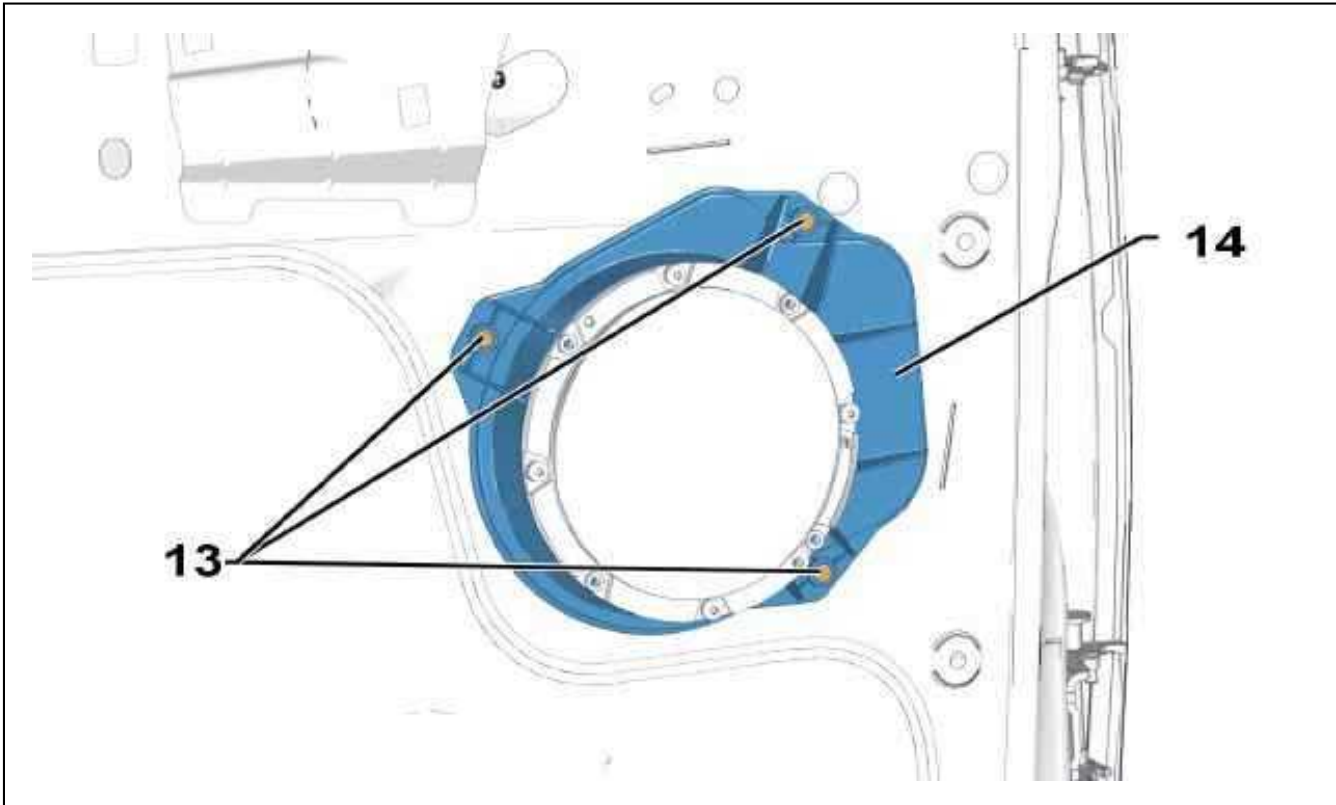


Figure : C4CP2GGD

Drift out the rivet studs before drilling out.
 Drill the rivet heads (13) with a 6 mm dia. drill.
 Detach the support and speaker assembly (14).
 Disconnect the speaker connector.
 Remove the speaker and support (14) assembly.
 Drill the bodies of the remaining rivets.

N.B. : Vacuum out the bottom of the door to extract the rivet waste.

3.7. Front window mechanism

Remove the front window mechanism .

3.8. Front side door window

Remove the front side door window .

3.9. Door lock

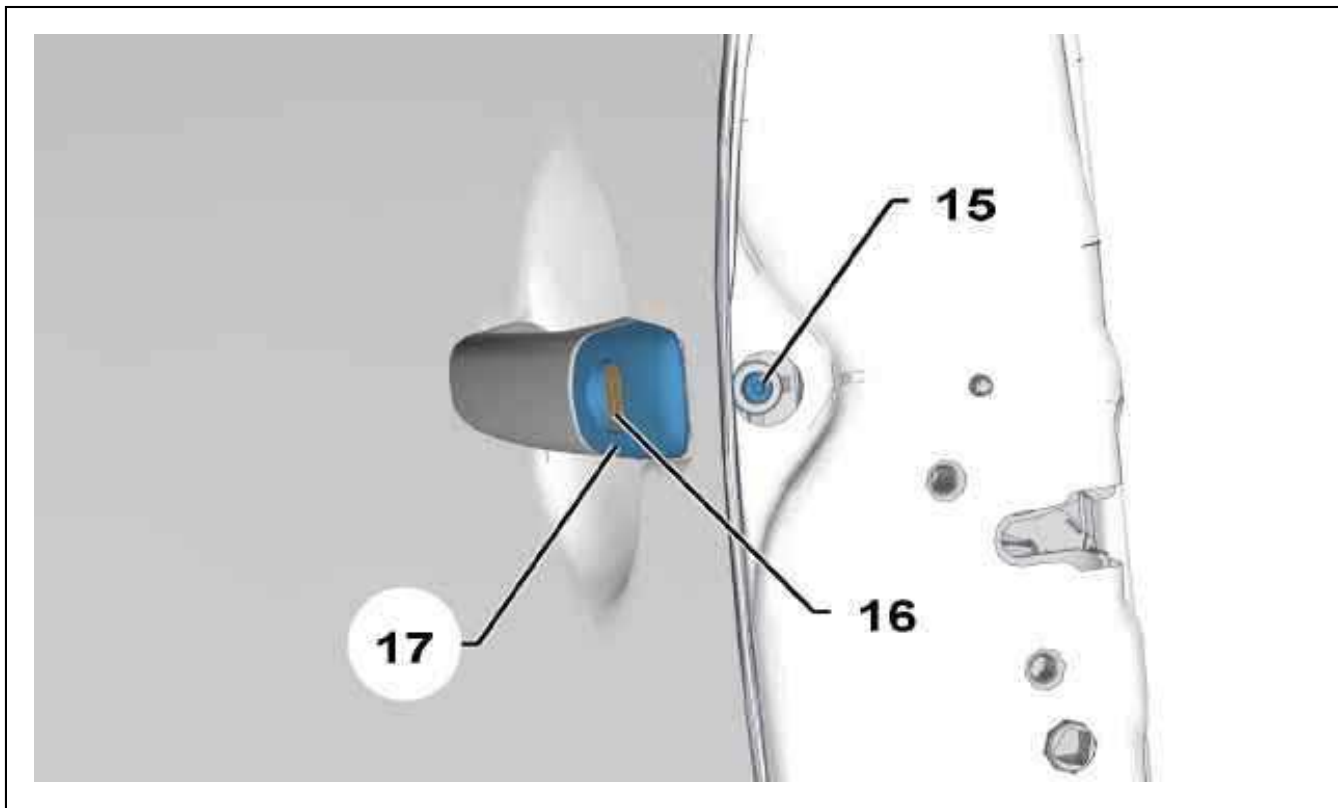


Figure : C4CP2GHD

Slacken the bolt (15).

Unclip the trim (17) ; Using tool [1].

Remove the trim (17).

Detach and remove the door lock (16).

N.B. : Removal of the trim (17) is not necessary in order to remove the door lock (16).

3.10. Door handle

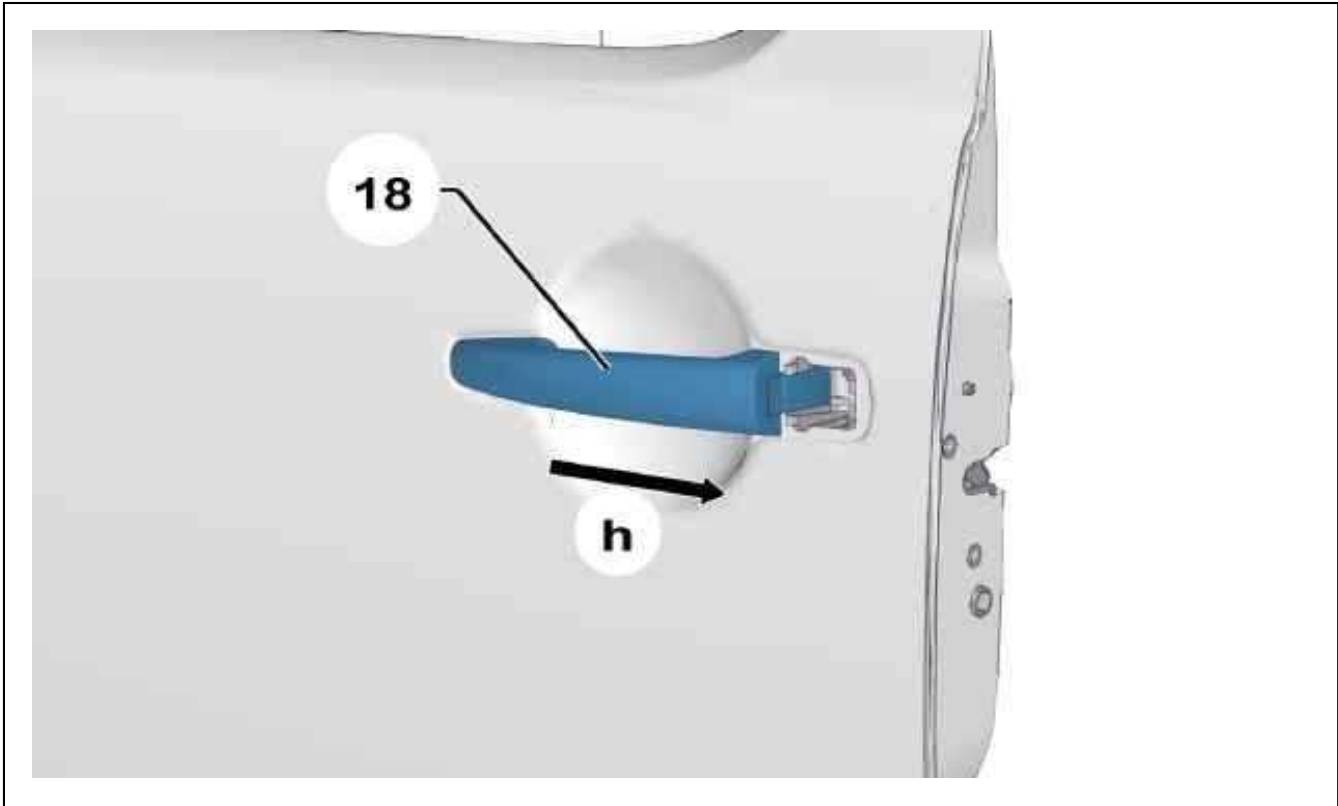


Figure : C4CP2GJD

Open the exterior handle (18) fully.
Disengage the exterior handle (18) (following "h").
Remove the exterior handle (18).

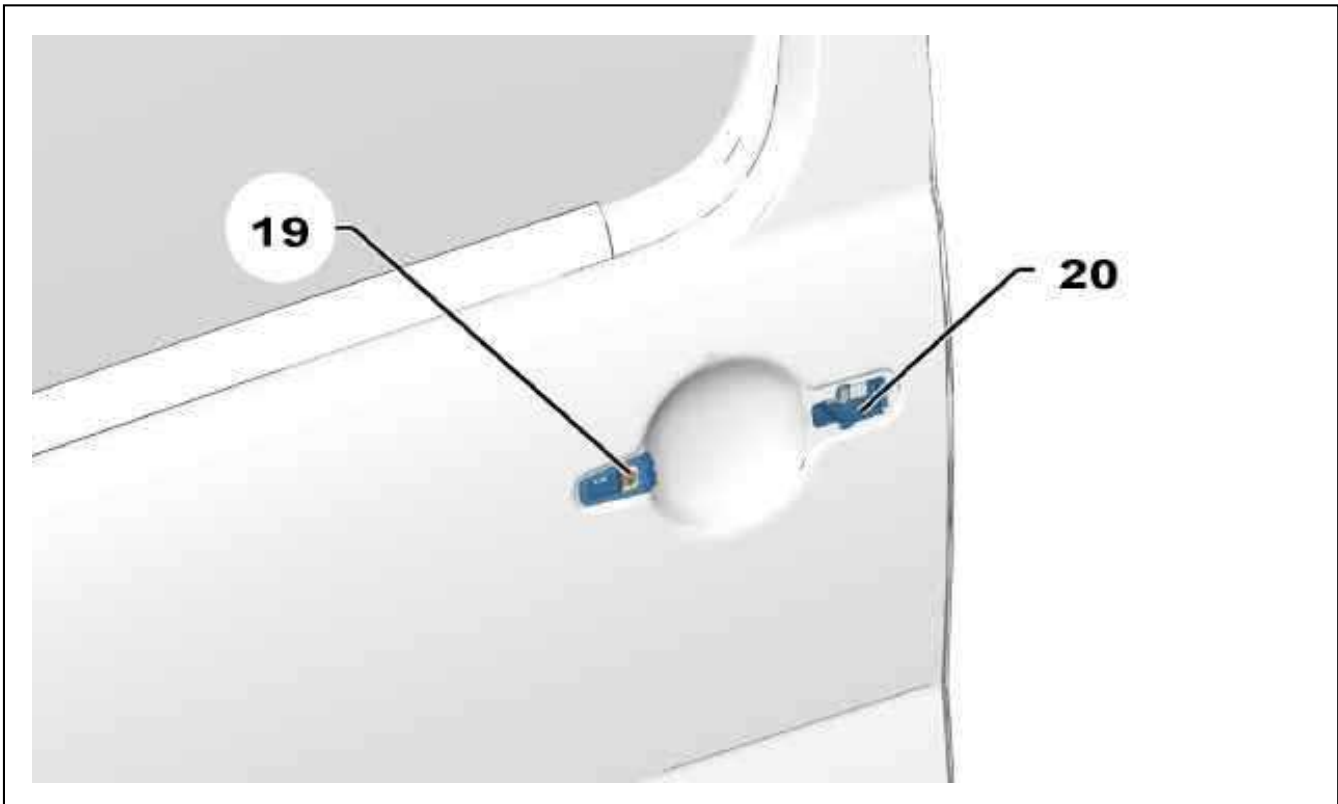


Figure : C4CP2GKD

Remove :

- The (19) bolt
- The exterior opening handle support (20)

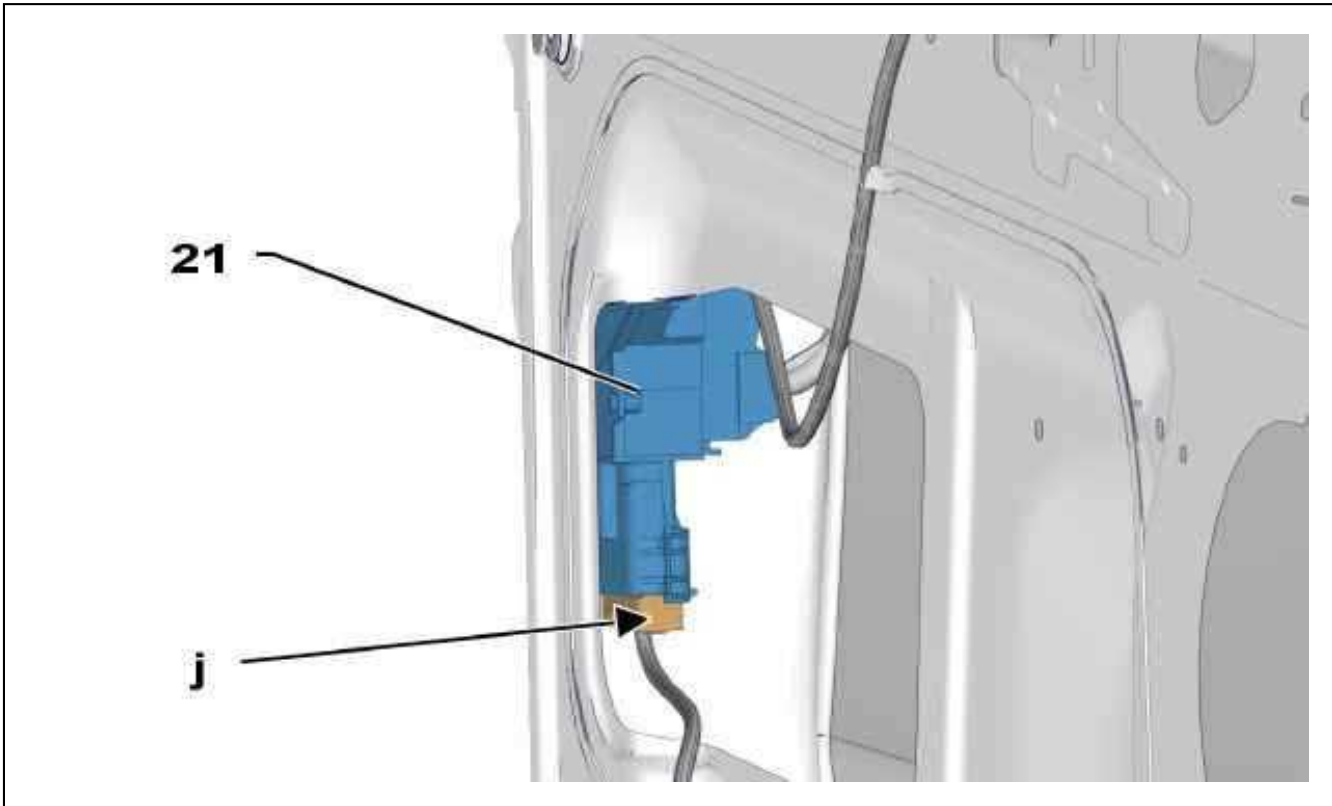


Figure : C4CP2GLD

Disconnect the catch (21) connector "j".

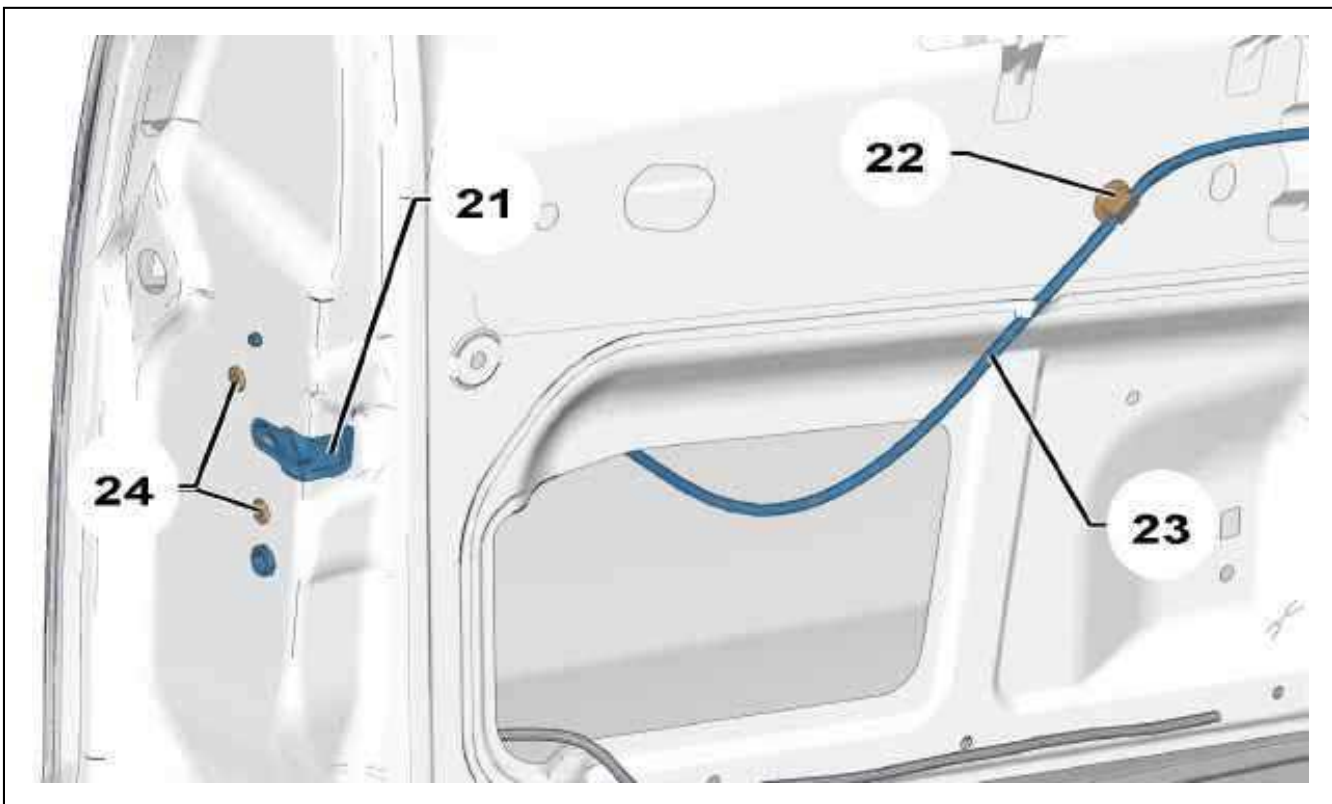


Figure : C4CP2GMD

Unclip the cable sleeve (23) clip (22).

Remove :

- The bolts (24)
- The catch (21) (Via the aperture in the door)

3.11. Electrical harness

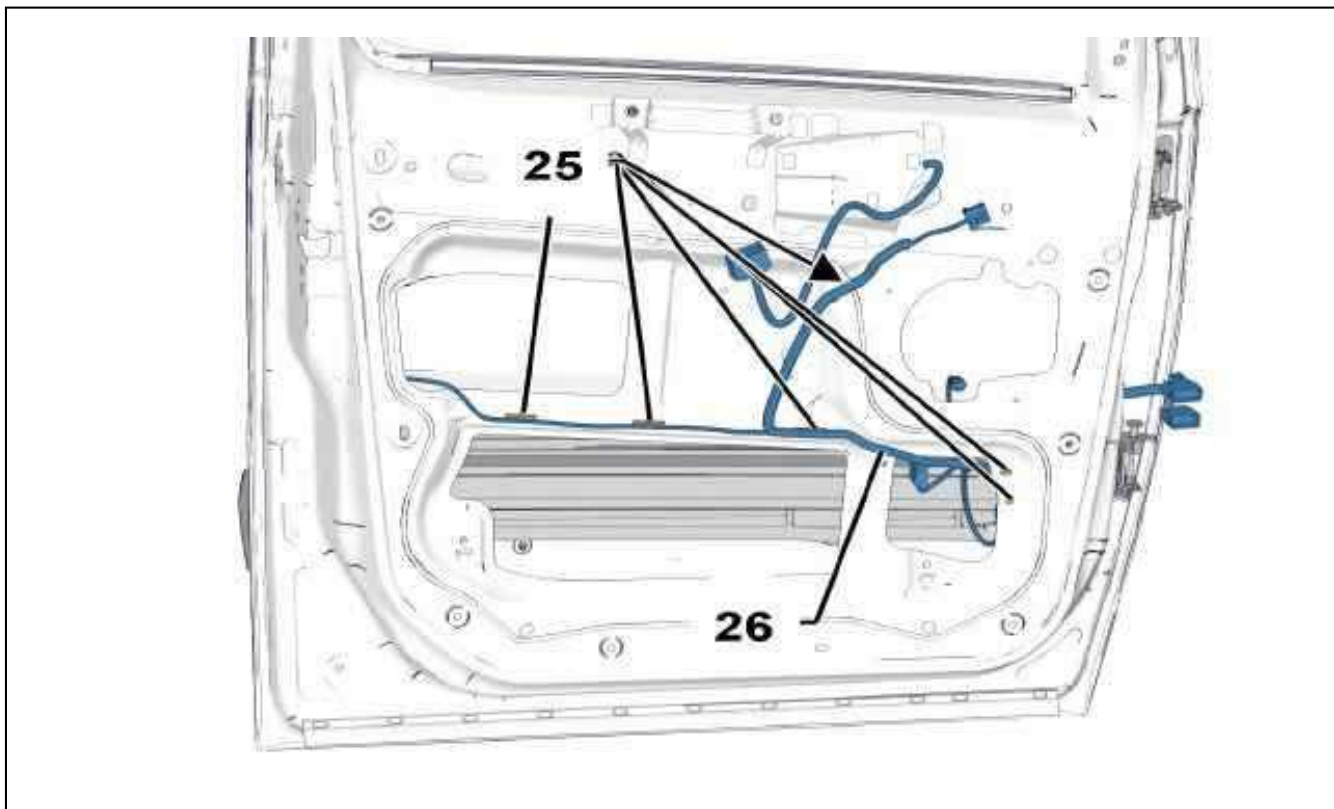


Figure : C4CP2GND

Unclip the clips (25) ; Using tool [1].

Remove the electric harness (26).

3.12. Door dirt seal

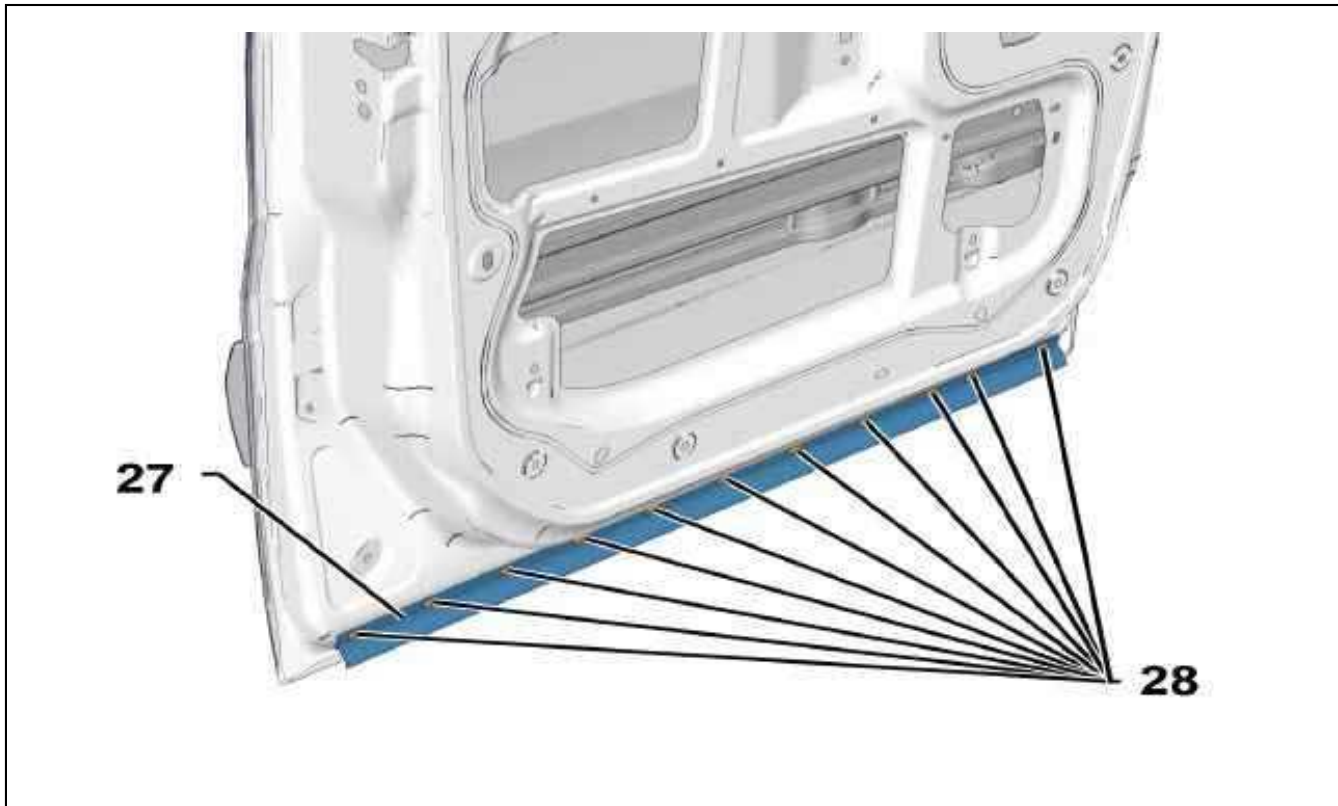


Figure : C4CP2GPD

Unclip the clips (28) ; Using tool [1].

Remove the dirt seal (27).

N.B. : Prepare for the replacement of the clips (if necessary).

3.13. Side protection strip

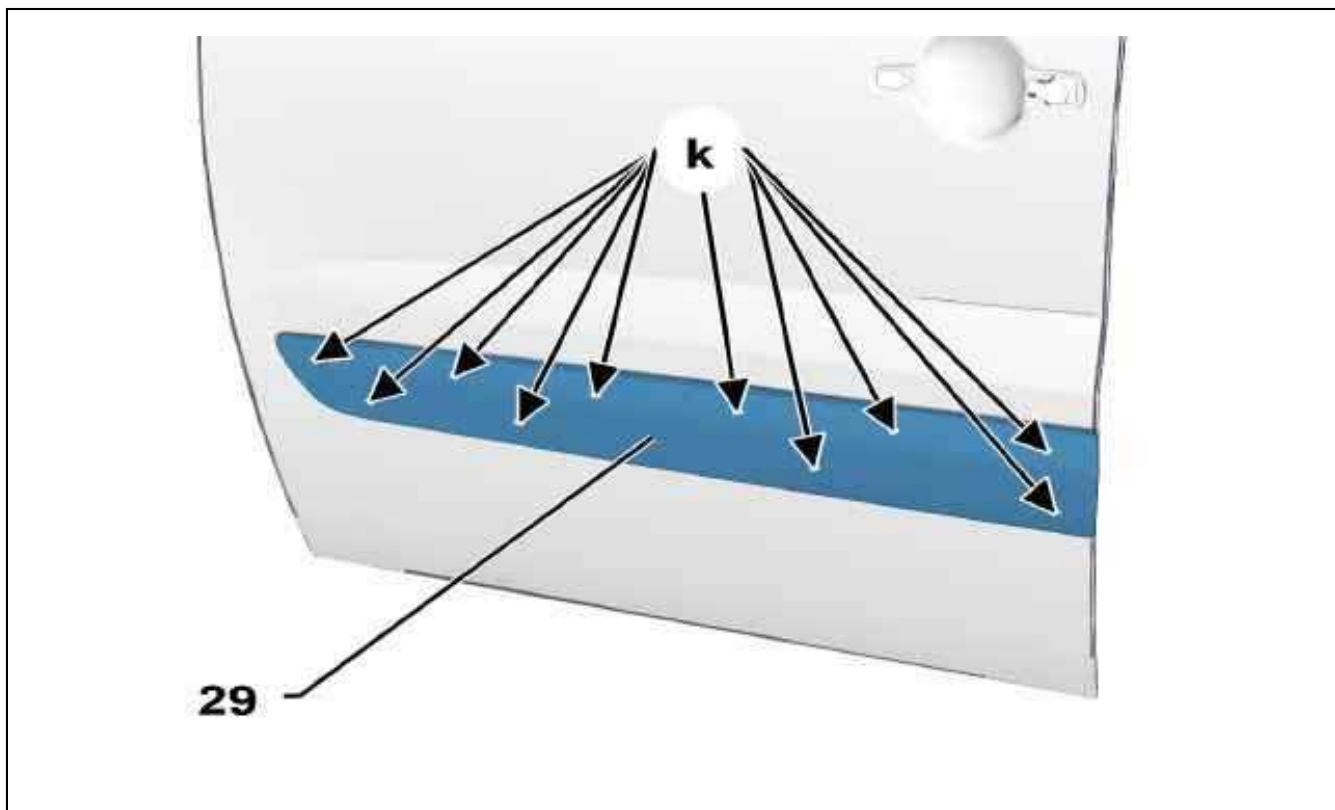


Figure : C4CP2GQD

Unclip the side protection strip (29) (at "k") ; Using tool [1].
Remove the side protection strip (29).

N.B. : Prepare for the replacement of the clips .

4. Re-assembling

Carry out the re-trim operations in the reverse order to the stripping operations.
Tighten the bolts (24) to $1,8 \pm 0,4$ daN.m.

CAUTION : Perform the operations to be carried out following reconnection of the battery ⓘ .

Reconnect the battery.
Check all the equipment works.

STRIPPING-ASSEMBLING : THE SIDE SLIDING DOOR (VAN VERSION)

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

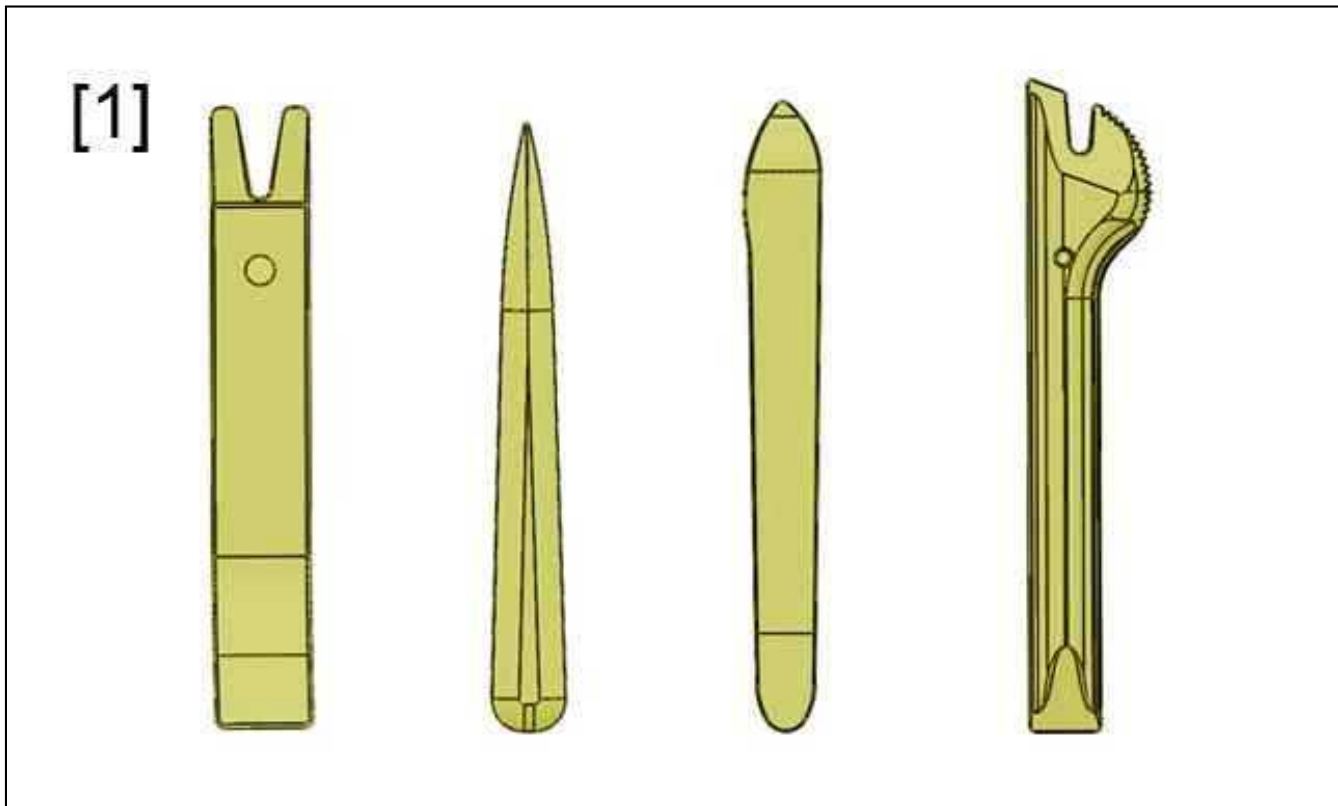


Figure : E5AP30WD

[1] Stripping tools (-).1350-ZZ.

2. Preliminary operation

Perform the following operations :

- Remove the ignition key
- Wait at least 3 minutes before disconnecting the battery
- Disconnect the battery negative terminal

Remove :

- The sliding side door ⓘ
- The sliding door window ⓘ (according to equipment) ⓘ

3. Stripping

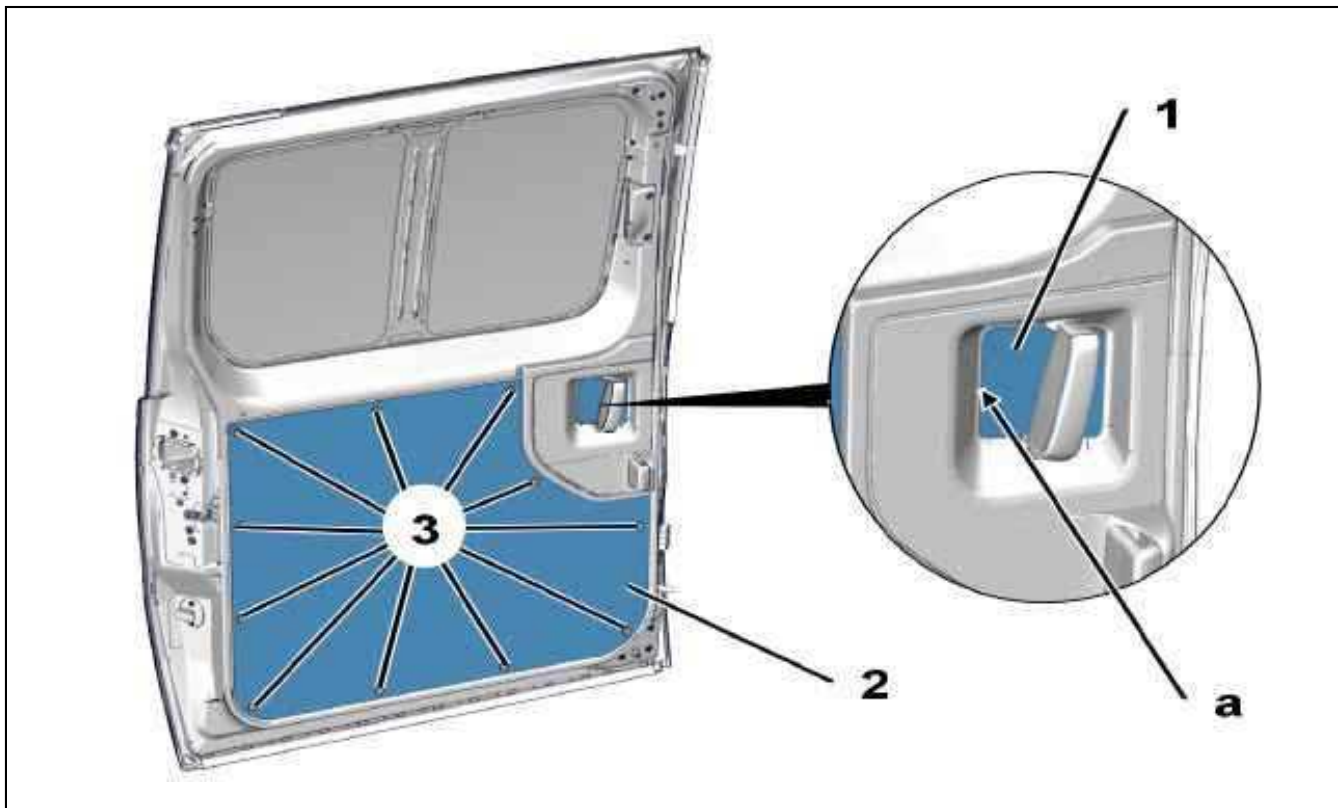


Figure : C4CP2L7D

Unclip the cover (1) (at "a") ; Using tool [1].

Remove the cover (1).

Unclip the sliding side door panel (2) clips (3) ; Using tool [1].

Remove the sliding side door panel (2).

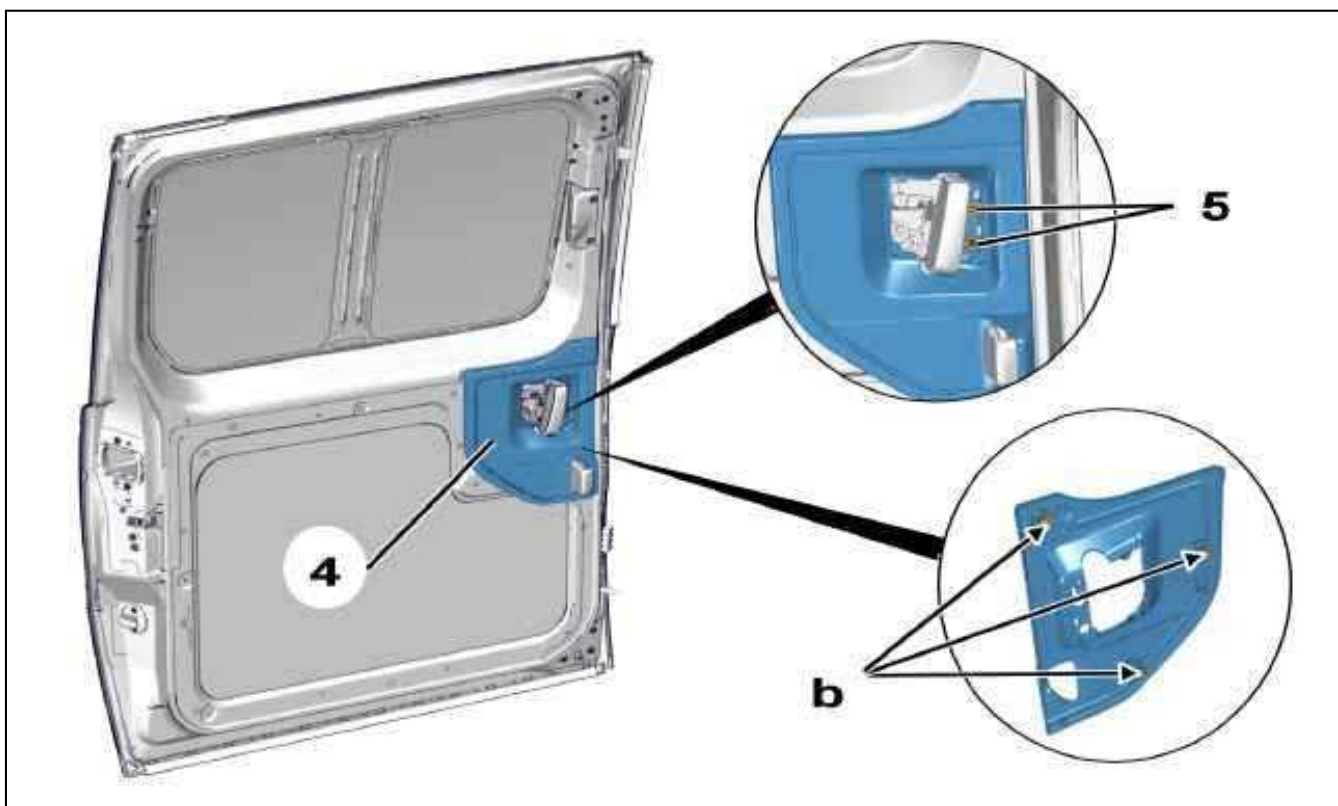


Figure : C4CP2L8D

Remove the bolts (5).

Unclip the trim (4) (at "b") ; Using tool [1].

Remove the trim (4).

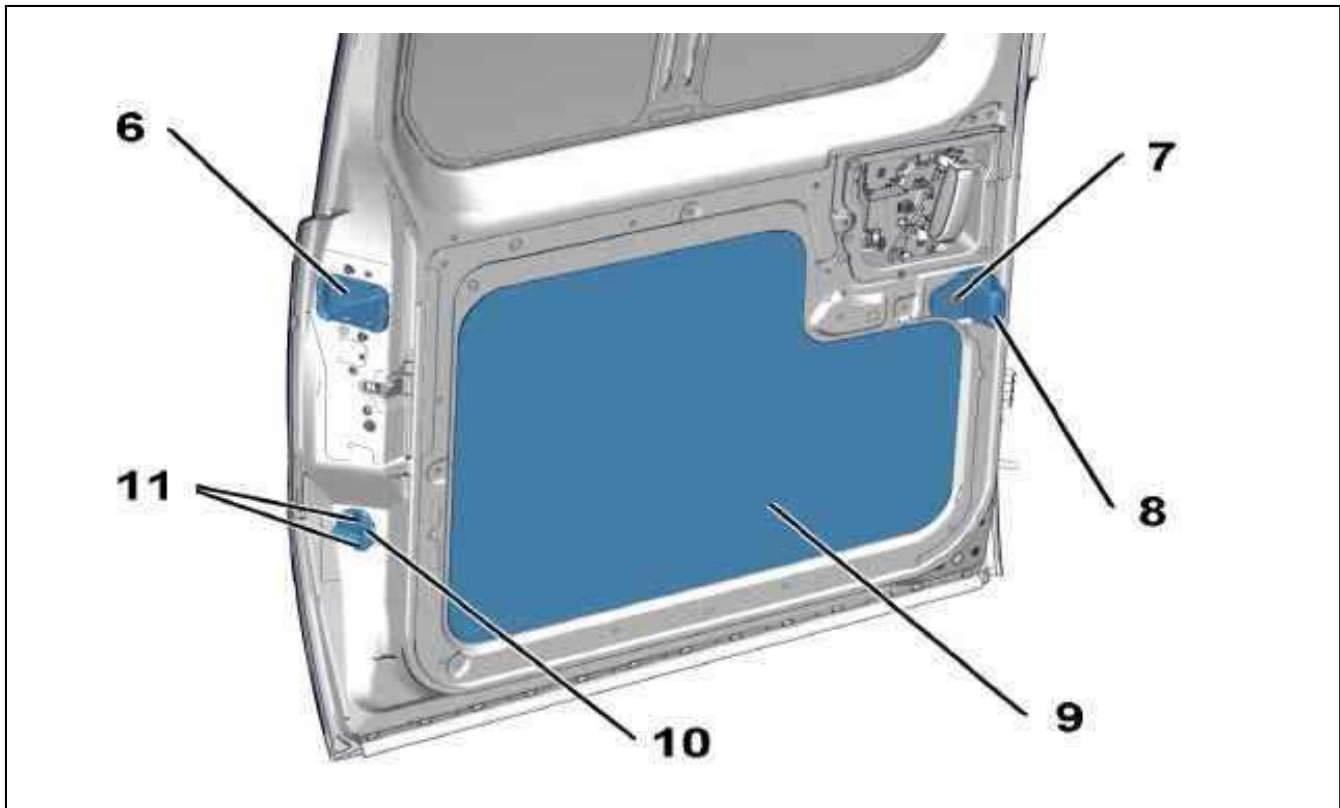


Figure : C4CP2L9D

Remove :

- Seal (6)
- The (7) bolt
- The stop (8)
- The bolts (11)
- The guide (10)
- The sealing sheet (9)

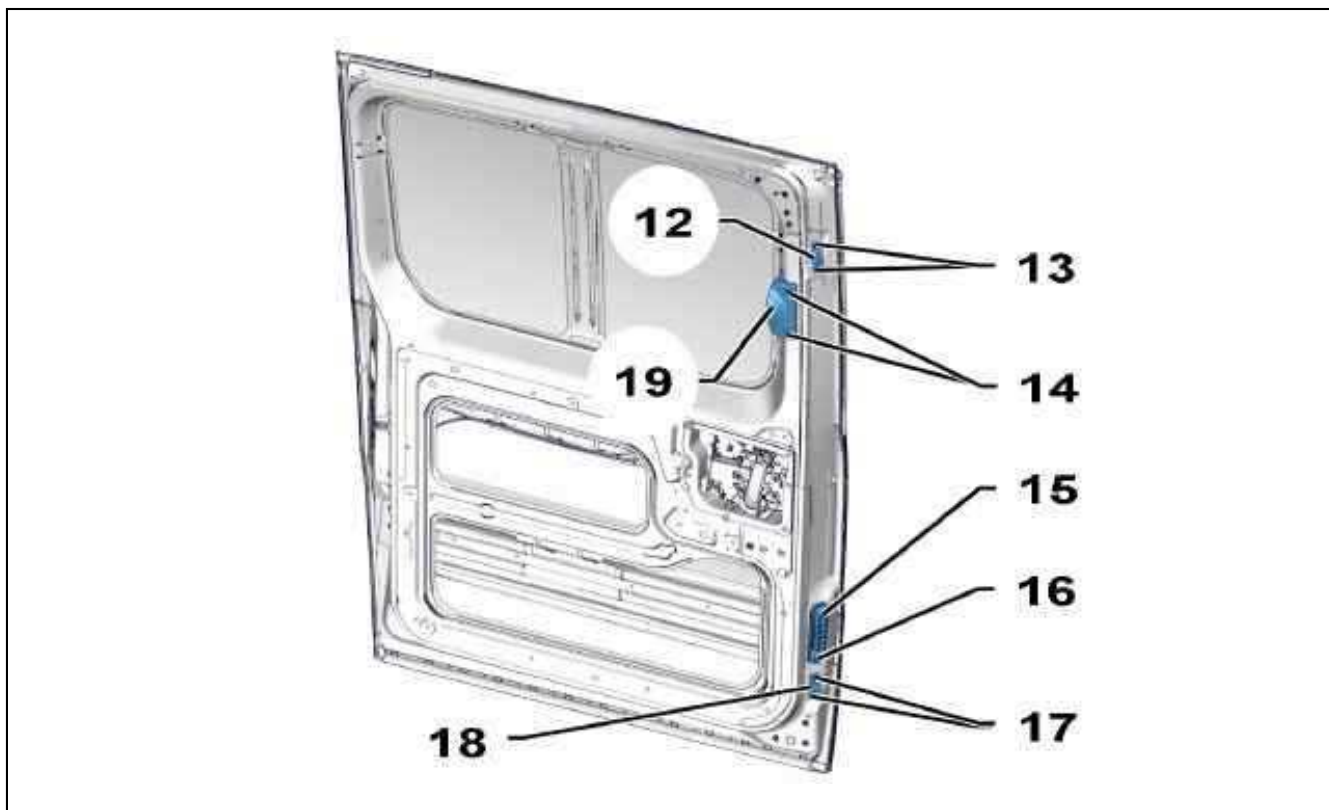


Figure : C4CP2LAD

Remove :

- The 2 bolts (13)
- The guide (12)
- The 2 bolts (14)
- The handle (19)
- The (16) bolt
- The sliding door switch (15)
- The 2 bolts (17)
- The guide (18)

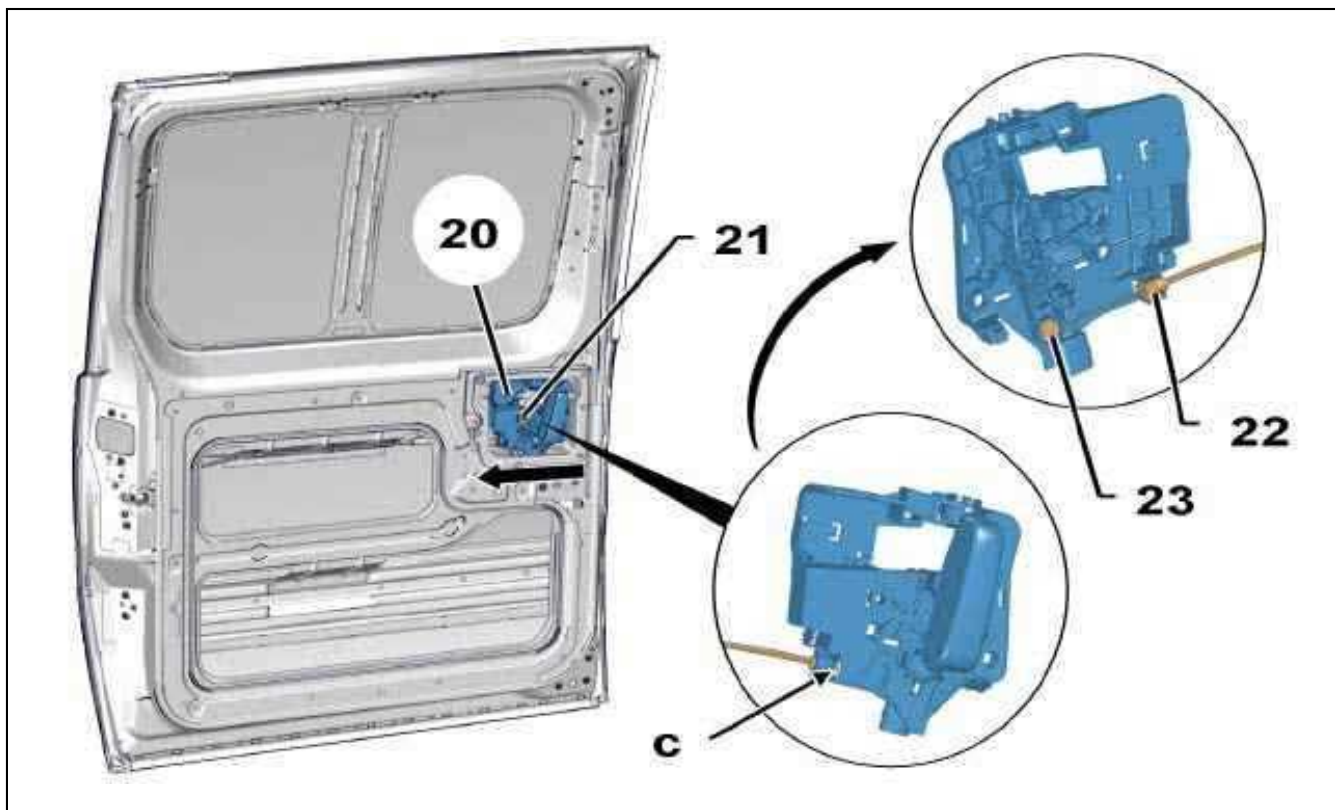


Figure : C4CP2LBD

Remove bolts (21).

Disengage the interior handle control (20) (following the arrow).

Detach the sheath stop (22) (at "c").

Remove :

- The cable (23)
- The interior handle (20)

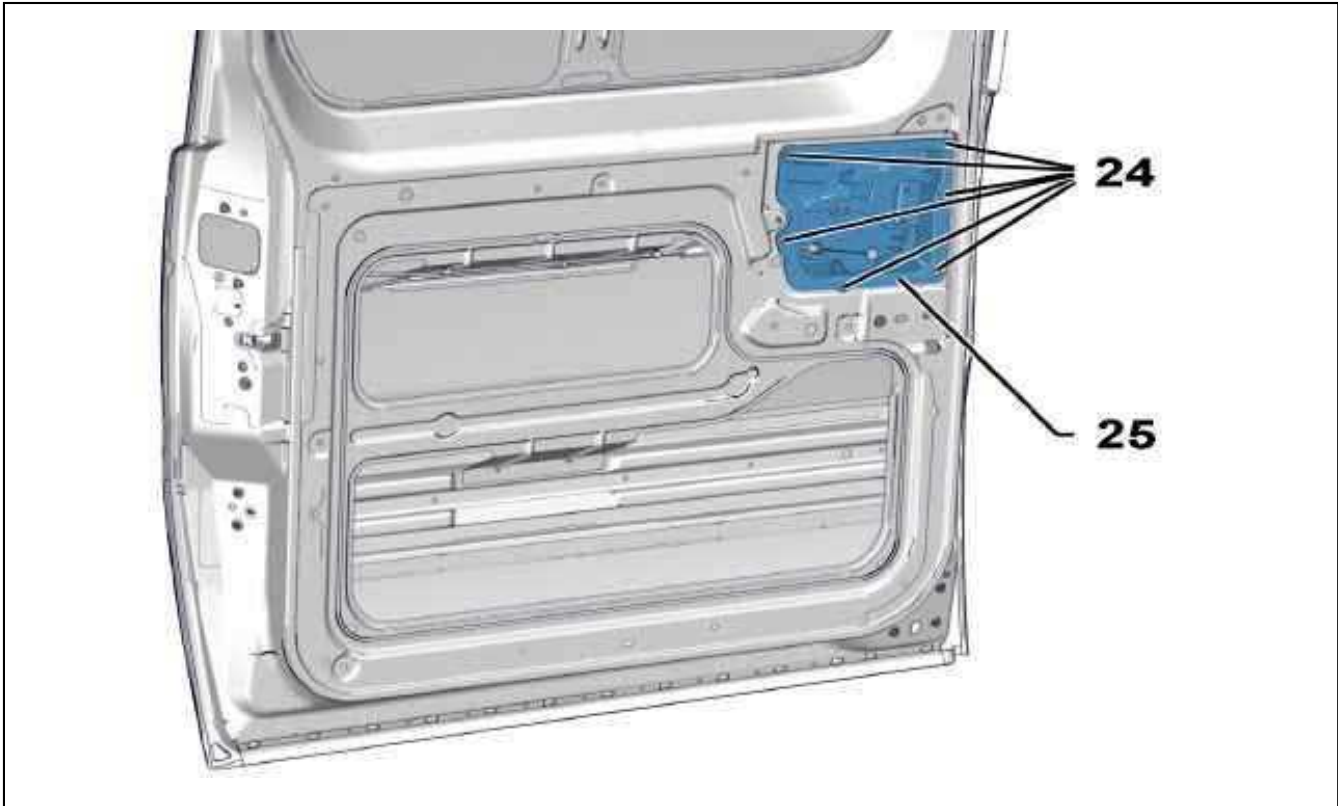


Figure : C4CP2LCD

Drift out the rivet studs before drilling out.
Drill out the rivet heads (24) ; Using a drill with a 6 mm dia. bit.
Remove the interior handle control support (25).
Drill the bodies of the remaining rivets.
Vacuum out the bottom of the door to extract the rivet waste.

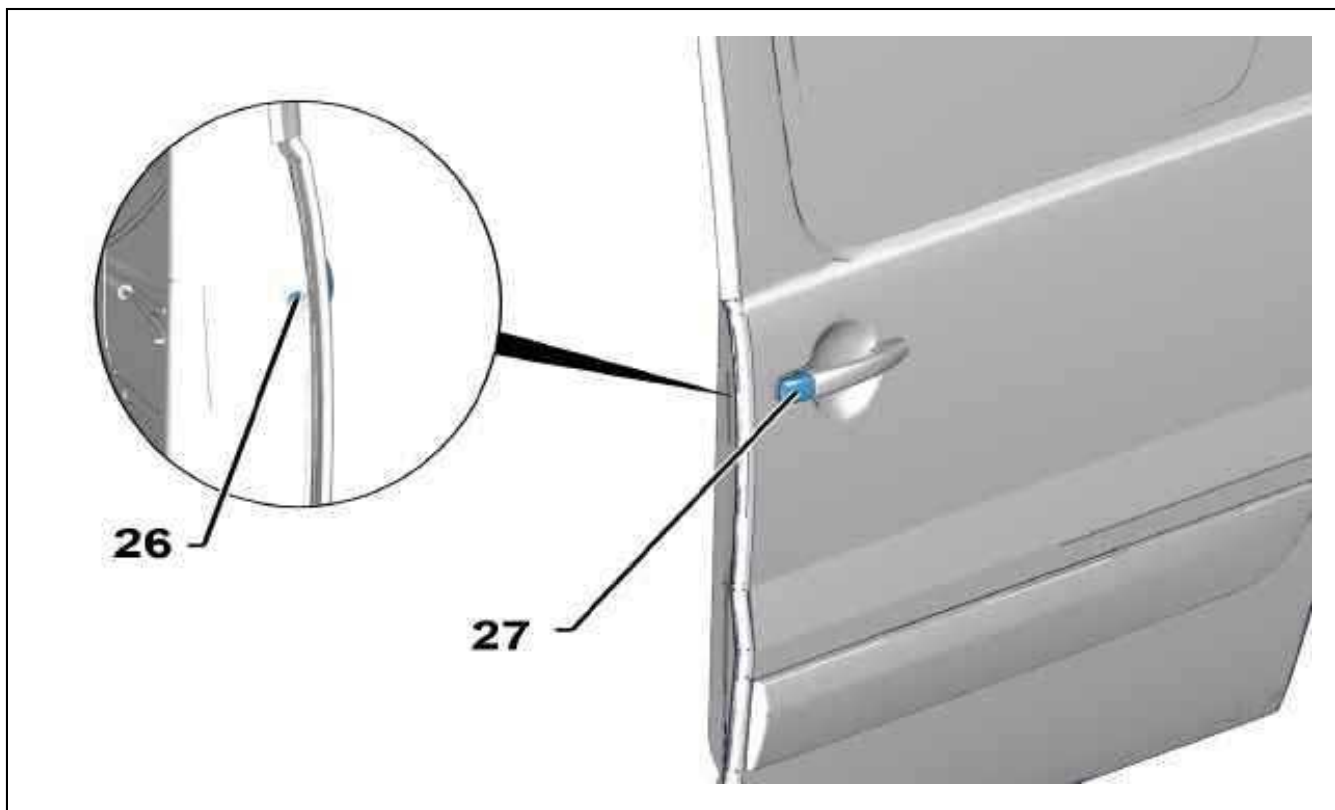


Figure : C4CP2LDD

Slacken the bolt (26).
Unclip the trim (27) ; Using tool [1].
Remove the trim (27).

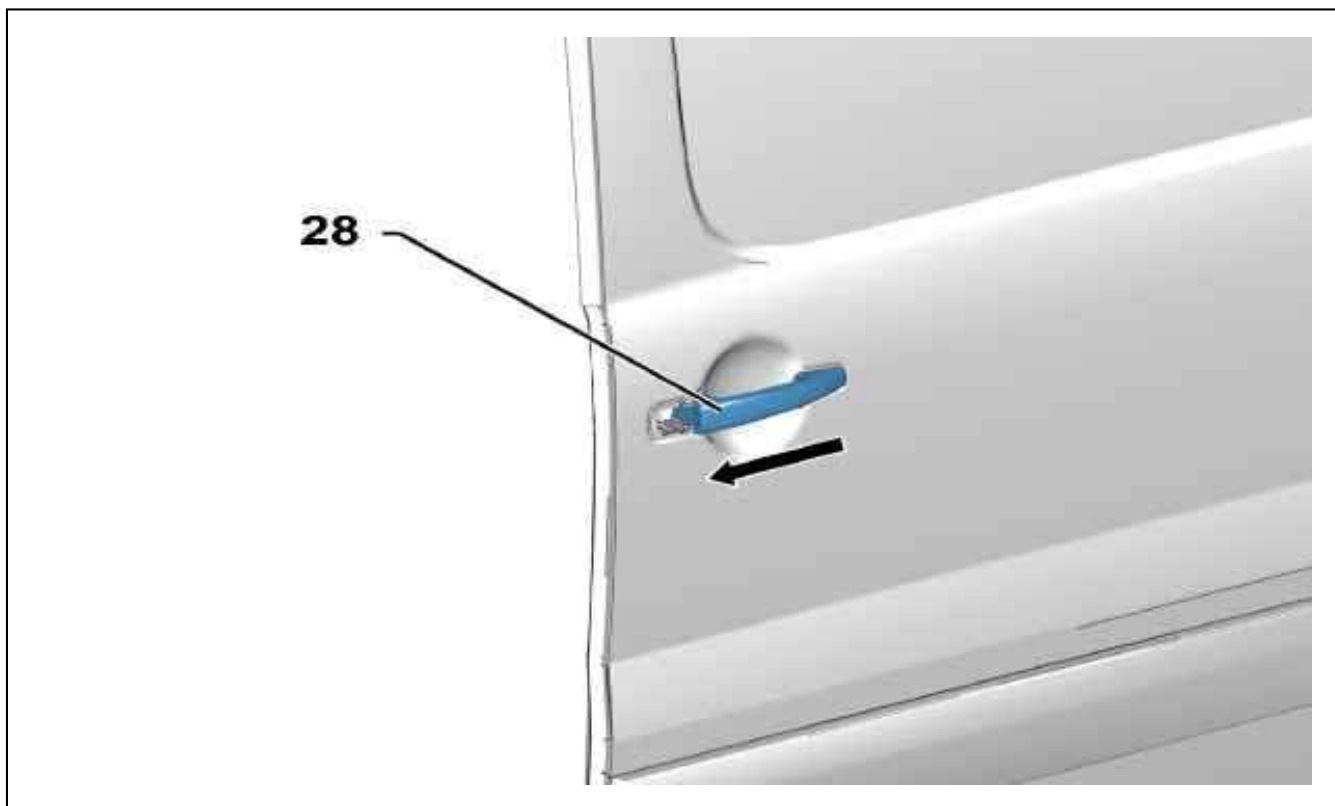


Figure : C4CP2LED

Open the exterior handle (28) (Maximum).

Remove the exterior handle (28) towards the front of the sliding door (following the arrow).

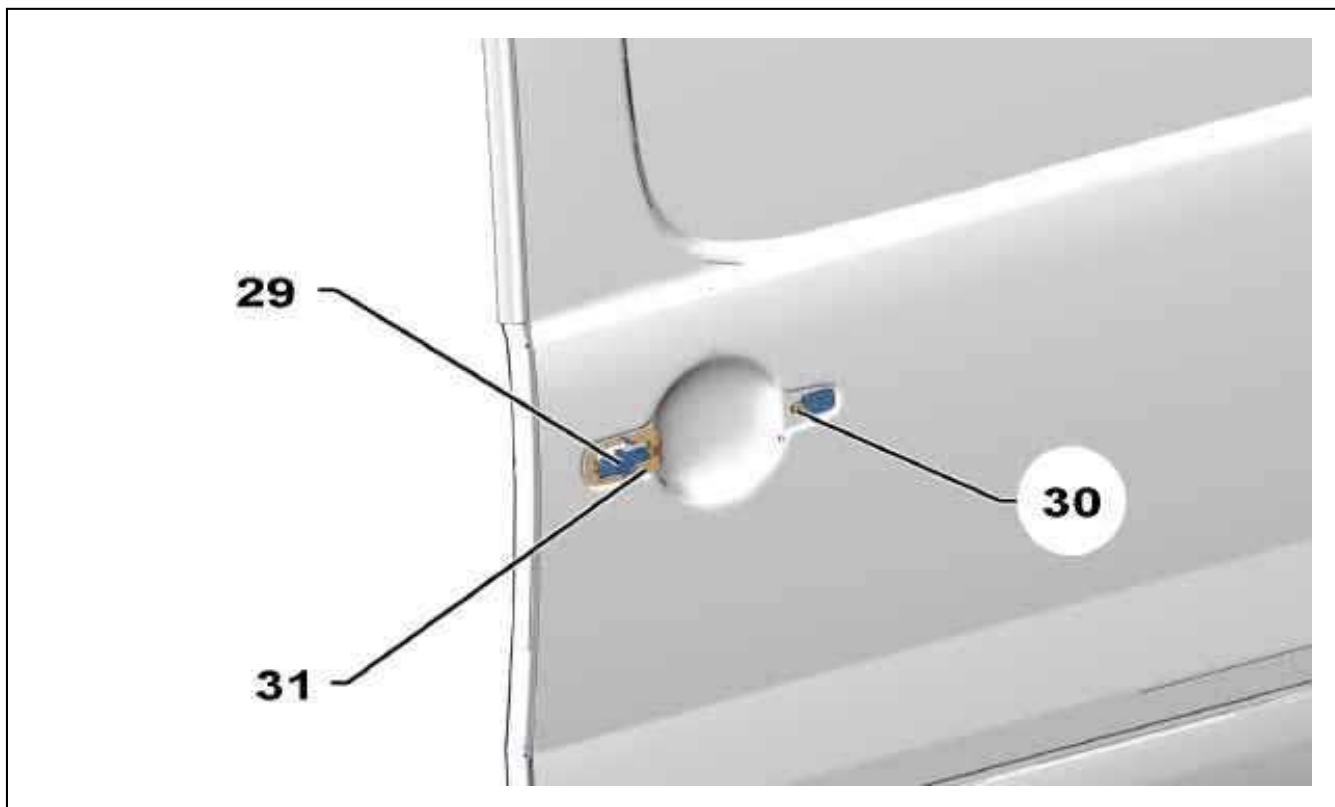


Figure : C4CP2LFD

Remove :

- Seal (31)
- The (30) bolt

Disengage the exterior handle support (29) (Inwards).

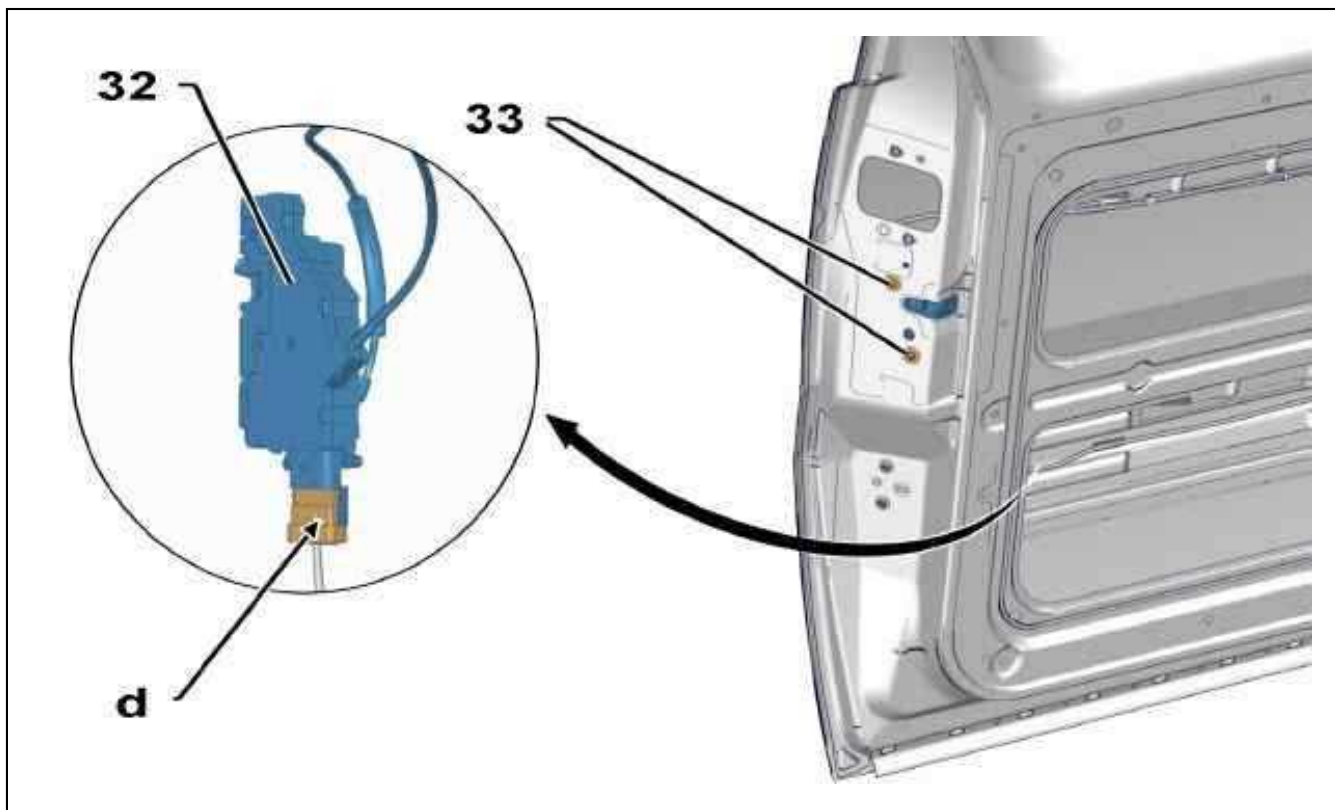


Figure : C4CP2LGD

Remove the bolts (33).
Disengage the lock (32).
Disconnect the connector (at "d").

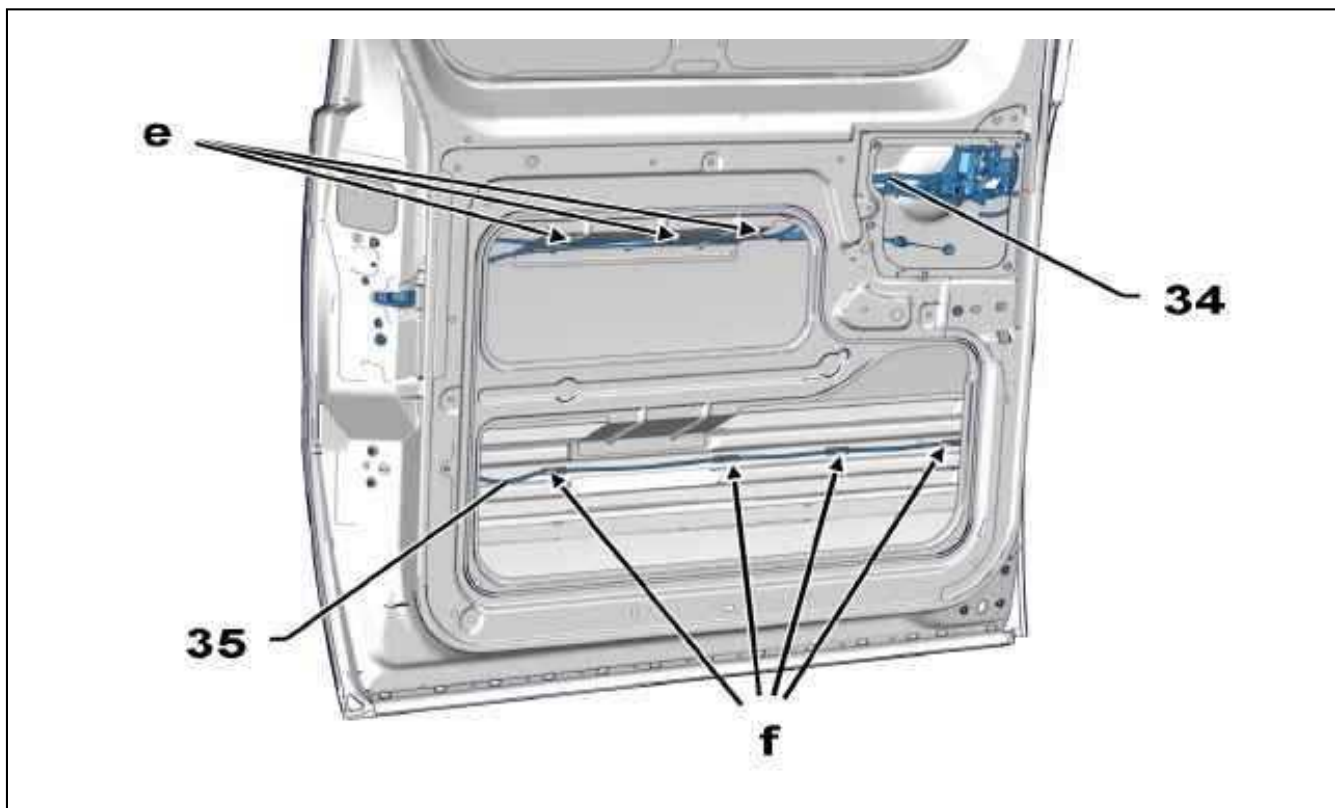


Figure : C4CP2LHD

Unclip the cable guide (at "e") ; Using tool [1].

Remove the lock and interior handle support assembly (34).

Unclip the electrical harness (35) (at "f") ; Using tool [1].

Remove the electric harness (35).

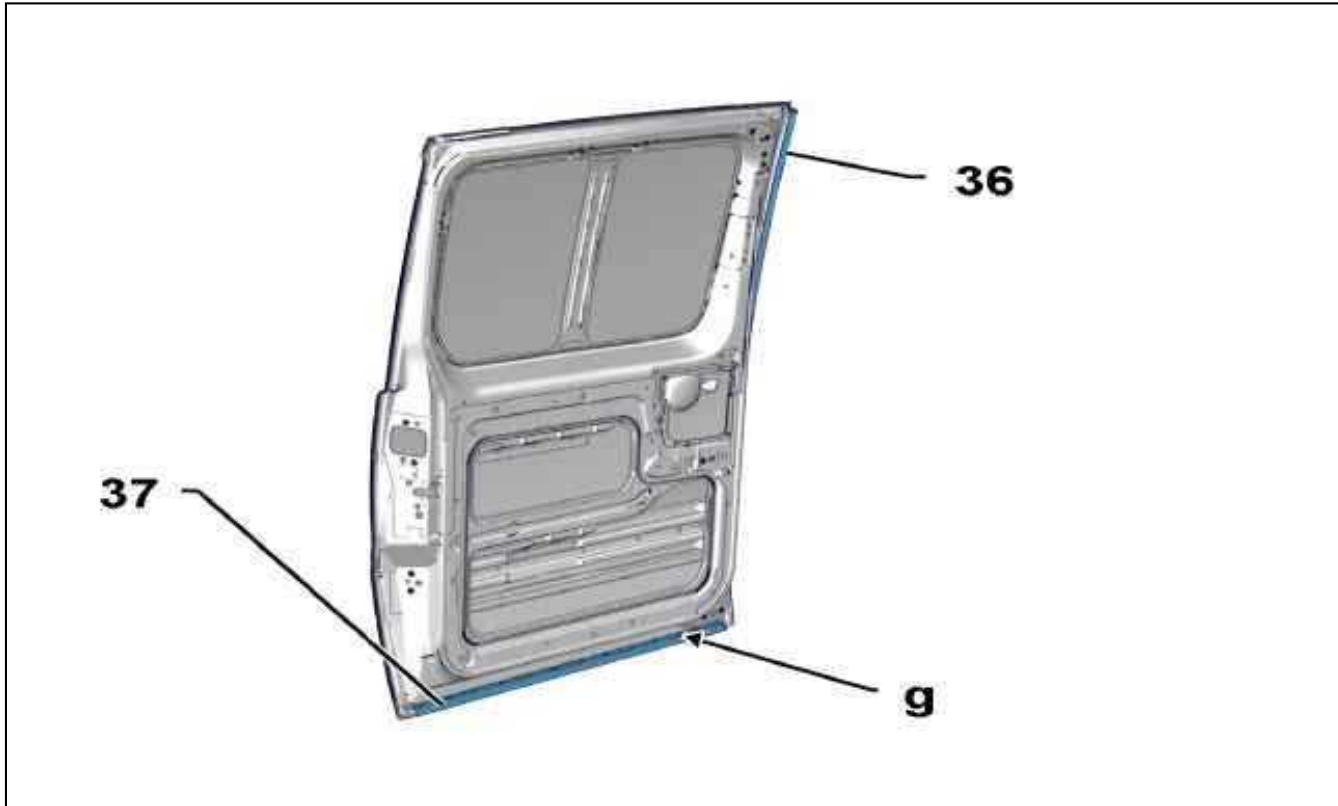


Figure : C4CP2LJD

Unclip the 12 clips (at "g").

N.B. : Prepare for the replacement of the clips (if necessary).

Remove :

- The gutter seal (36)
- Seal (35)

N.B. : According to equipment.

4. Re-assembling

Carry out the re-trim operations in the reverse order to the stripping operations.

CAUTION : Perform the operations to be carried out following reconnection of the battery ⓘ.

Check all the equipment works.

STRIPPING - RE-ASSEMBLING : THE SIDE SLIDING DOOR (COMBI VERSION)

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

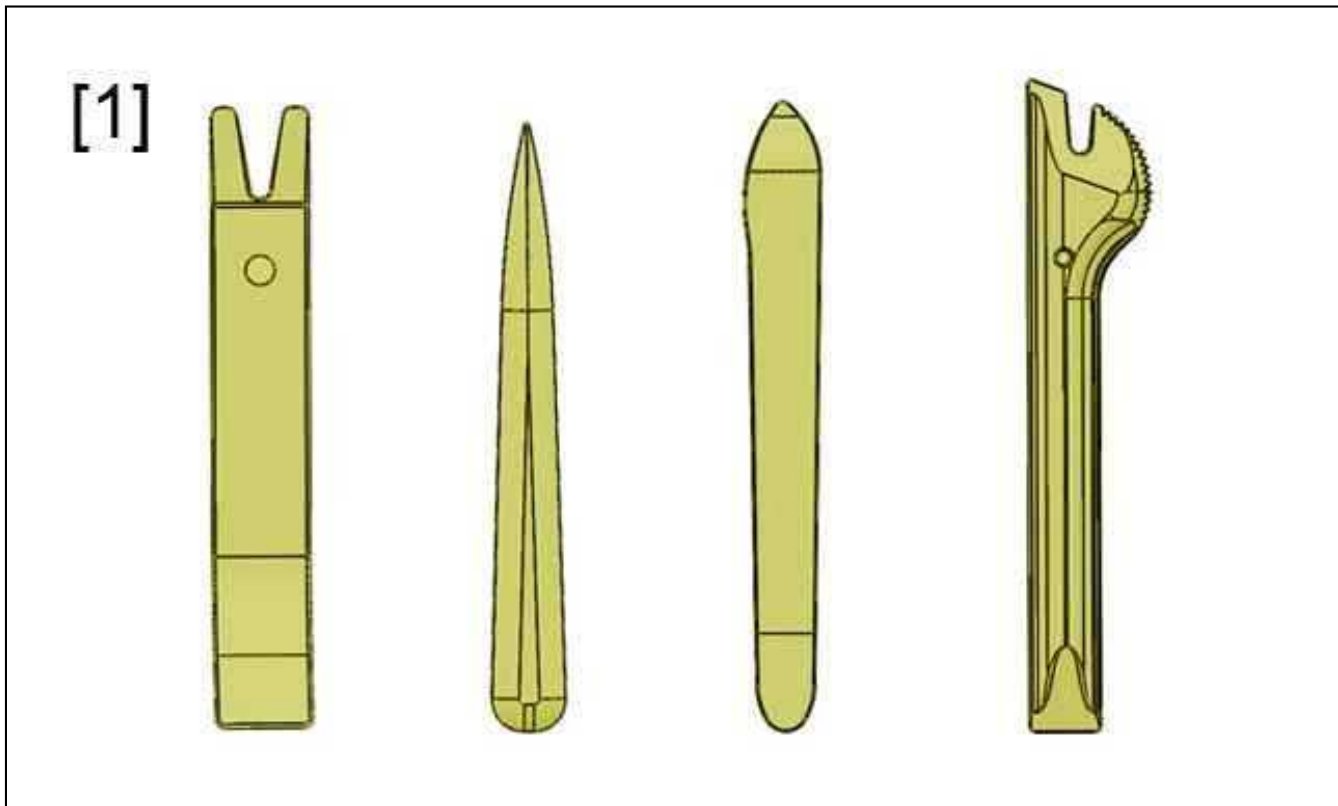


Figure : E5AP30WD

[1] Stripping tools (-).1350-ZZ.

2. Preliminary operation

Perform the following operations :

- Remove the ignition key
- Wait at least 3 minutes before disconnecting the battery
- Disconnect the battery negative terminal

3. Stripping

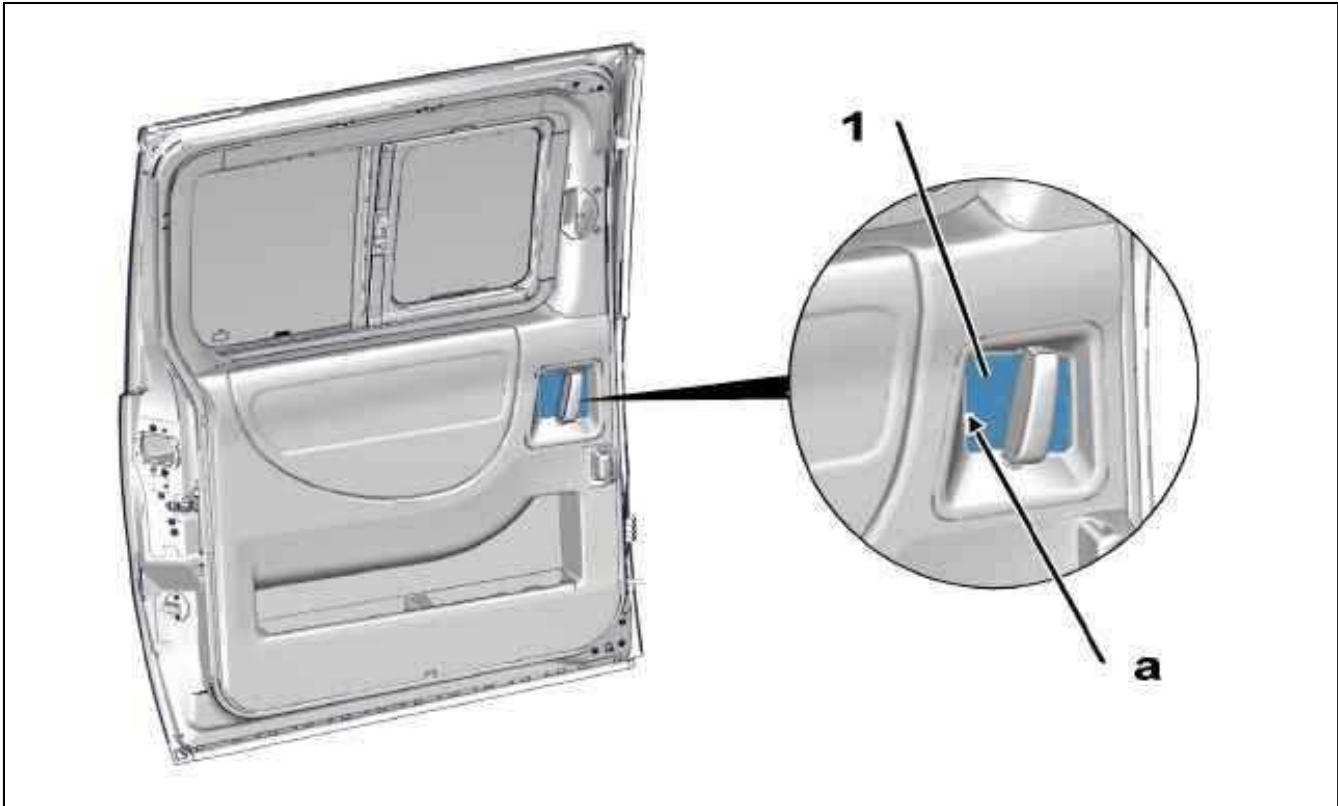


Figure : C4CP2LKD

Unclip the cover (1)(at " a") ; Using tool [1].
Remove the cover (1).

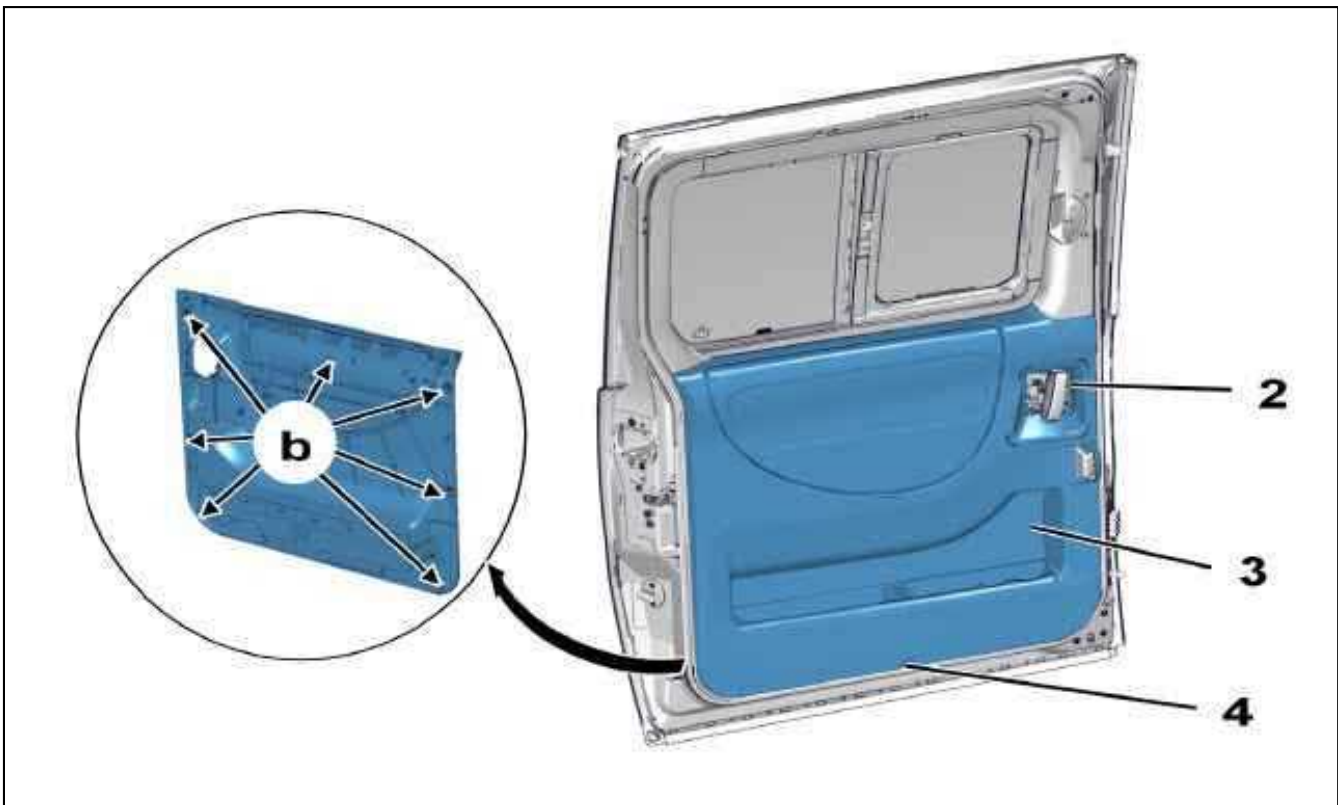


Figure : C4CP2LLD

Remove the bolts (2), (4).

Unclip the interior trim (3)(at " b") ; Using tool [1].

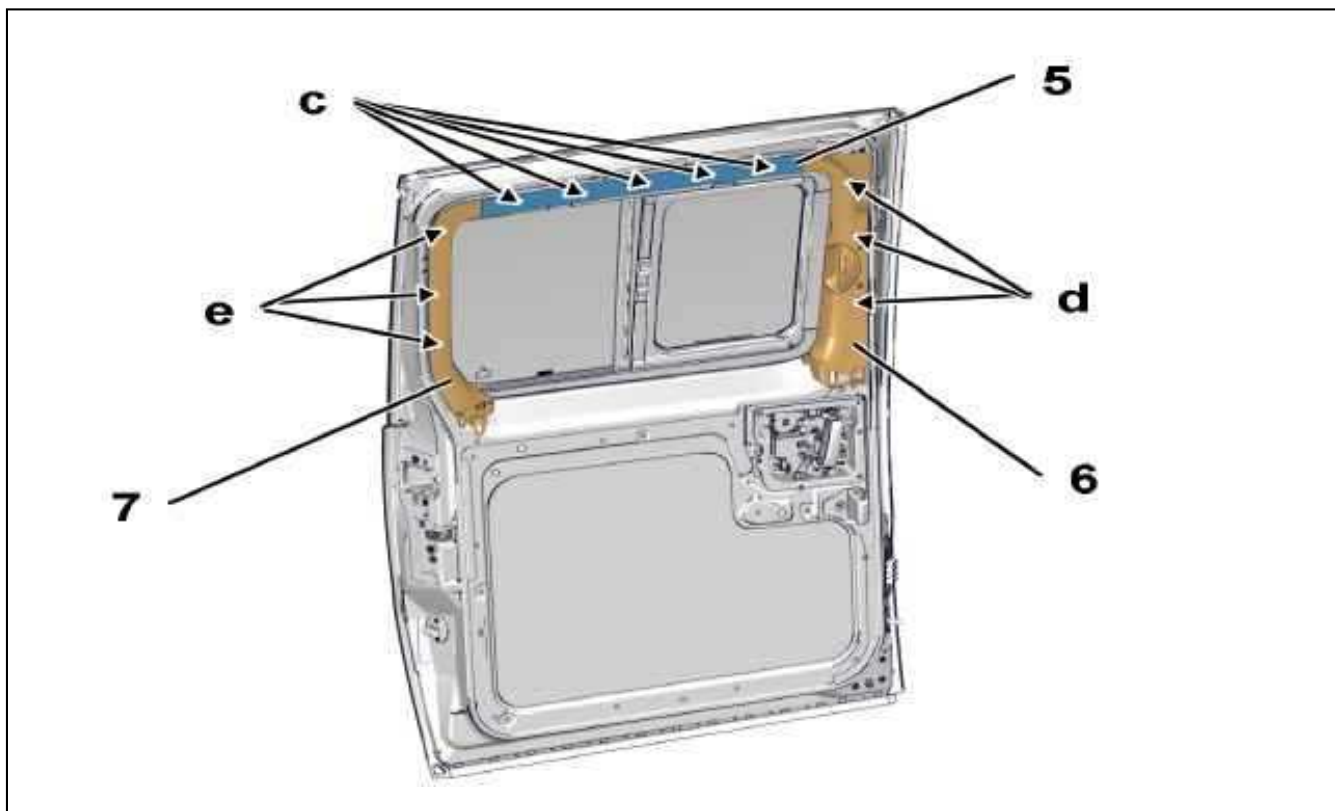


Figure : C4CP2LMD

Unclip the trim (5)(at " c").

Remove the trim (5).

Unclip the trim (6)(at " d").

Remove the trim (6).

Unclip the trim (7)(at " e").

Remove :

- The sliding side door ⓘ
- The sliding side door window ⓘ (according to equipment) ⓘ

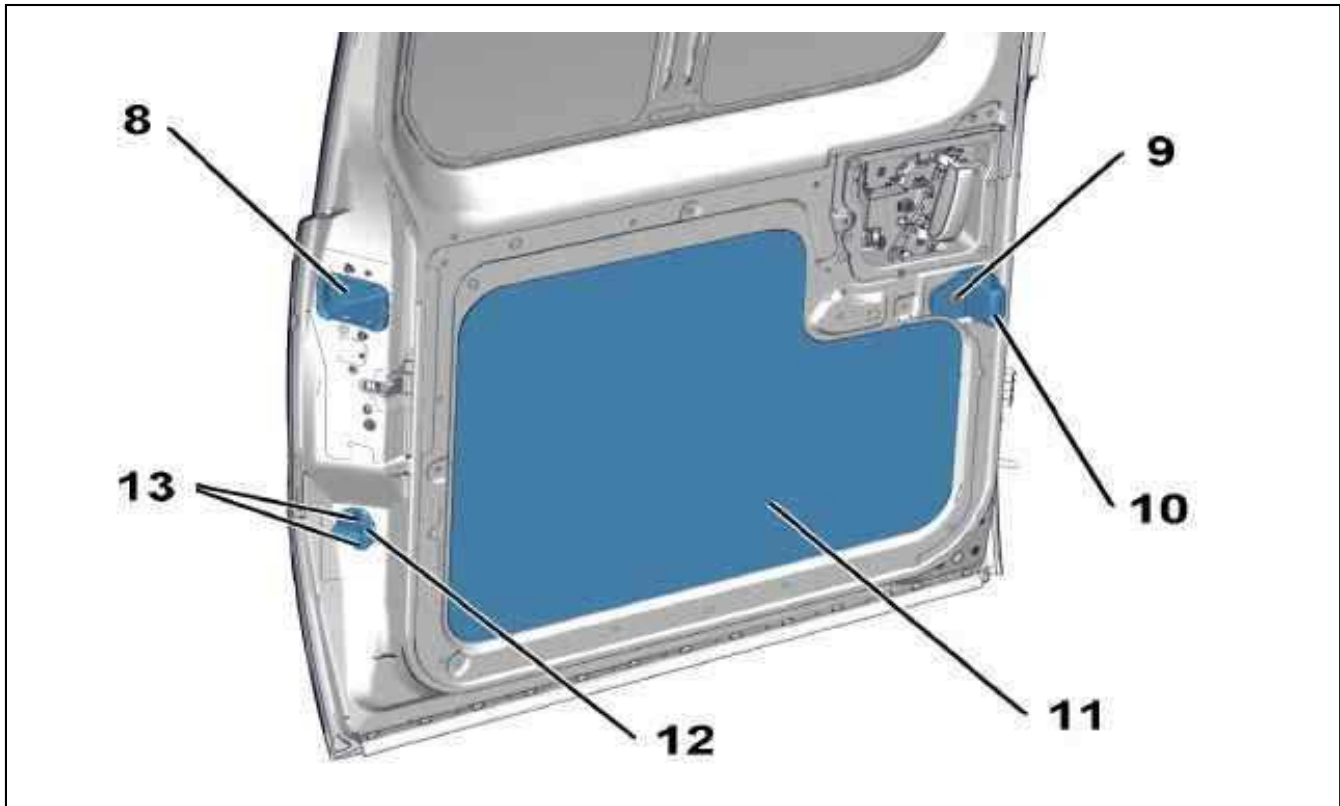


Figure : C4CP2LND

Remove :

- Seal (8)
- The (9) bolt
- The stop (10)
- The bolts (13)
- The guide (12)
- The sealing sheet (11)

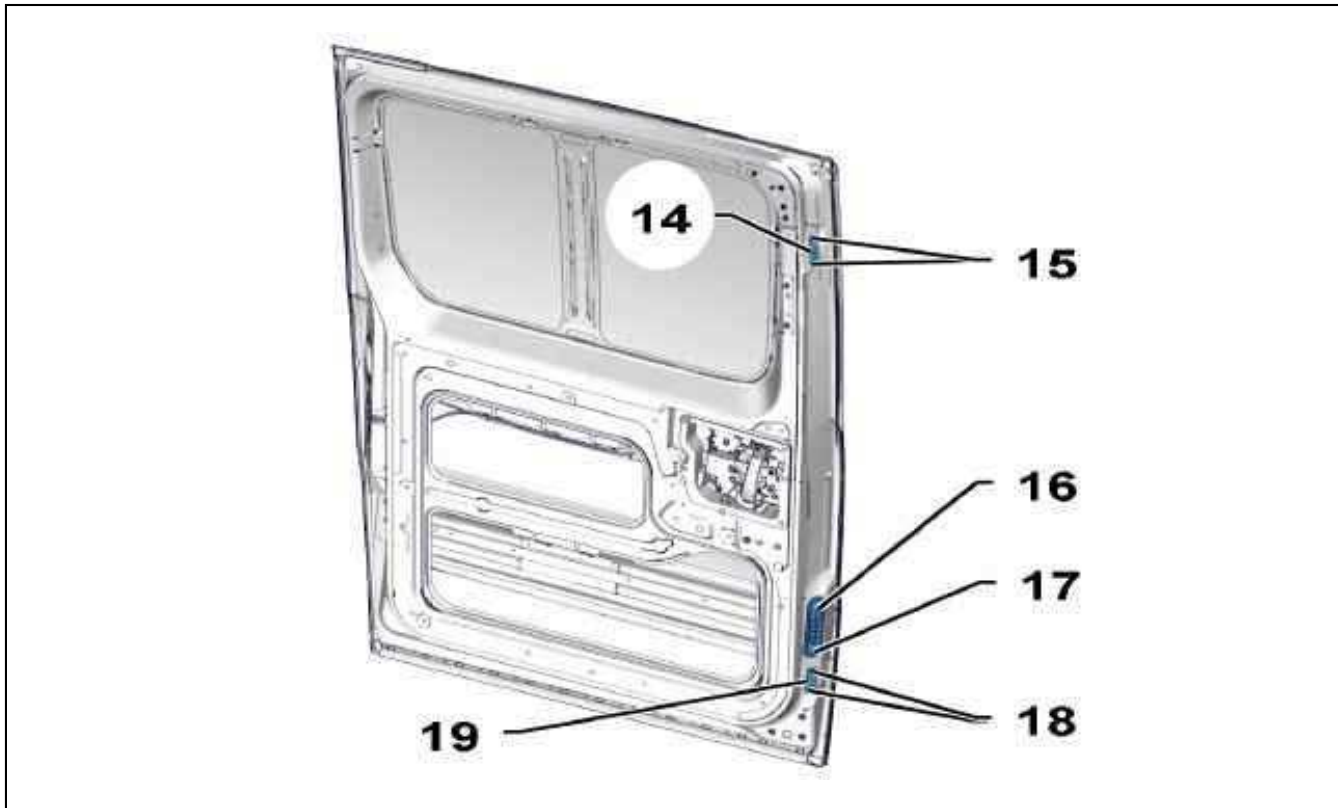


Figure : C4CP2LPD

Remove :

- The 2 bolts (15)
- The guide (14)
- The (17) bolt
- The sliding door switch (16)
- The 2 bolts (18)
- The guide (19)

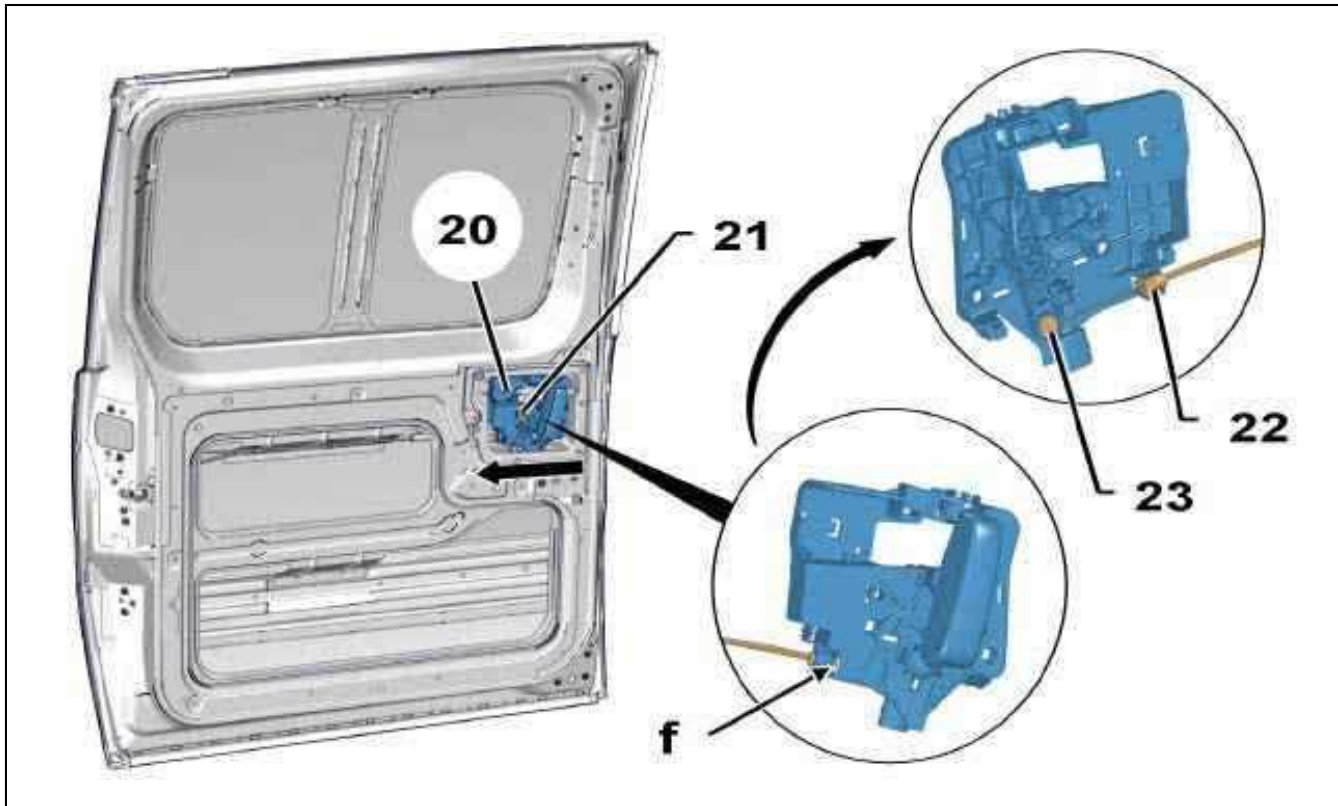


Figure : C4CP2LQD

Remove bolts (21).

Disengage the interior handle control (20)(following the arrow).

Detach the sheath stop (22) (at " f").

Remove :

- The cable (23)
- The interior handle control (20)

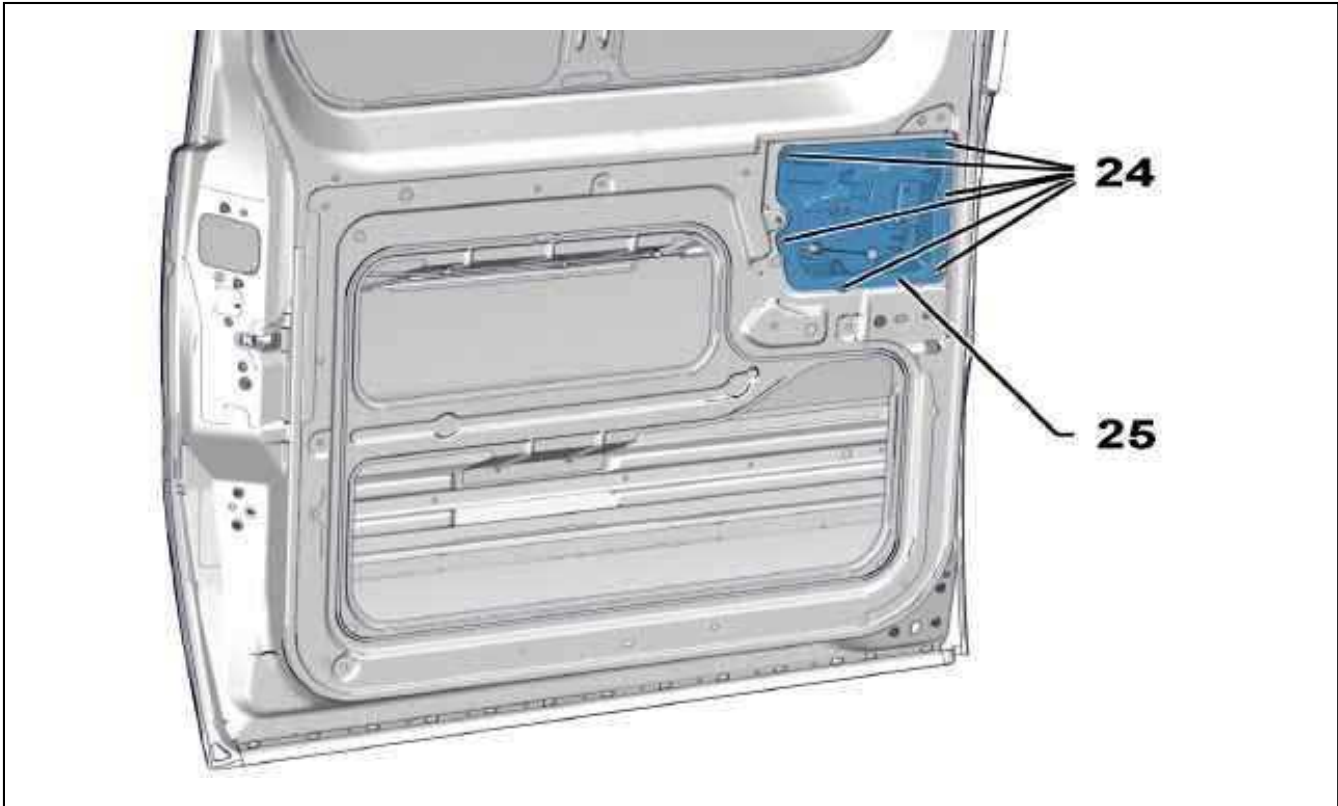


Figure : C4CP2LCD

Drift out the rivet studs before drilling out.
Drill the rivet heads (24) with a 6 mm dia. drill.
Remove the interior handle control support (25).
Drill the bodies of the remaining rivets.

N.B. : Vacuum out the bottom of the door to extract the rivet waste.

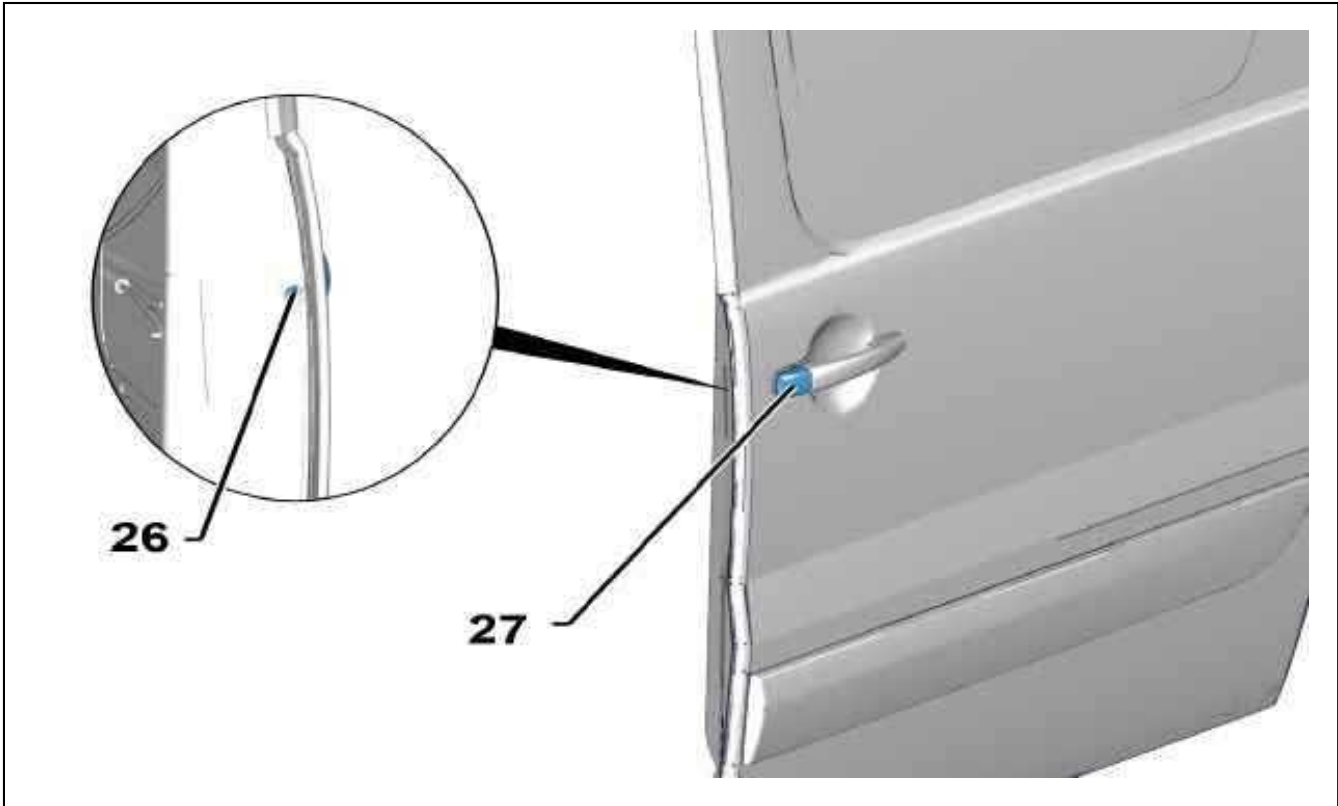


Figure : C4CP2LDD

Slacken the bolt (26).
Unclip the trim (27) ; Using tool [1].
Remove the trim (27).

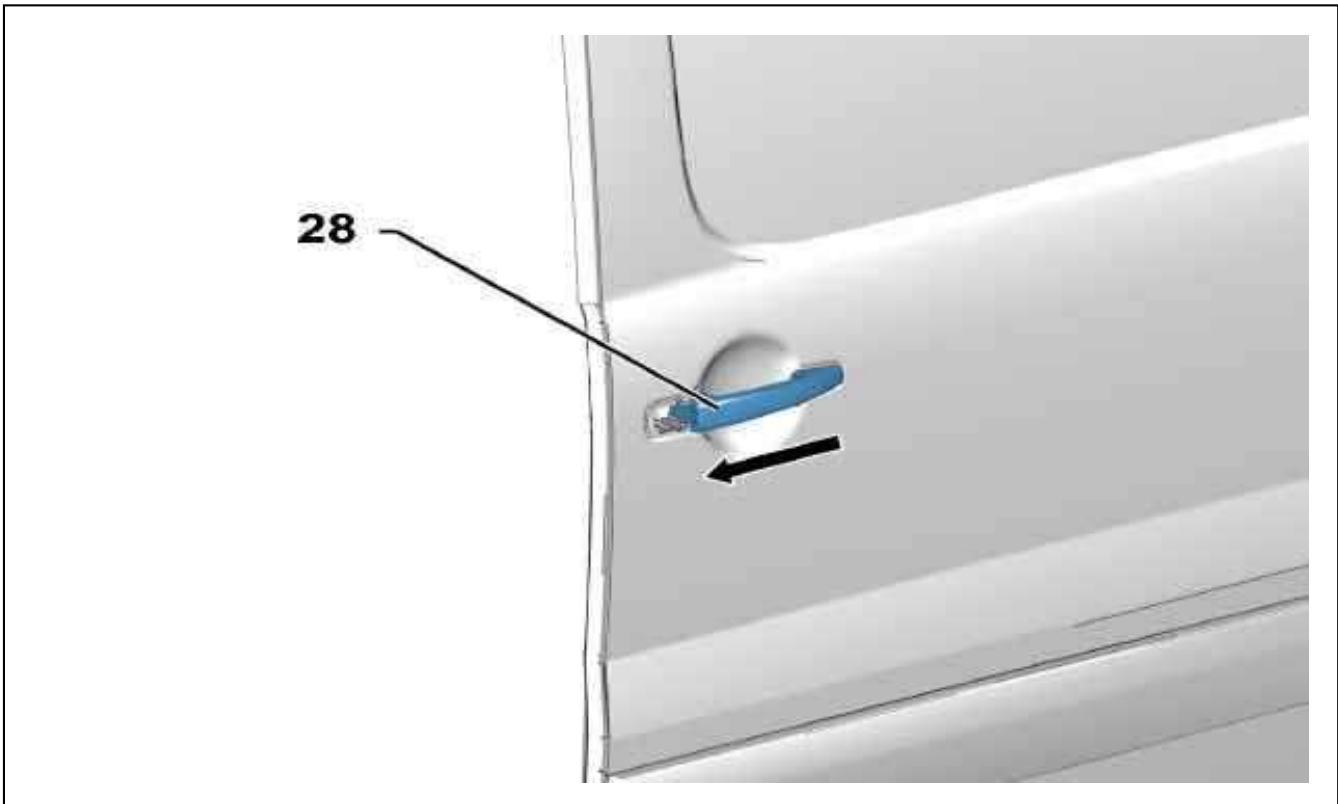


Figure : C4CP2LED

Open the exterior handle (28) fully.

Remove the exterior handle (28) towards the front of the sliding door(following the arrow).

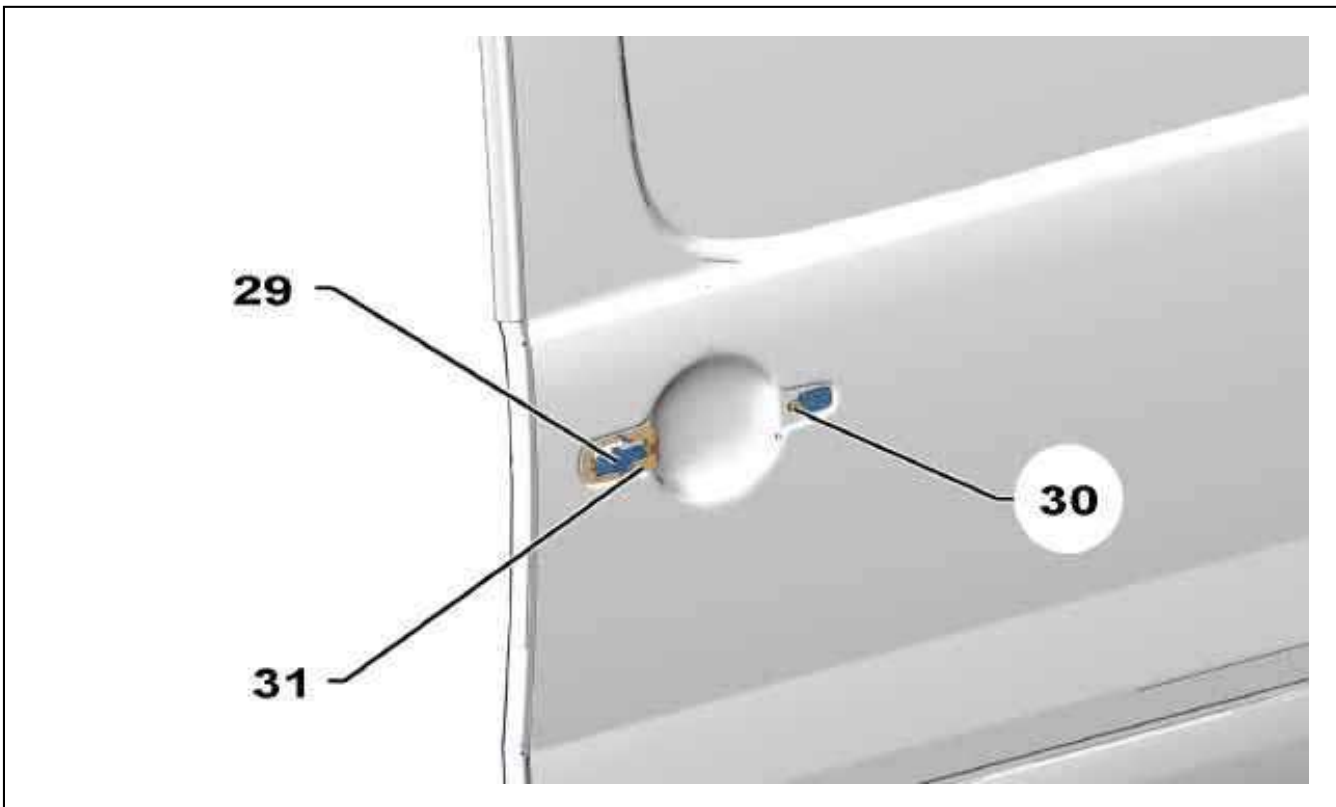


Figure : C4CP2LFD

Remove :

- Seal (31)
- The (30) bolt

Disengage the exterior handle support (29) (Inwards).

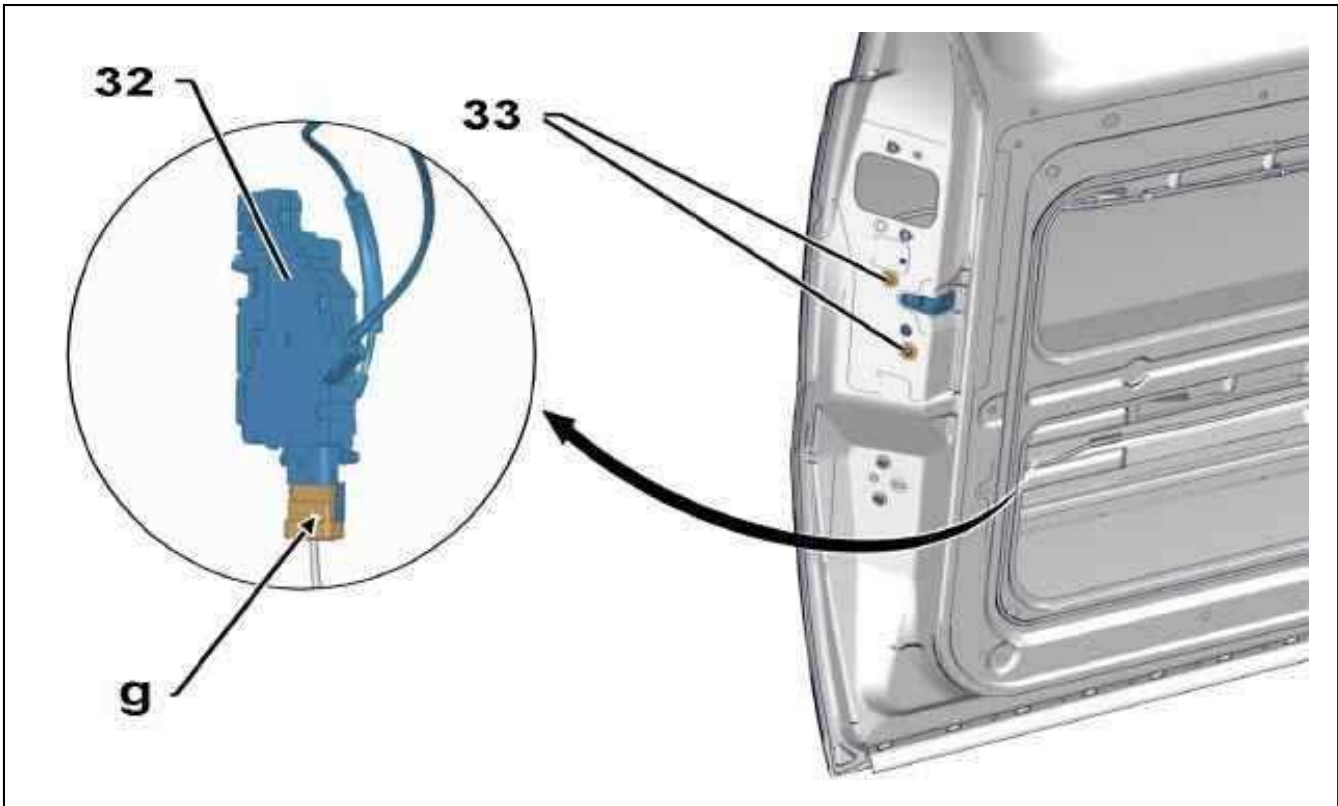


Figure : C4CP2LRD

Remove the bolts (33).
Disengage the lock (32).
Disconnect the connector (at " g").

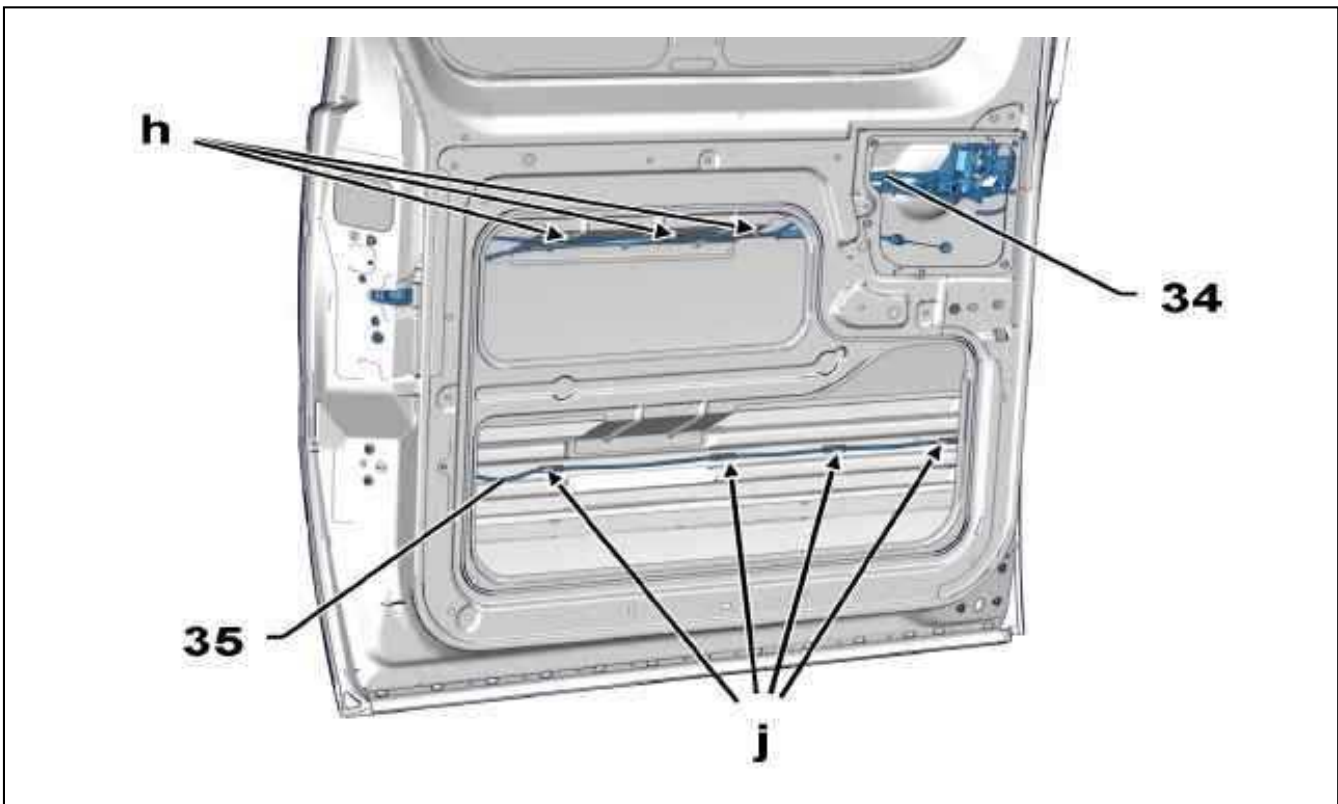


Figure : C4CP2LSD

Unclip the cable guide (at " h") ; Using tool [1].

Remove the lock and interior handle support assembly (34).

Unclip the electrical harness (35)(at " j") ; Using tool [1].

Remove the electric harness (35).

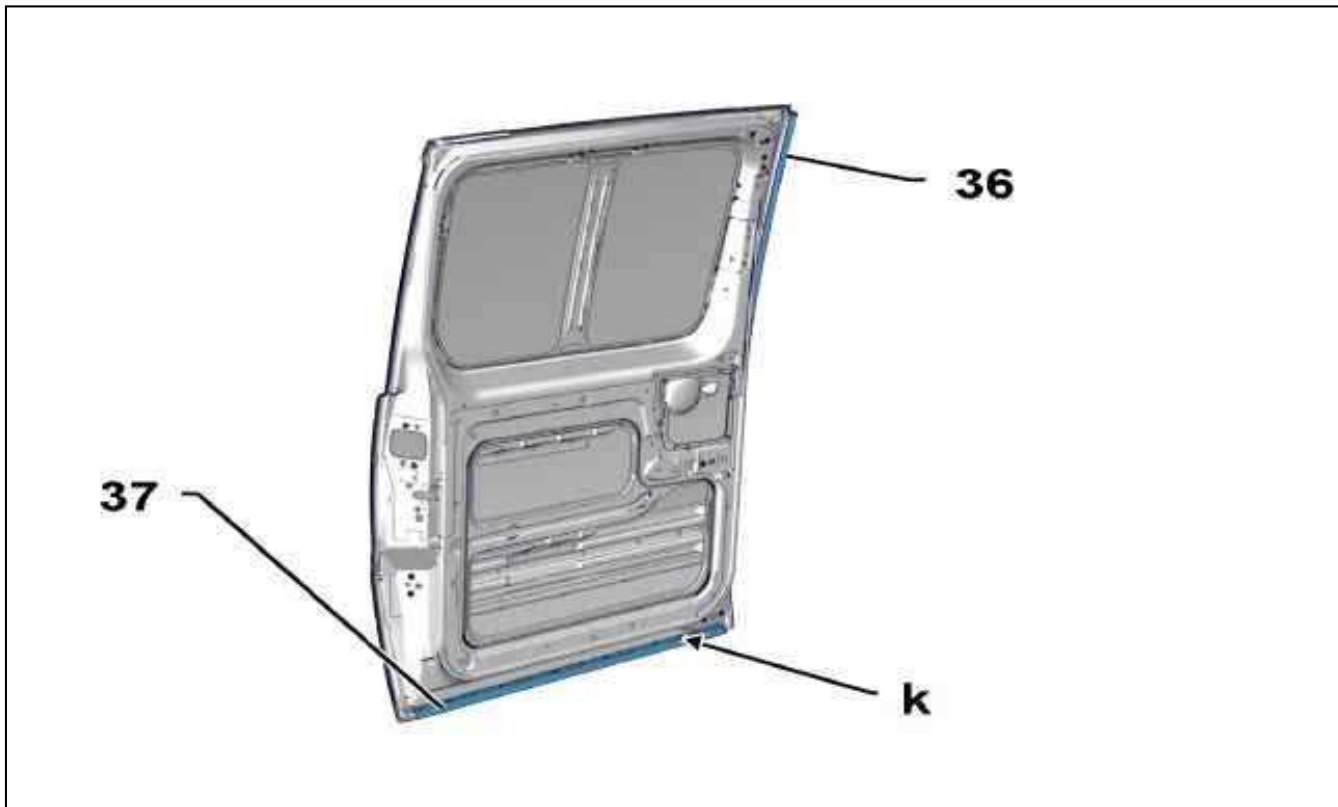


Figure : C4CP2LTD

Unclip the 12 clips(at " k").

N.B. : Prepare for the replacement of the clips (if necessary).

Remove :

- The gutter seal (36)
- Seal (35)

N.B. : According to equipment.

4. Re-assembling

Carry out the re-trim operations in the reverse order to the stripping operations.

CAUTION : Perform the operations to be carried out following reconnection of the battery ⓘ .

Check all the equipment works.

STRIPPING - RE-ASSEMBLING : REAR HINGED DOOR (HIGH VERSION)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Recommended tools

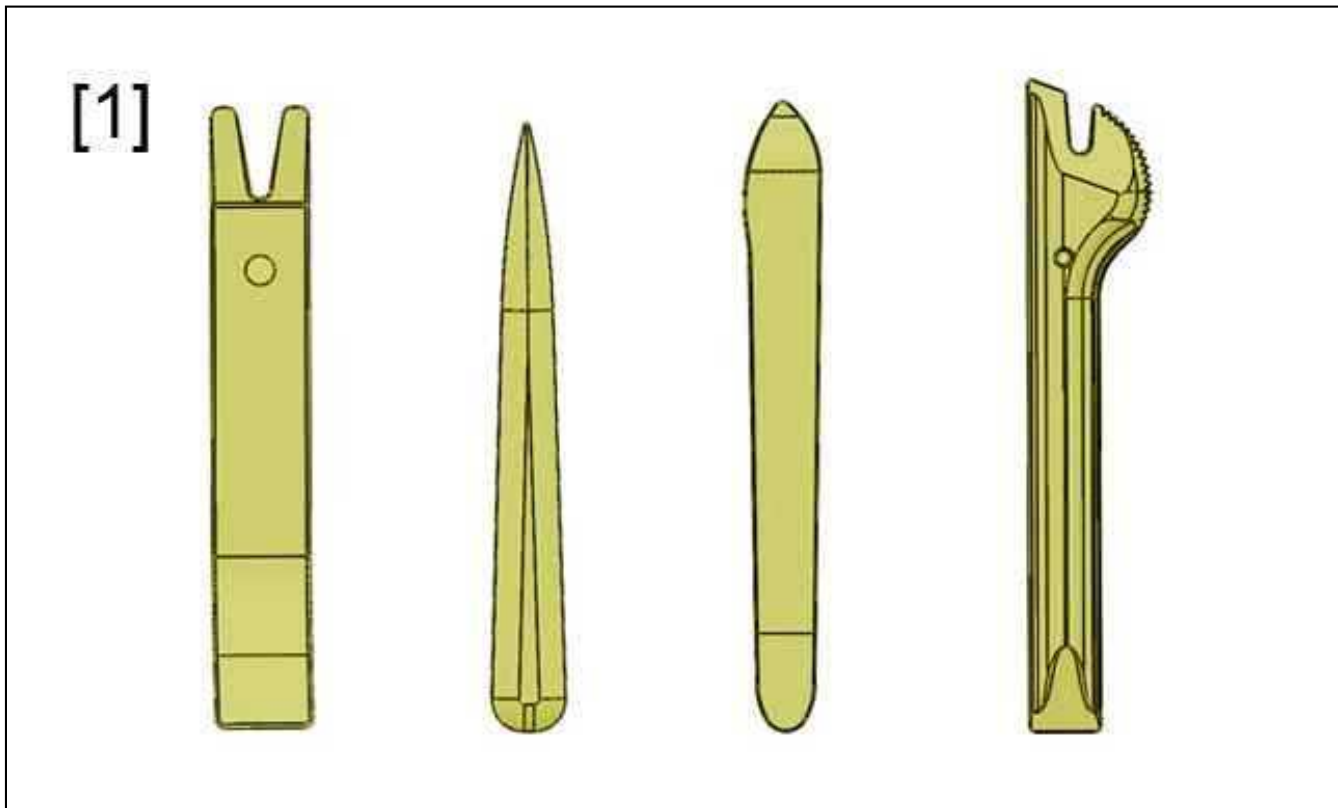


Figure : E5AP30WD

[1] Trim removal tools (-).1350.

2. Stripping

Disconnect the battery ⓘ .

2.1. Rear right hinged door

Remove the rear wiper motor ⓘ .



Figure : C4BM11YD

Unclip the interior opening handle trim (1) at "a" ; Using tool [1].
Remove the interior opening handle trim (1).



Figure : C4BM11ZD

Unclip the door panel (2) (at " b") ; Using tool [1].

Remove : Door panel (2).



Figure : C4BM120D

Disengage the interior handle control (3) (following the arrow).

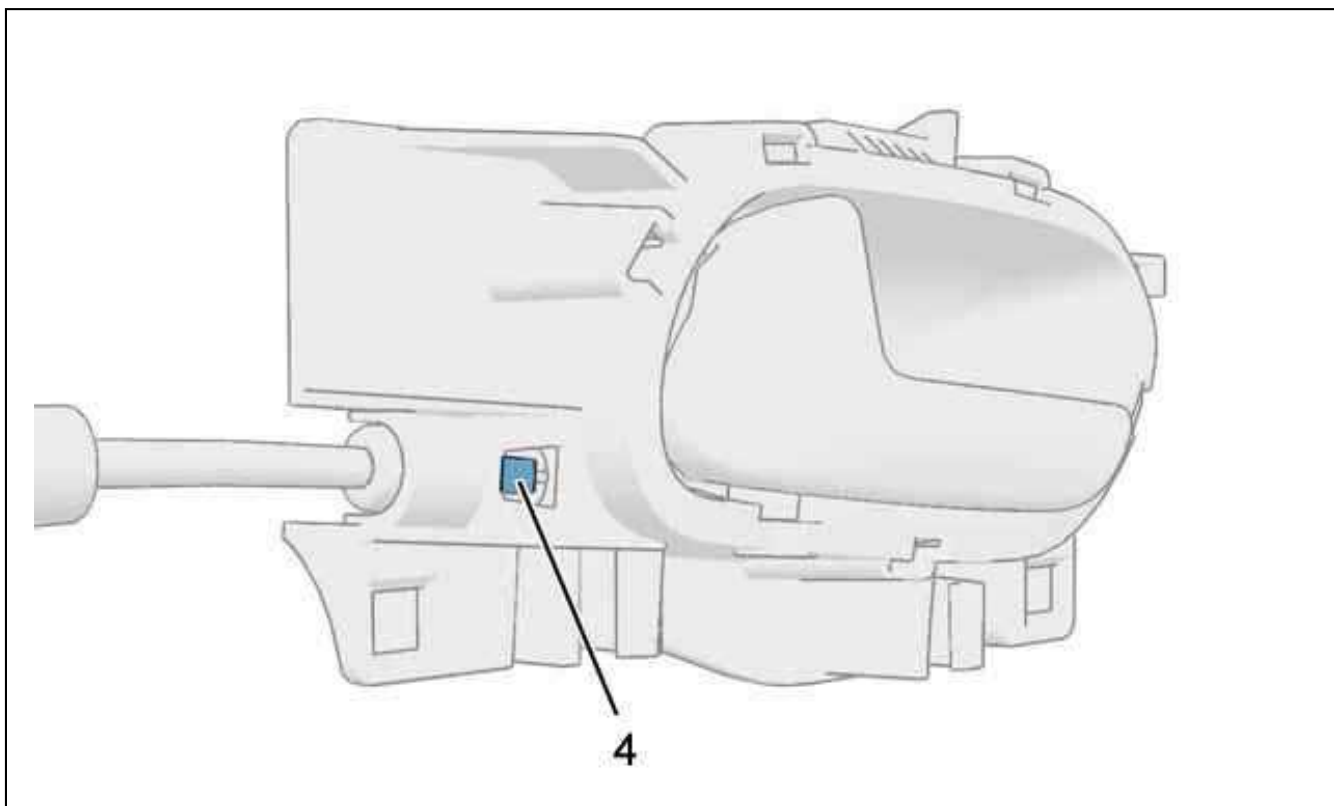


Figure : C4BM121D

Detach the sheath stop (4).

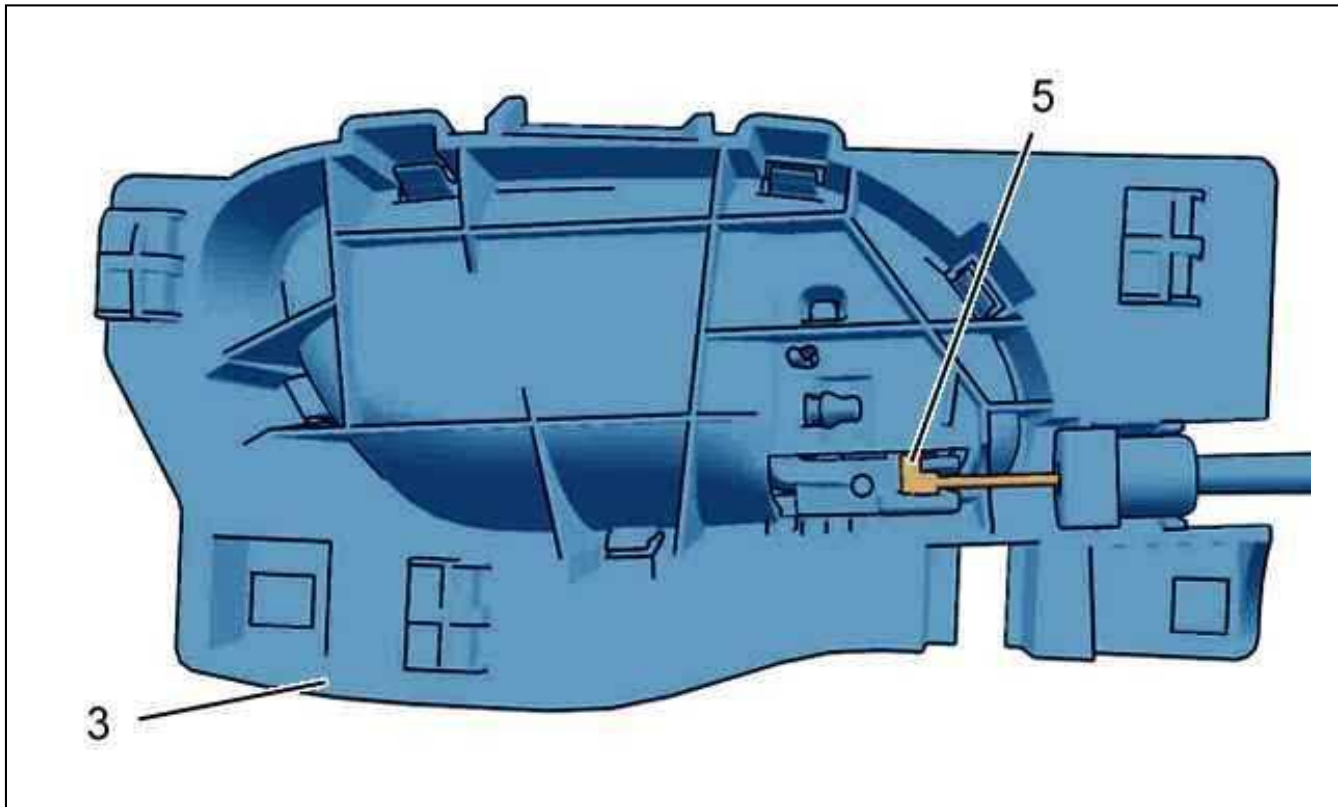


Figure : C4BM122D

Disengage the end of the control cable (5).
Remove the interior handle control (3).

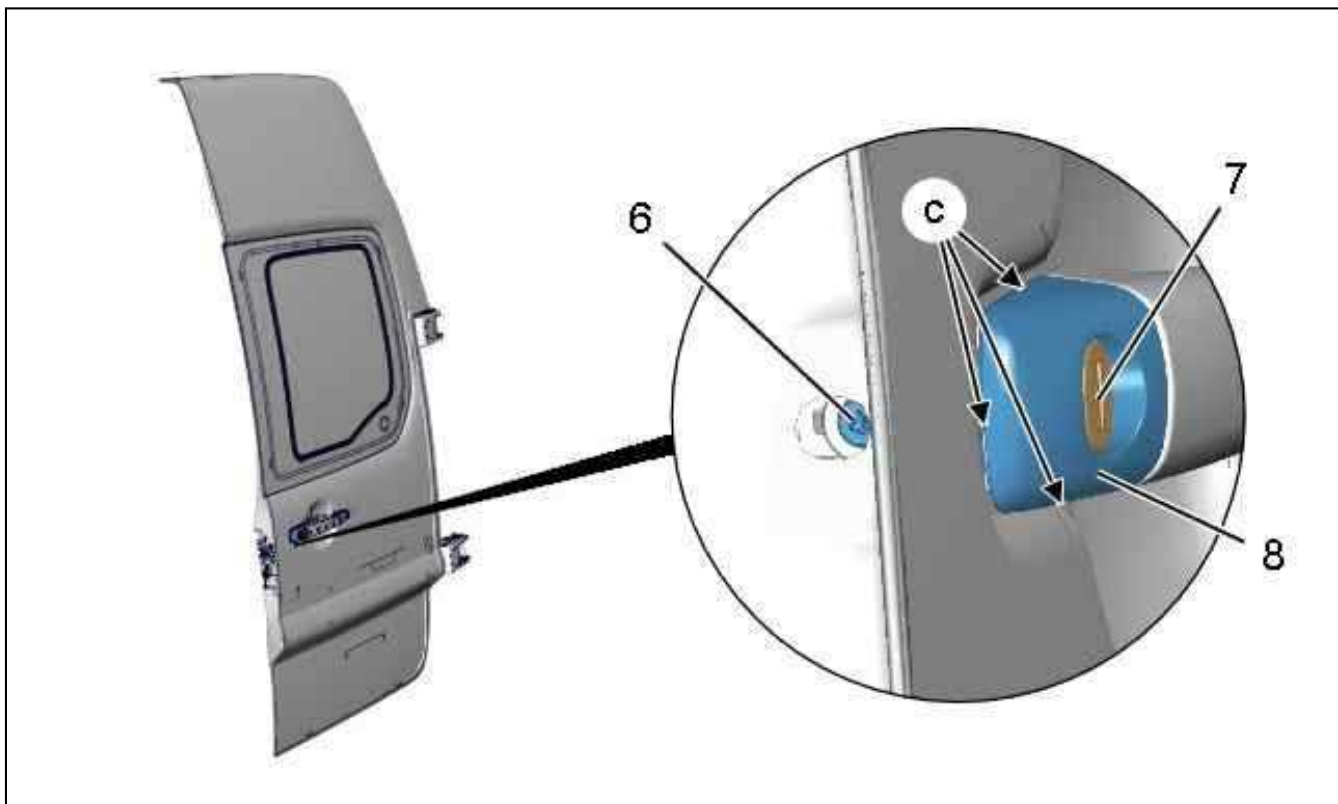


Figure : C4BM123D

Slacken the bolt (6) (without removing it).

Unclip the trim (8) (at " c") ; Using tool [1].

Remove the trim (8).

Detach and remove the door lock (7).

N.B. : It is not necessary to remove the trim (8) in order to remove the lock from the exterior door handle (7).

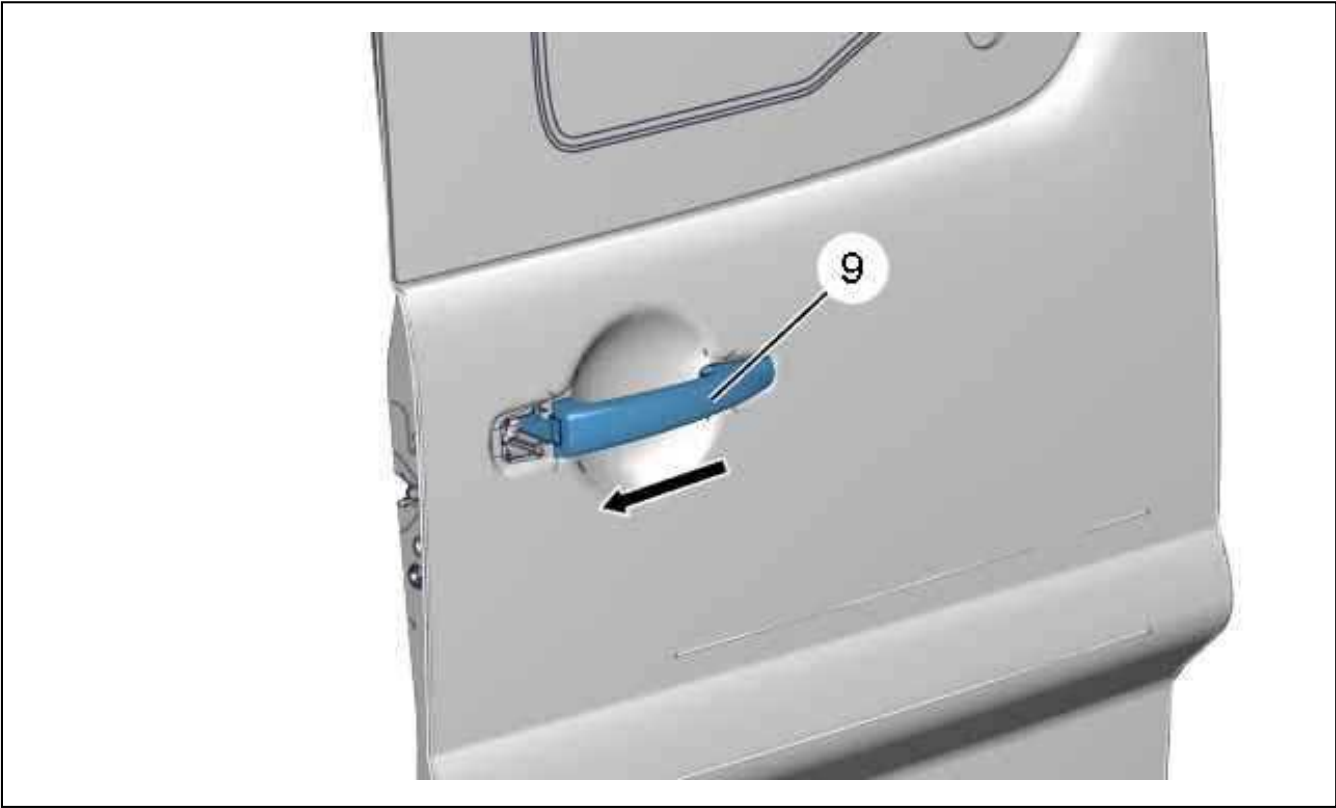


Figure : C4BM124D

Disengage the exterior handle (9) (following the arrow).

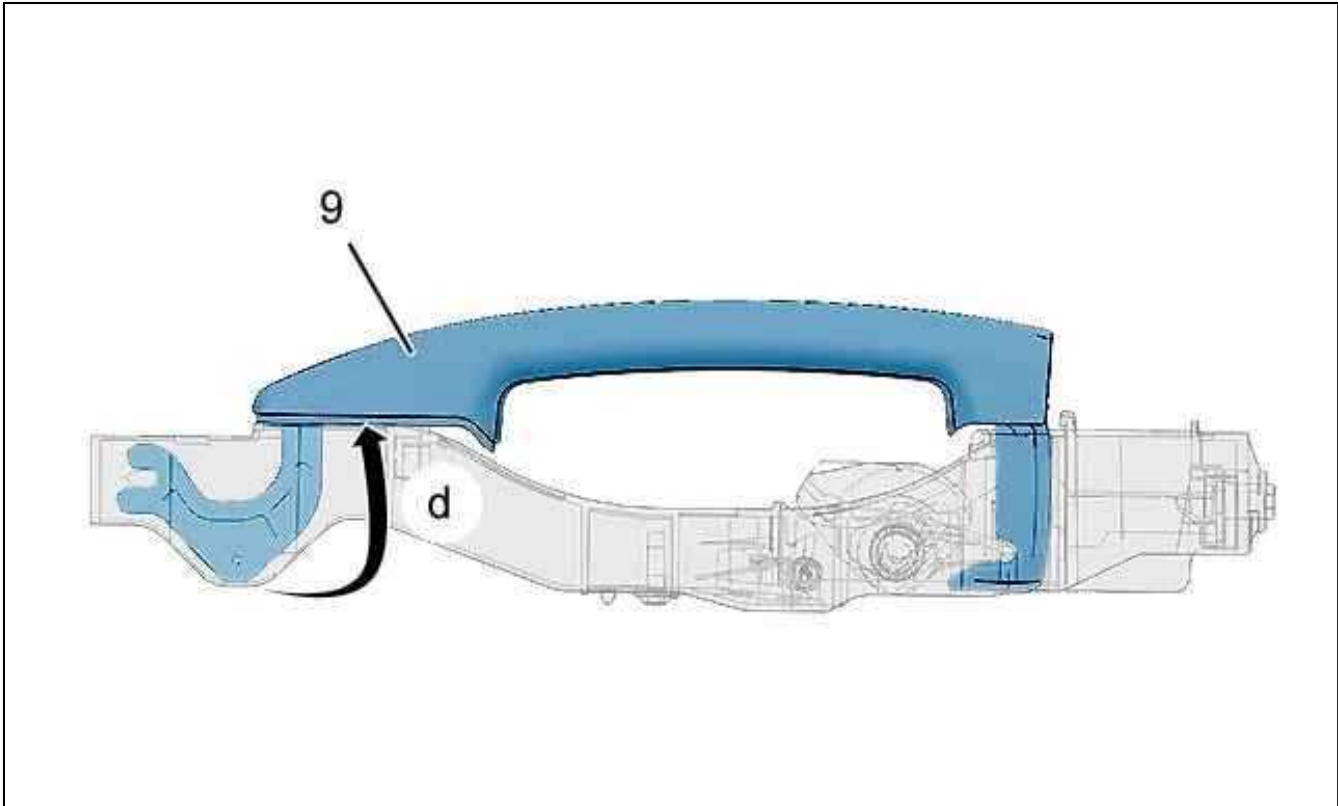


Figure : C4BM125D

Disengage the exterior handle (9) (following the arrow "d").
Remove the exterior handle (9).

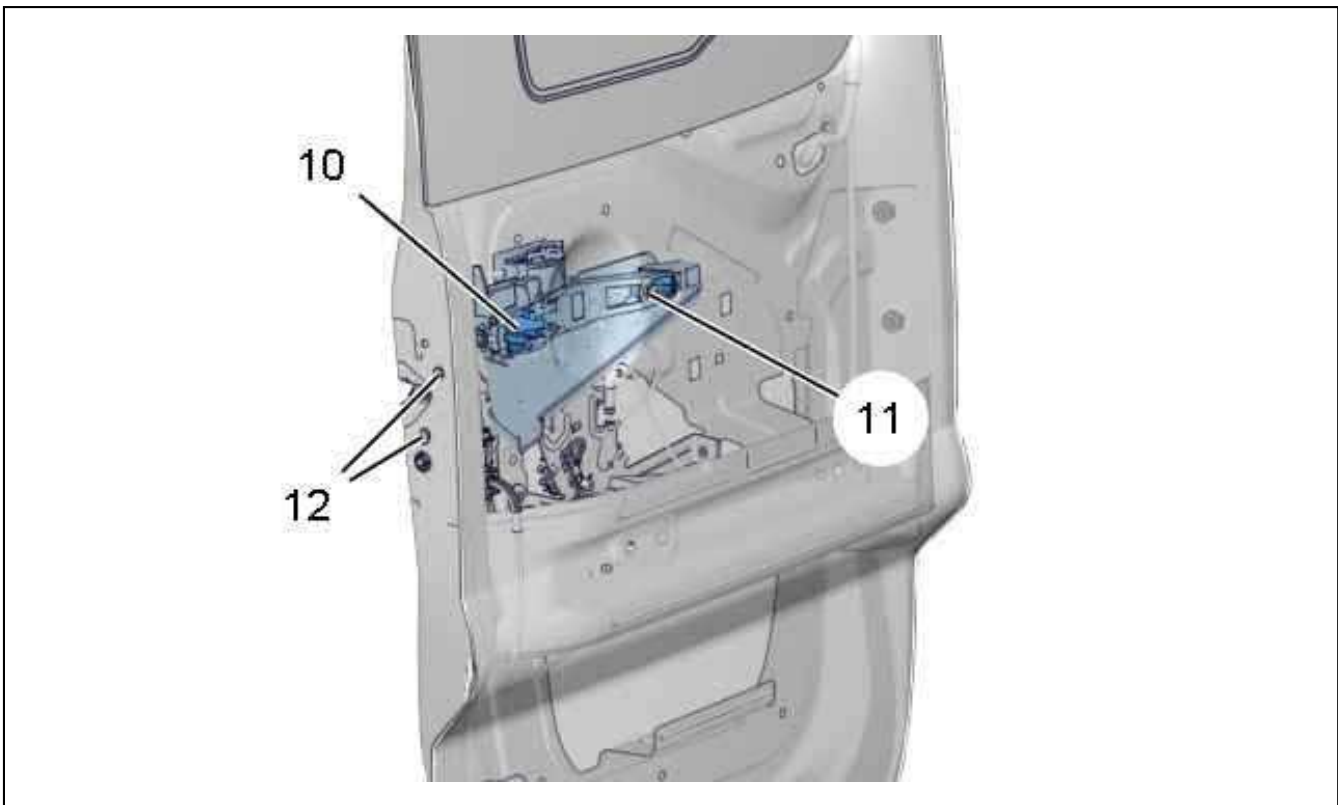


Figure : C4BM126D

Slacken the screw (11) of the exterior opening mechanism (10).

Remove the bolts (12).

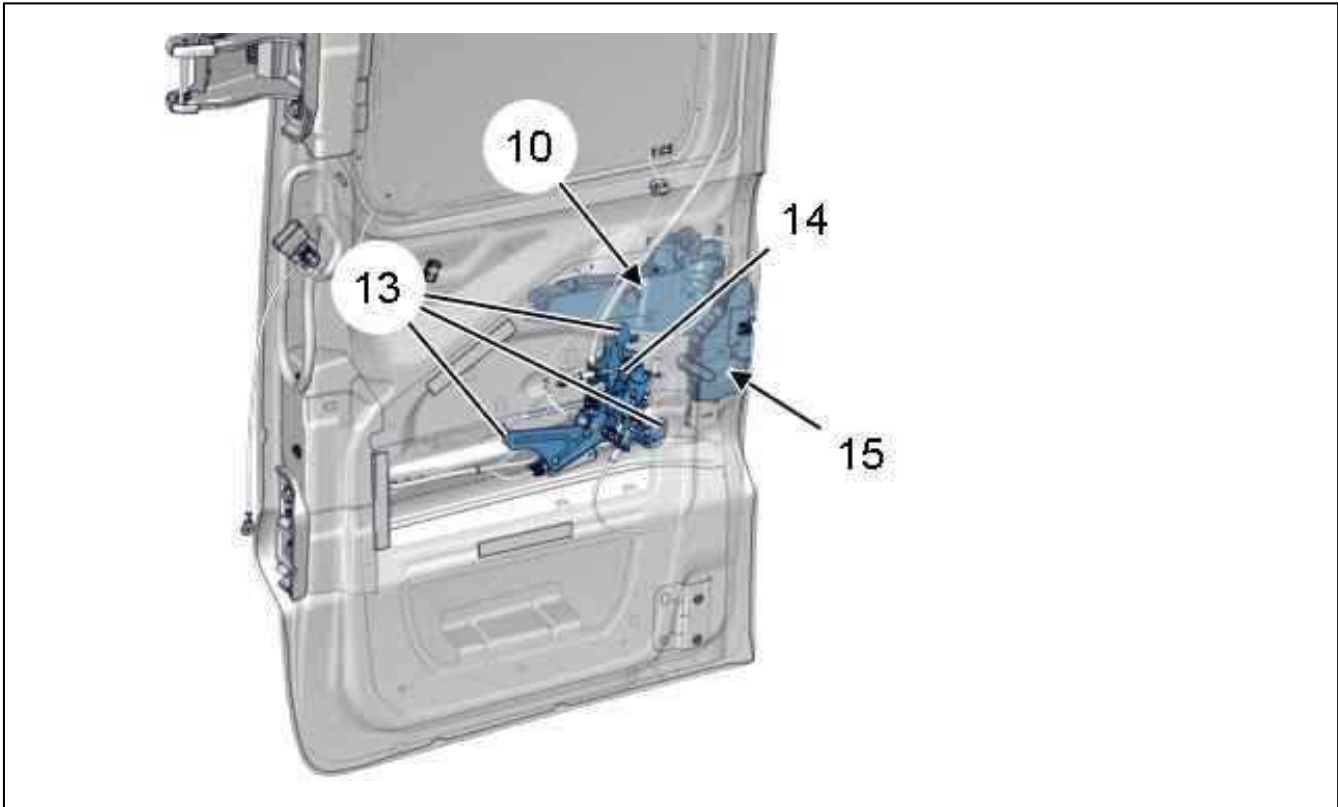


Figure : C4BM127D

Remove the bolts (13).

Detach (Via the interior aperture in the door) :

- The closing plate (14)
- The door catch (15)
- The exterior opening mechanism (10)

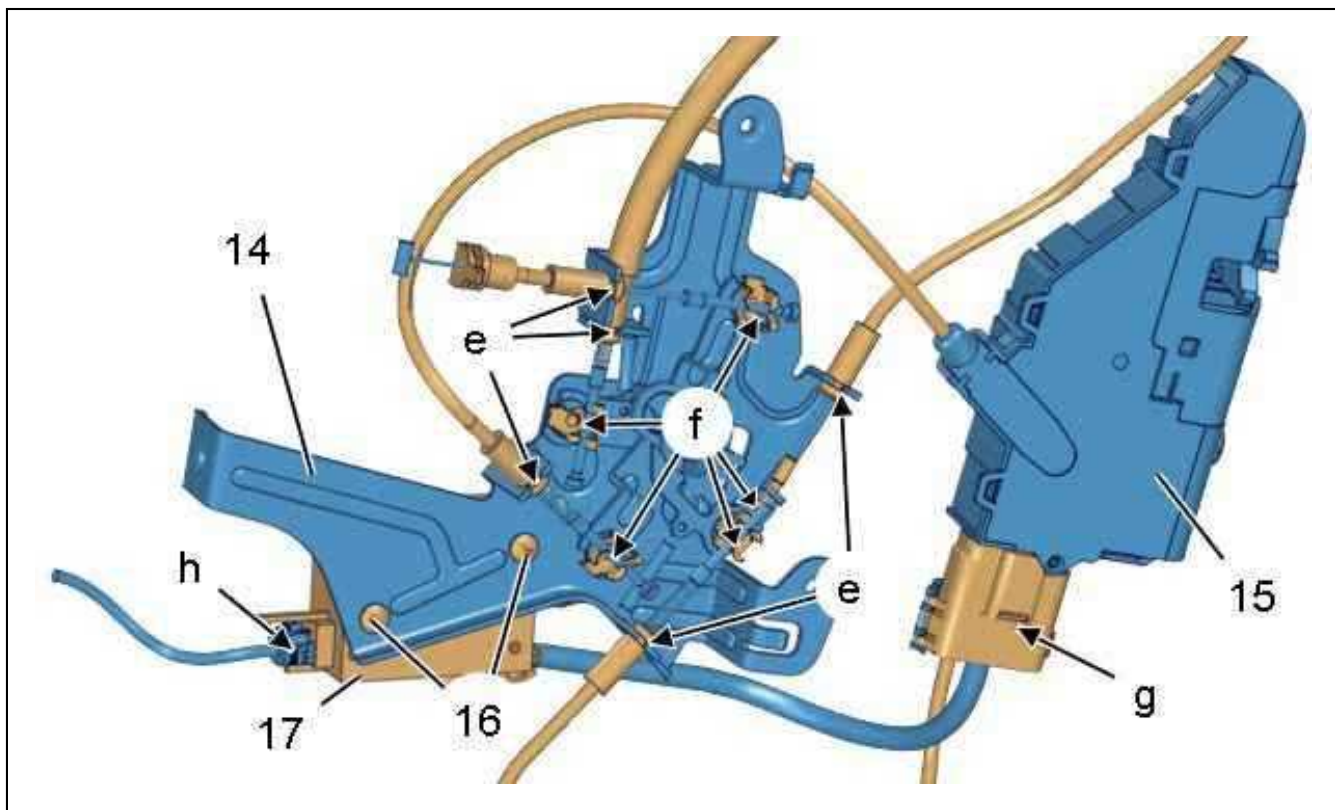


Figure : C4BM128D

Unclip :

- The ends of the control cables (at " f")
- The sleeve stops (at " e")

Detach : The control cables .**Unplug :**

- The door lock connector (15) (at " g")
- The housing connector (17) (at " h")

Remove :

- The bolts (16)
- The unit (17)
- The closing plate (14)
- The door catch (15)
- The exterior opening mechanism (10)

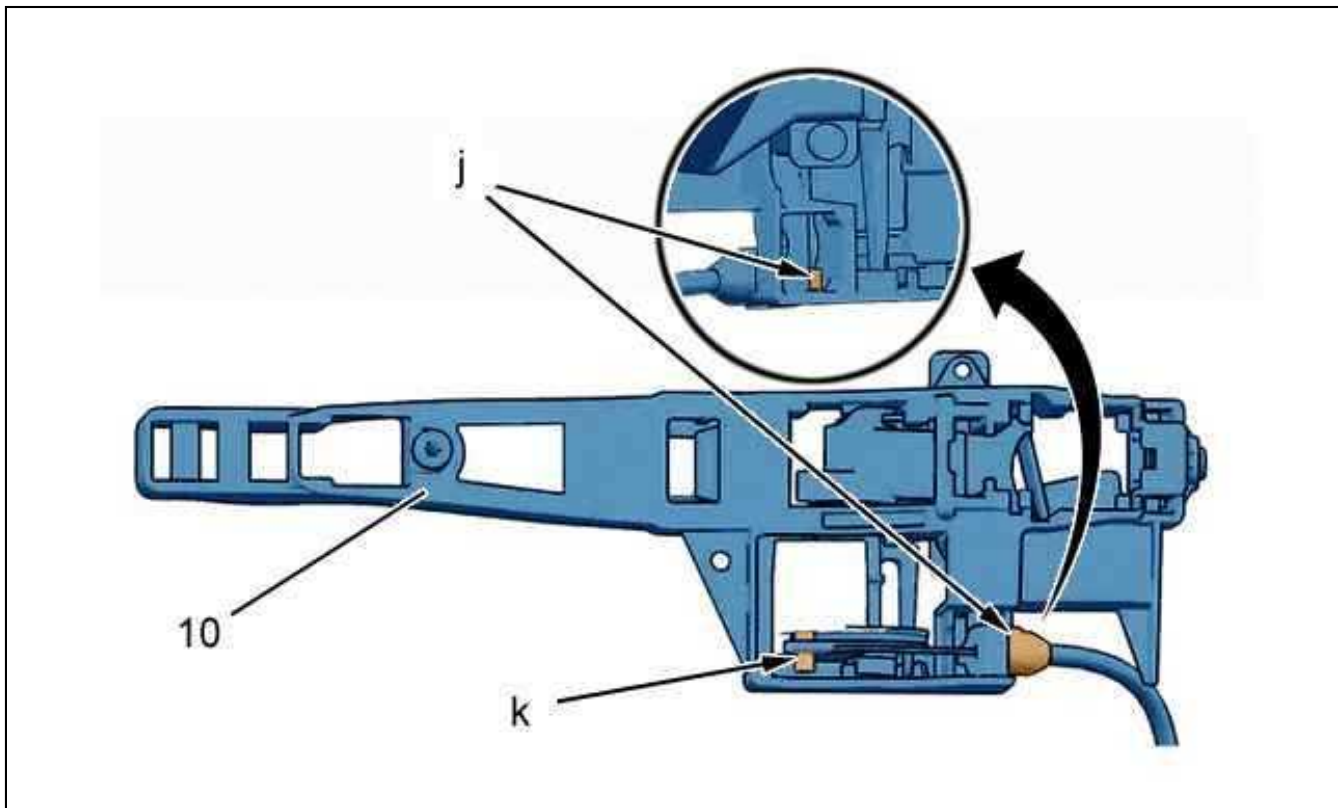


Figure : C4BM129D

Detach the sheath stop (at "j").

Disengage the end of the control cable (at "k").

Remove : The exterior opening mechanism (10).

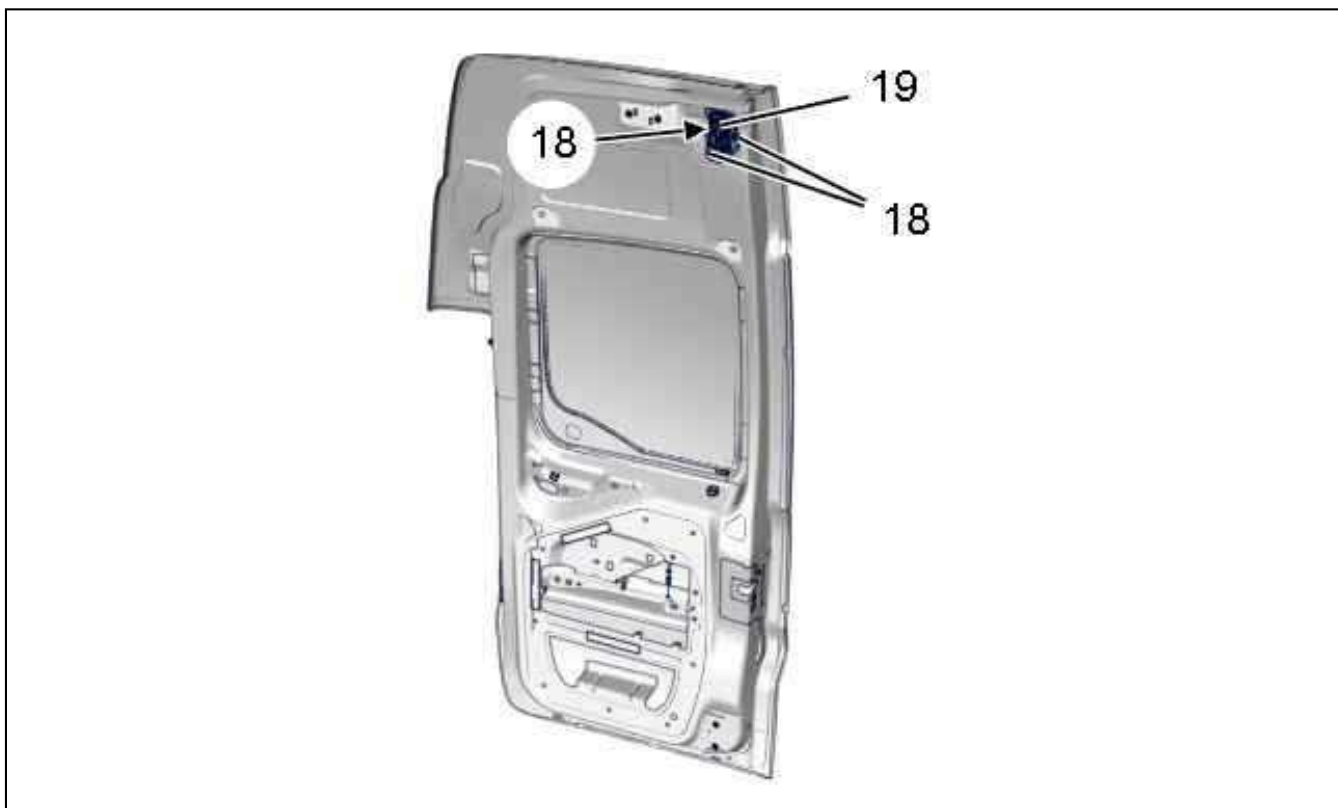


Figure : C4BM12AD

Remove the bolts (18).

Detach then remove : The top closing mechanism (19).

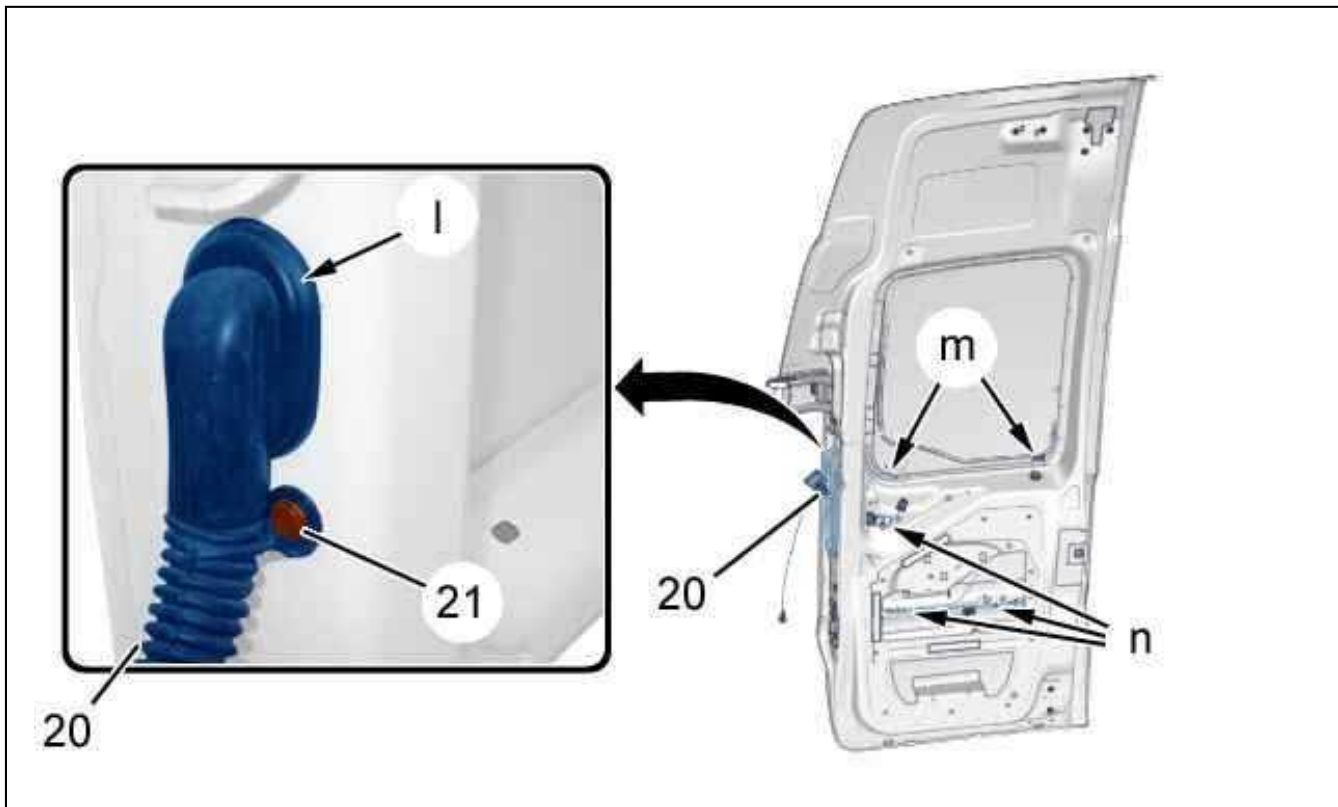


Figure : C4BM12BD

Remove bolts (21).

Disconnect the connectors (at " m").

Unclip the electrical harness (20) (at " l", "n") ; Using tool [1].

Disengage then remove the electrical harness (20).

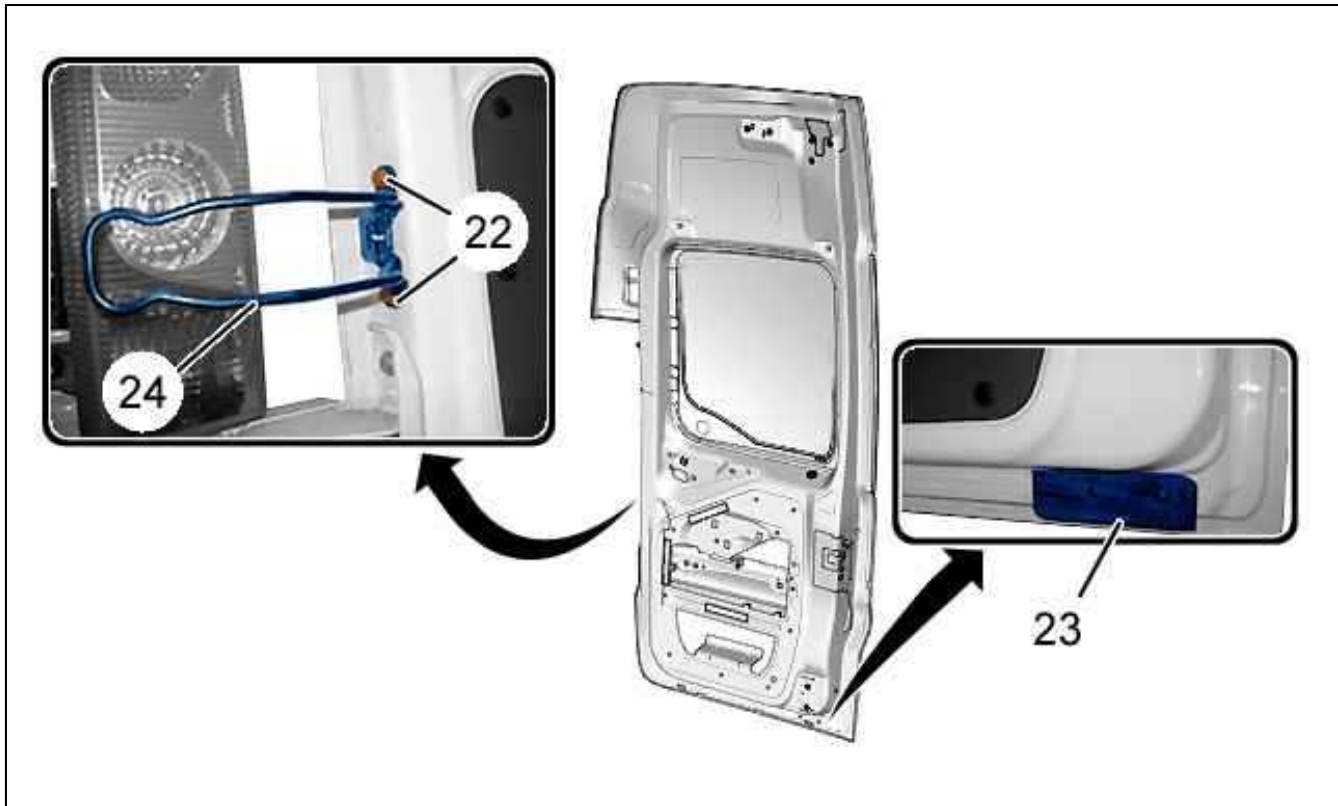


Figure : C4BM12CD

Remove :

- The bolts (22)
- The door check strap (24)

Unclip and detach : The stop (23) ; Using tool [1].

Remove : **The hinged rear door window** ⓘ .

2.2. Rear left hinged door

Remove :

- **The rear wiper motor** ⓘ
- **The 3rd stop lamp** ⓘ



Figure : C4BM12DD

Unclip the door panel (25) (at " p") ; Using tool [1].

Remove : Door panel (25).

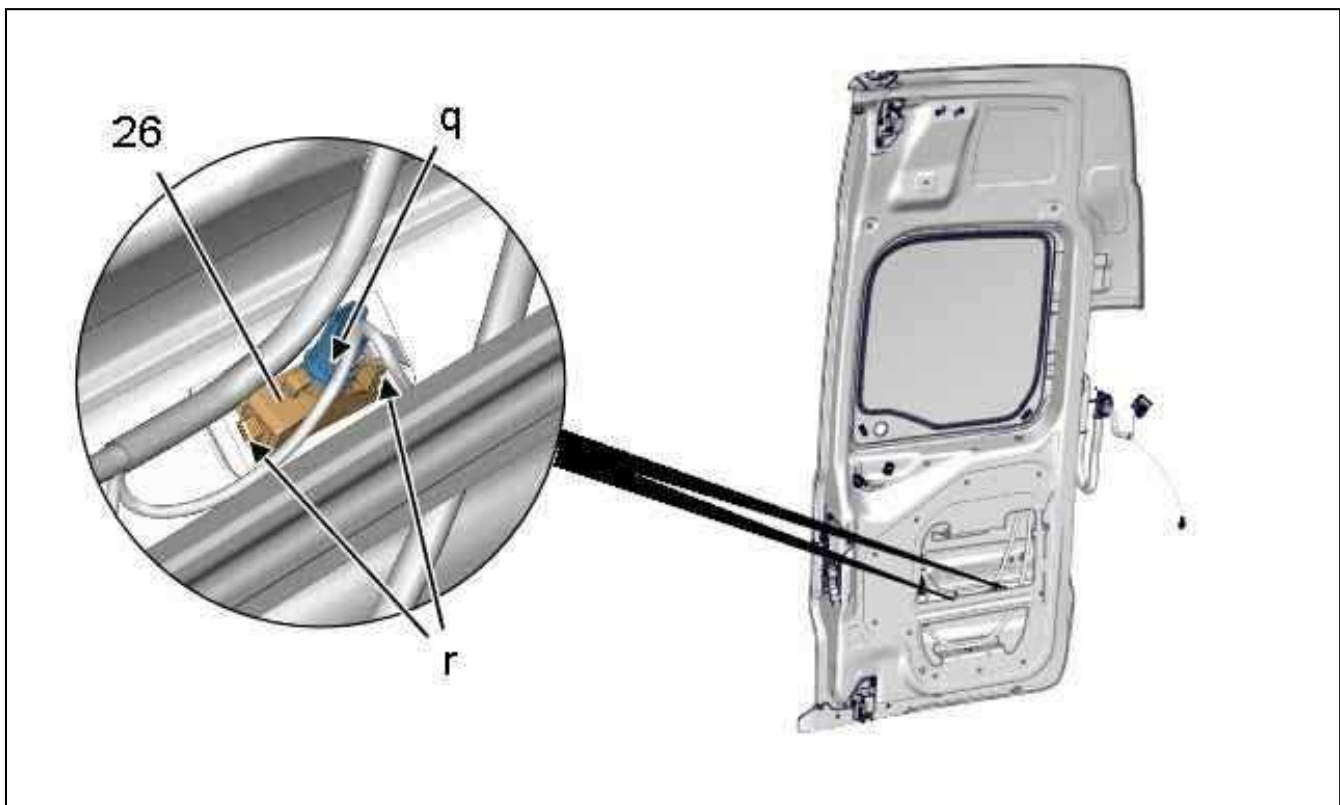


Figure : C4BM12ED

Disconnect the connectors (at " q").

Unclip the number plate lamps (26) (at " r") ; Using tool [1].

Remove the number plate lamps (26).

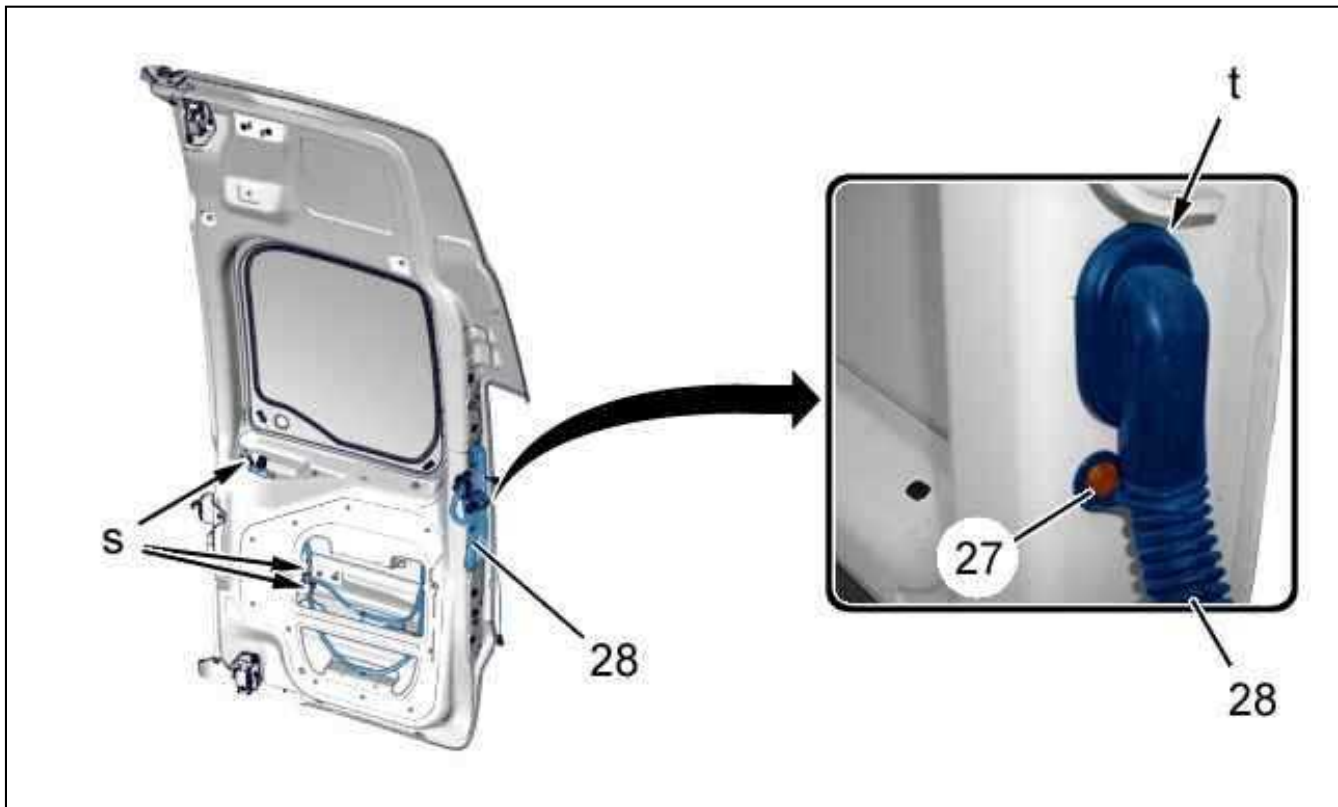


Figure : C4BM12FD

Remove bolts (27).

Unclip the electrical harness (28) (at " s", "t") ; Using tool [1].

Disengage then remove the electrical harness (28).

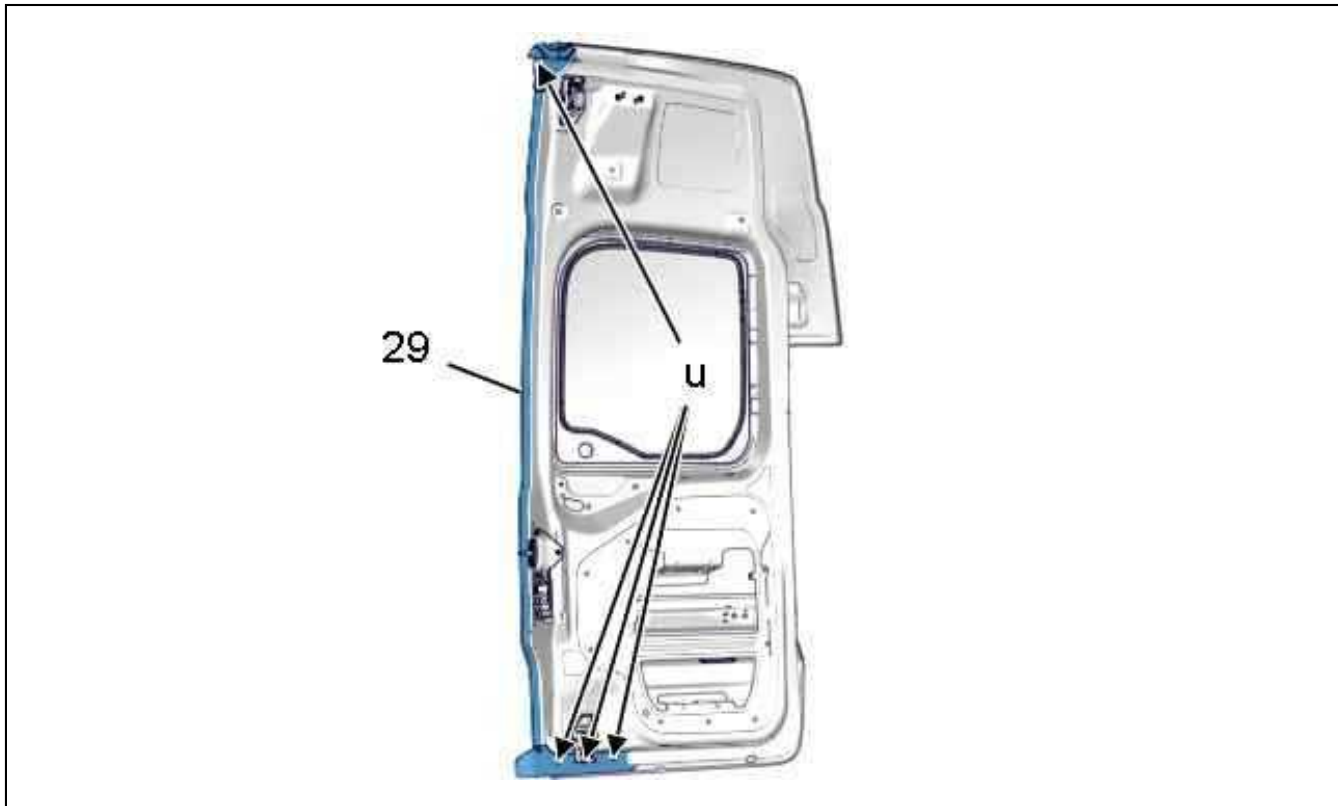


Figure : C4BM12GD

Unclip the hinged rear left door seal (29) (at " u") ; Using tool [1].
Remove the hinged rear left door seal (29).

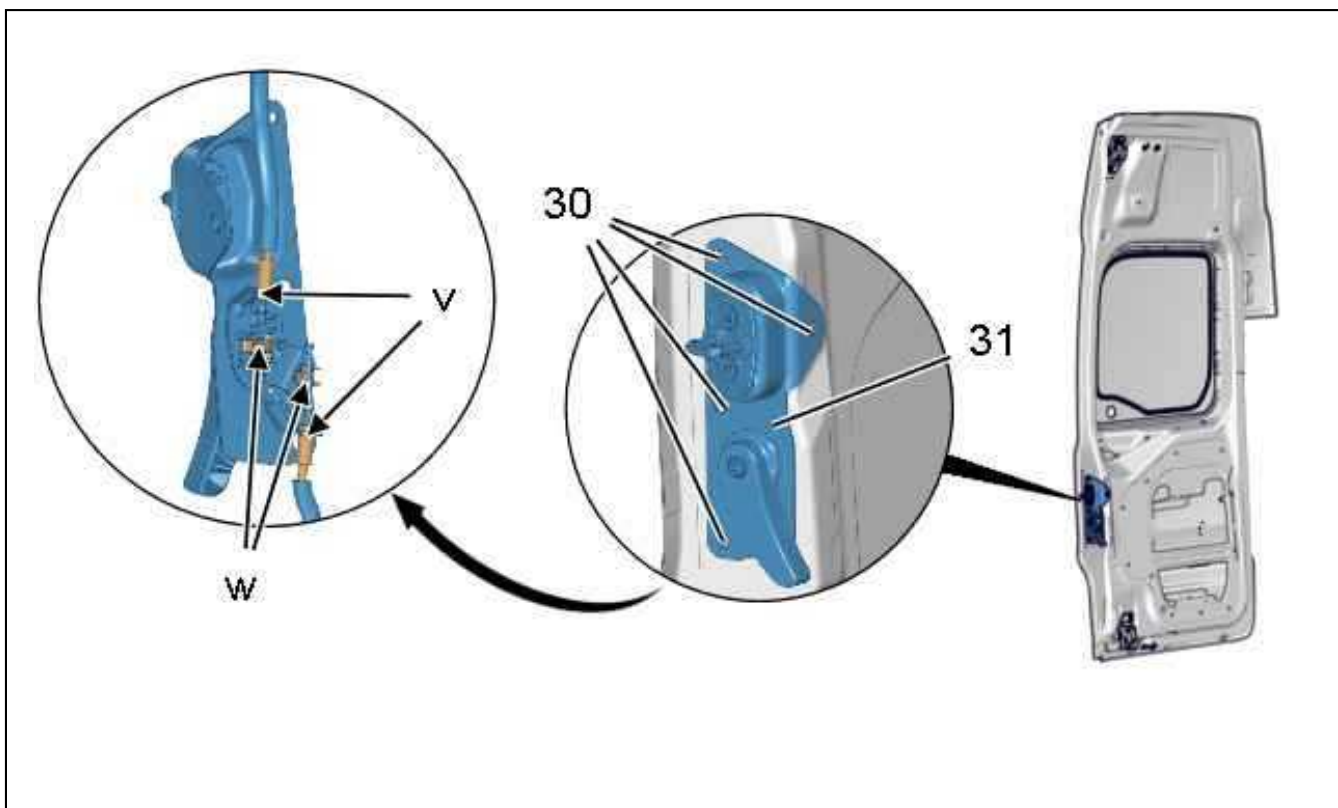


Figure : C4BM12HD

Remove the bolts (30).

Detach : The door catch (31).

Unclip :

- The ends of the control cables (at " w")
- The sleeve stops (at " v")

Remove : The door catch (31).

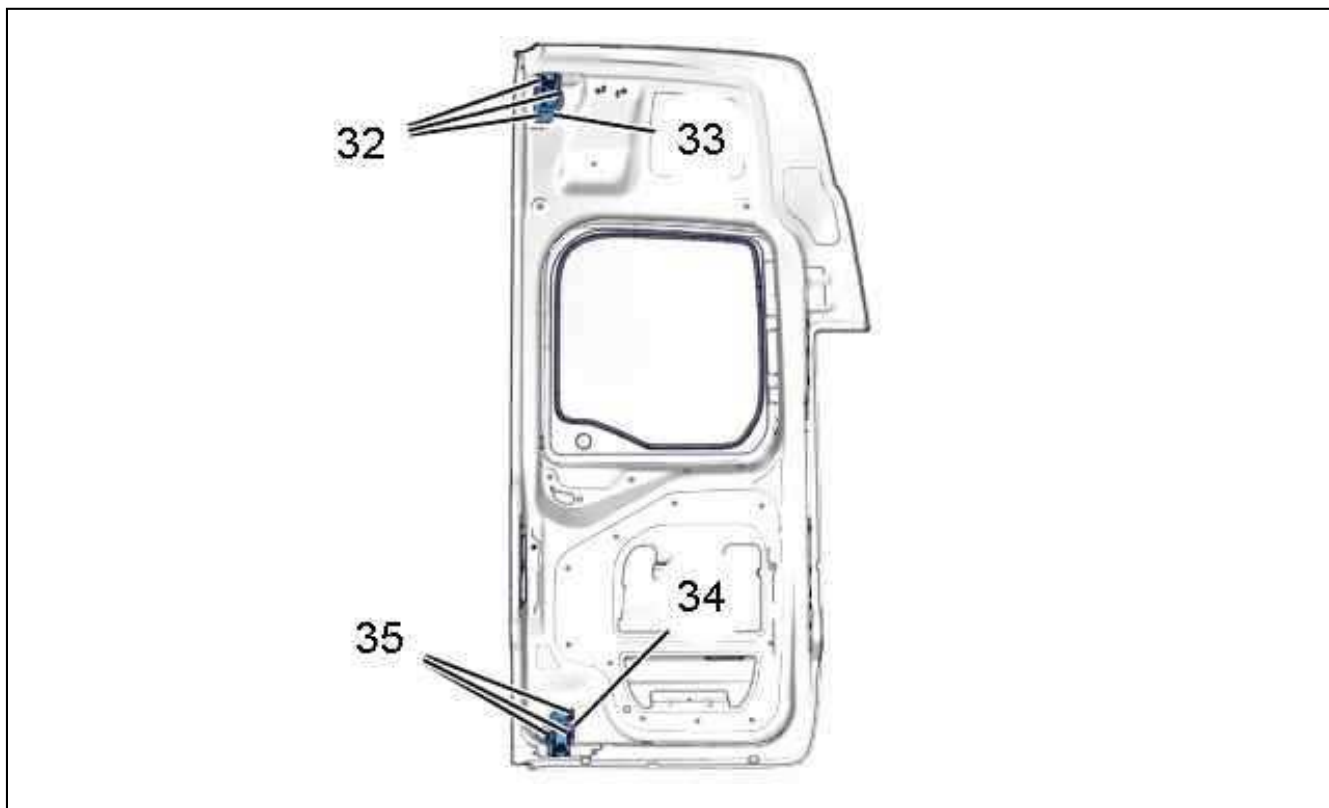


Figure : C4BM12JD

Remove :

- The bolts (32)
- The top closing mechanism (33)
- The bolts (35)
- The bottom closing mechanism (34)

Remove : The hinged rear door window ⓘ .

3. Re-assembling

ESSENTIAL : Always replace the damaged fixings.

Carry out the re-trim operations in the reverse order to the stripping operations.

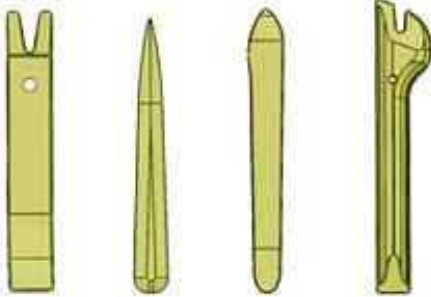
Reconnect the battery.

Check all the equipment works.

REMOVING - REFITTING : REAR QUARTER WINDOW

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

tool	Reference	Designation
[1350-ZZ]  Figure : E5AG02MT	[1350-ZZ]	Stripping tools

Presentation :

- Glazing tools ⓘ
- Glazing consumables ⓘ

ESSENTIAL : Gloves and protective goggles must be worn for the following operations.

2. Removing

Remove the inner rear quarter light ⓘ .

Open the sliding side door.

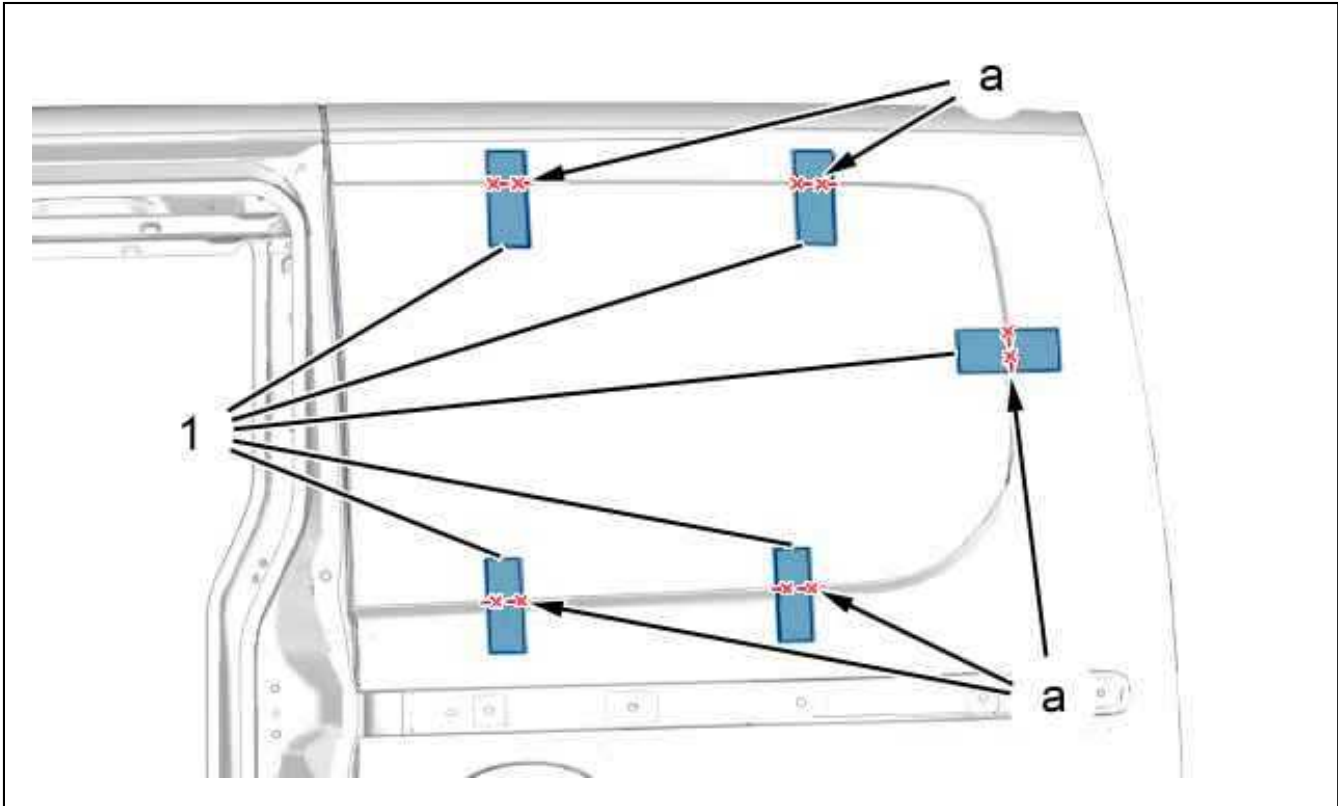


Figure : C5CG0L2D

N.B. : If the rear quarter window is reused, position strips of adhesive tape (1) and cut them (As indicated above) (a "a").

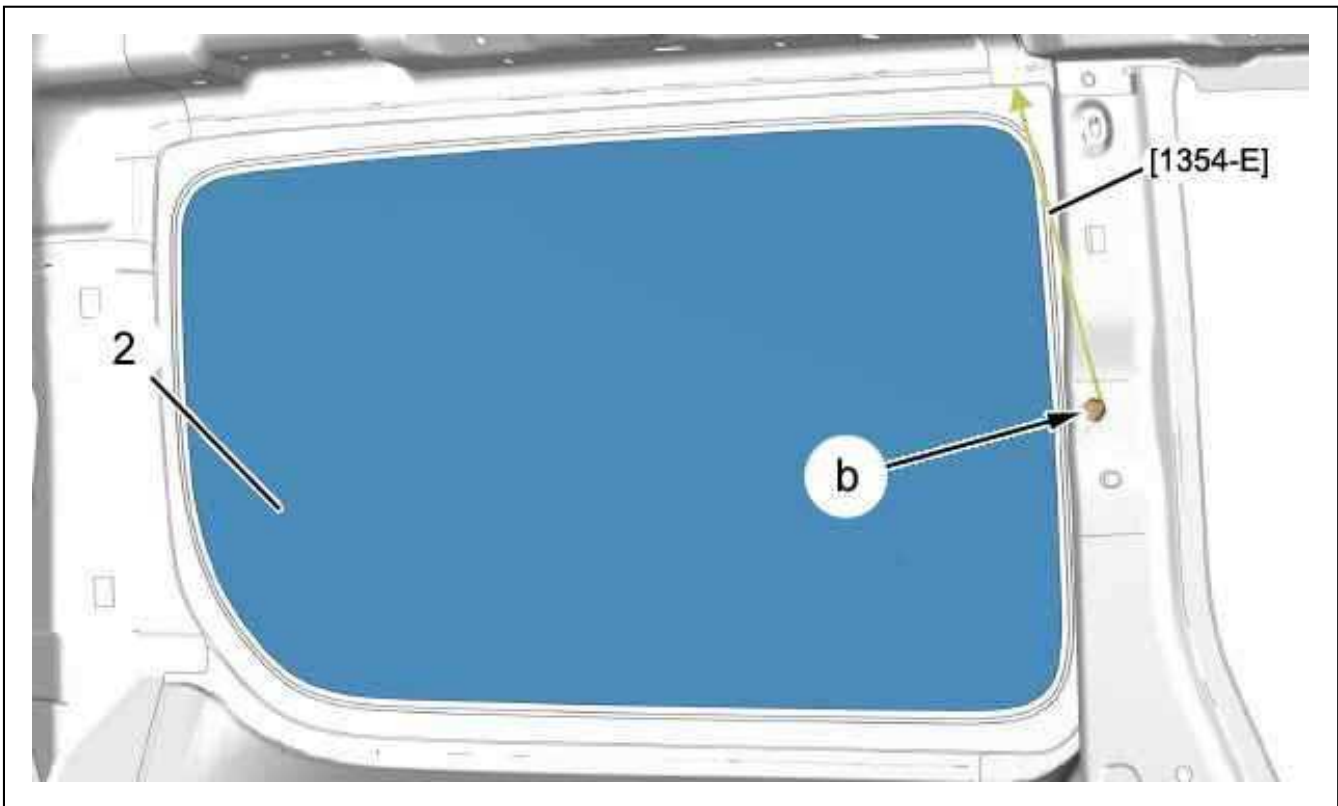


Figure : C5CG0L5D

Fix the end of the cutting wire [1354-E] on the seat belt upper fixing (at "b").

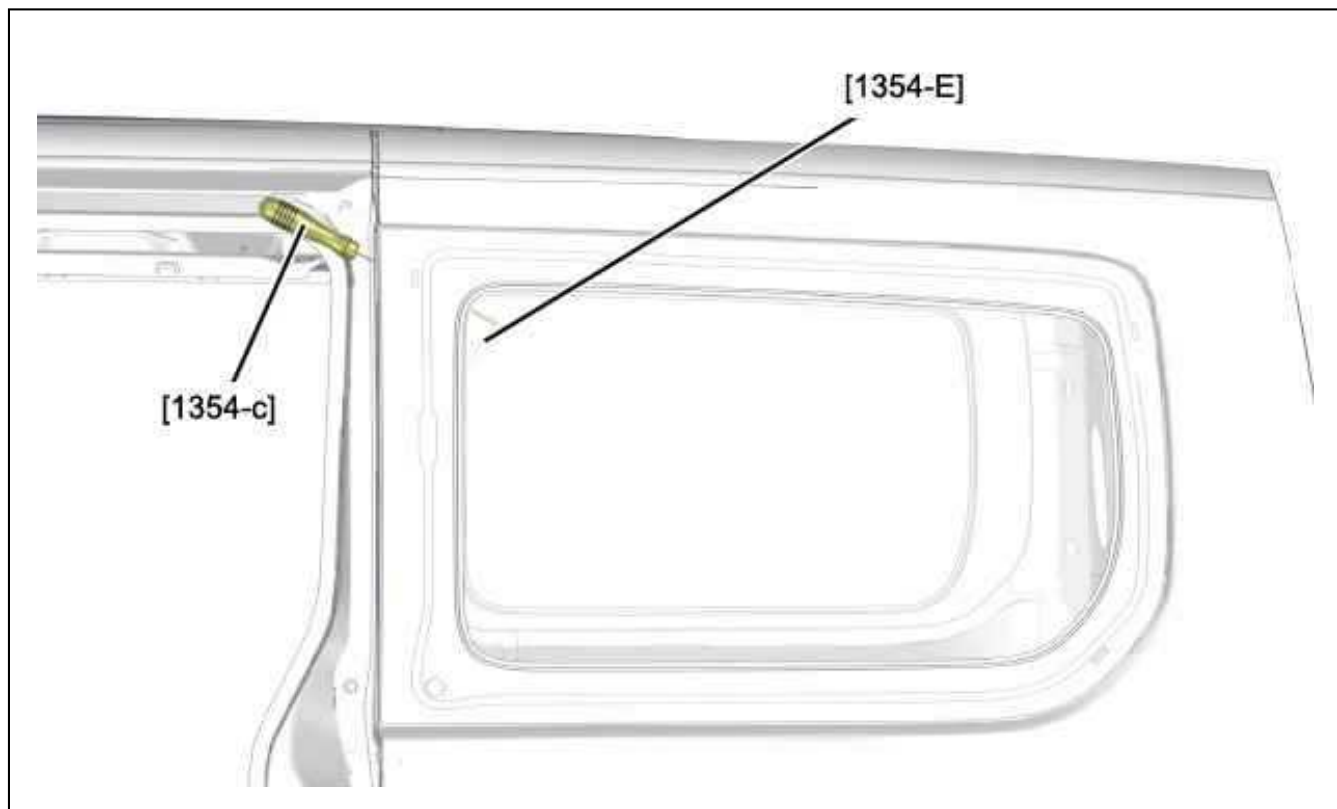


Figure : C5CG0L6D

Pass the awl [1354-C] through the bead of sealing adhesive, from the outside to the inside.

Attach the cutting wire [1354-E] to the awl [1354-C].

Pass the cutting wire [1354-E] to the outside.

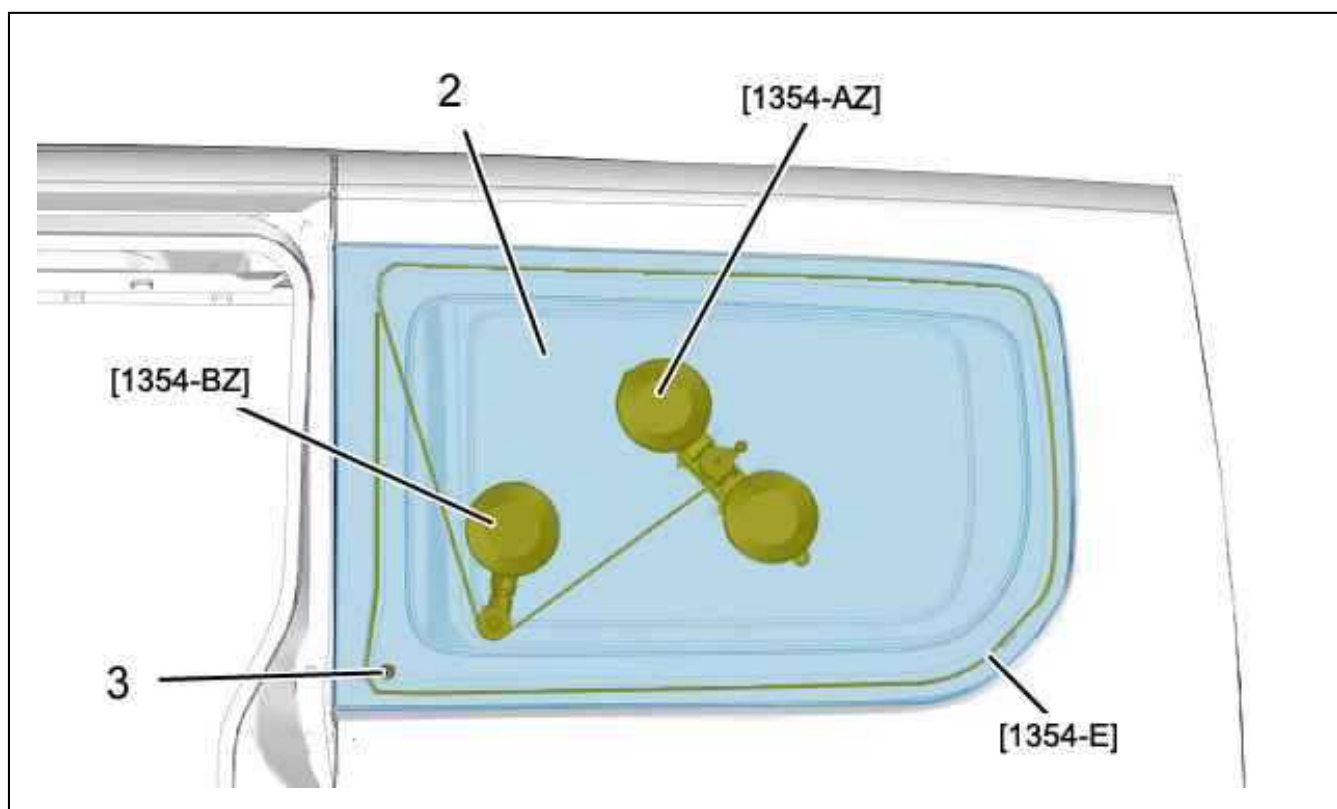


Figure : C5CG0L7D

Pass the cutting wire [1354-E] under the window (2).

Fix the end of the cutting wire [1354-E] to the roller guide device [1354-AZ].

Cut and move the tools [1354-AZ] and [1354-BZ] according to the evolution of the cutting of the adhesive sealing strip.

The indexing pin (3) must be cut.

Remove the quarter window (2) ; Using the hinged suction cups [KIT1-VENT].

3. Cleaning

3.1. Preparing the glass

1st case : Re-use of the quarter window.

Fit the electric knife [FEIN-400E] with the blade N°146.

Remove the sealing adhesive strip.

Remove any dust using a clean cloth.

Apply the primer on the zones made bare .

2nd case : Fitting a new quarter window.

Degrease the edge of the quarter window.

Apply the primer provided in the bonding kit .

Leave to dry for 10 minutes.

N.B. : Only apply the primer to the zones laid bare.

3.2. Preparation of the aperture

1st case : On residue sealant.

Fit the electric knife [FEIN-400E] with the blade N°146.

Remove the sealing adhesive strip.

Remove any dust using a clean cloth.

2nd case : New component.

Degrease the aperture.

Apply the primer provided in the bonding kit .

Leave to dry for 10 minutes.

4. Refitting

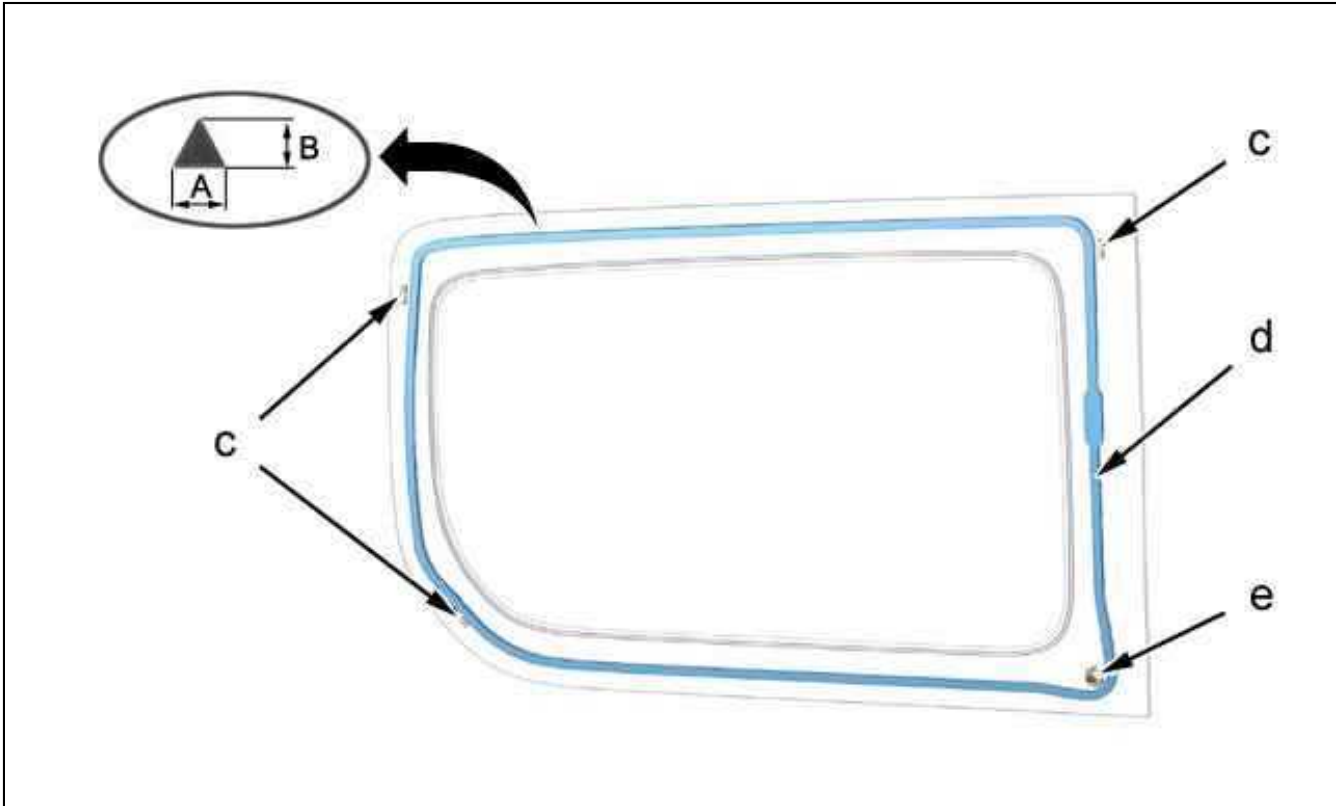


Figure : C5CG0L8D

"A" = 8 mm .

"B" = 12 mm .

Cut the nozzle in triangular section to obtain a bead of sealing adhesive "A" wide and "B" deep.

Apply an adhesive sealing strip at "d" on the surround of the quarter window.

Fit the rear quarter window shims (at "c").

Fit the rear quarter window indexing pin (at "e").

CAUTION : If a two-pack product is used : The time between the glass fitting to the vehicle and the start of extrusion of the adhesive sealant should not exceed 5 minutes.

Refit the rear quarter window ; Using the hinged suction cups [KIT1-VENT].

Check the clearances and flushness of the rear quarter light.

Lightly press on the periphery of the rear quarter window .

Clean the quarter window and its surround.

CAUTION : Observe the vehicle immobilisation time following fitting of the windscreen recommended by the suppliers of the products used.

Continue the fitting operations in the reverse order to the removal operations.

Check the sealing of the quarter window.

Clean the quarter window and its surround.

REMOVING - REFITTING : FRONT DOOR ELECTRIC WINDOW MECHANISM

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Removing

Remove the front side door window .

Remove the interior handle control .

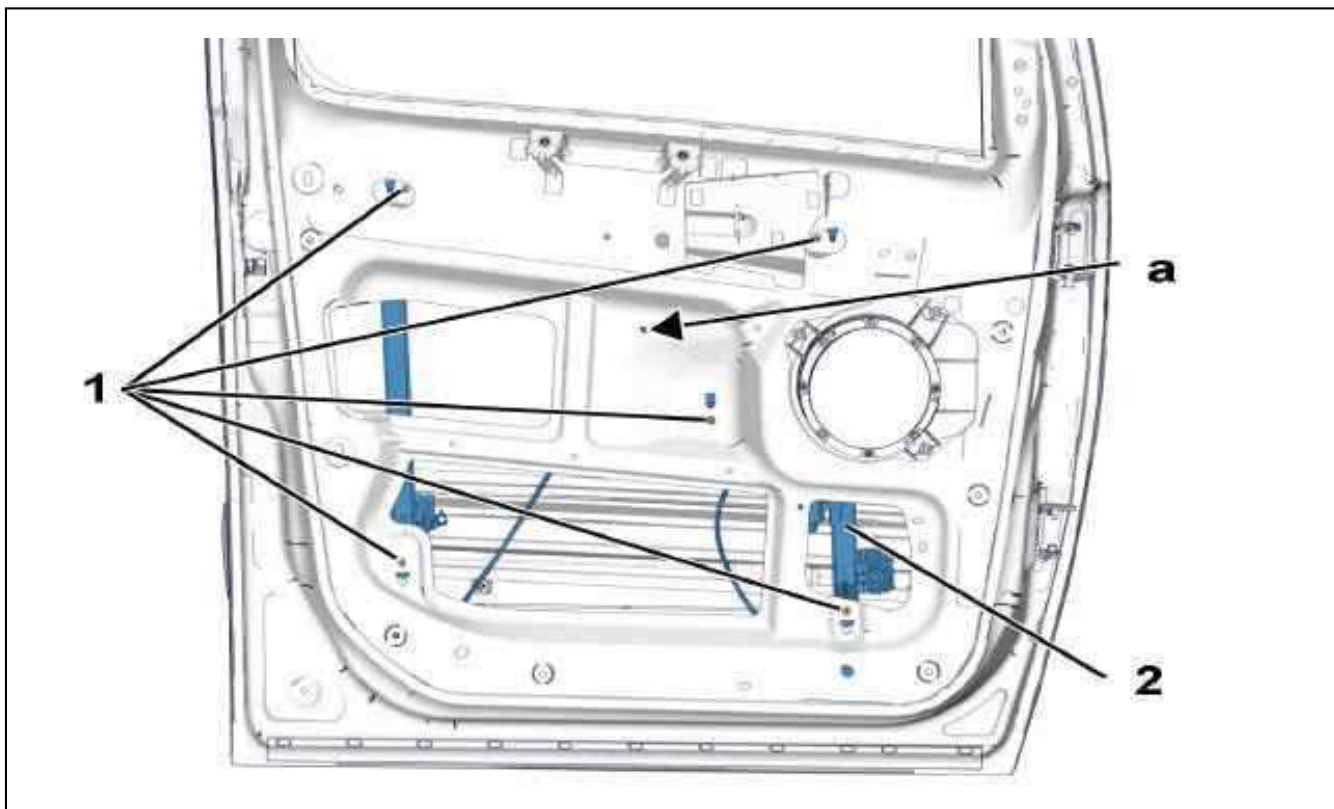


Figure : C4CP2FDD

Drift out the rivet studs before drilling out.

Drill out the rivet heads (1) ; Using a 6 mm diameter drill bit.

Unclip the electric window mechanism (2) (as "a").

Disengage the electric window mechanism (2).

Remove the electric window mechanism (2).

Drill out the remaining rivet stems .

N.B. : Vacuum out the bottom of the door to extract the rivet waste.

2. Refitting

Proceed in the reverse order to removal.

Check all the equipment works.

REMOVING - REFITTING : FRONT SIDE DOOR WINDOW

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Preliminary operations

Open the door.

Lower the door window to the maximum (Up to the mechanical stop).

Perform the following operations :

- Remove the ignition key
- Wait at least 3 minutes before disconnecting the battery
- Disconnect the battery negative terminal

2. Removing

Remove the exterior rear view mirror  .

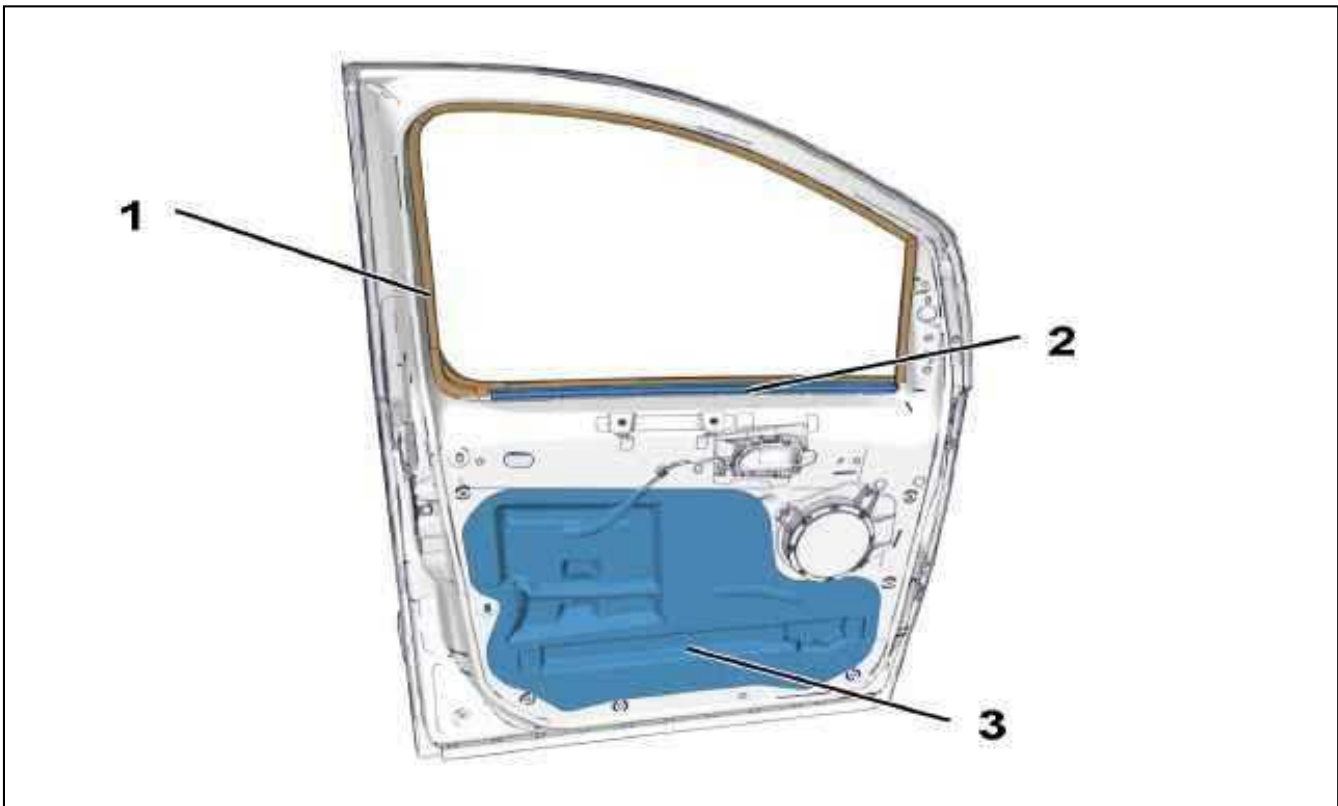


Figure : C4CP2FGD

Remove the front door window slide seal (1).

Remove :

- The interior window seal (2)
- The sealing sheet (3)

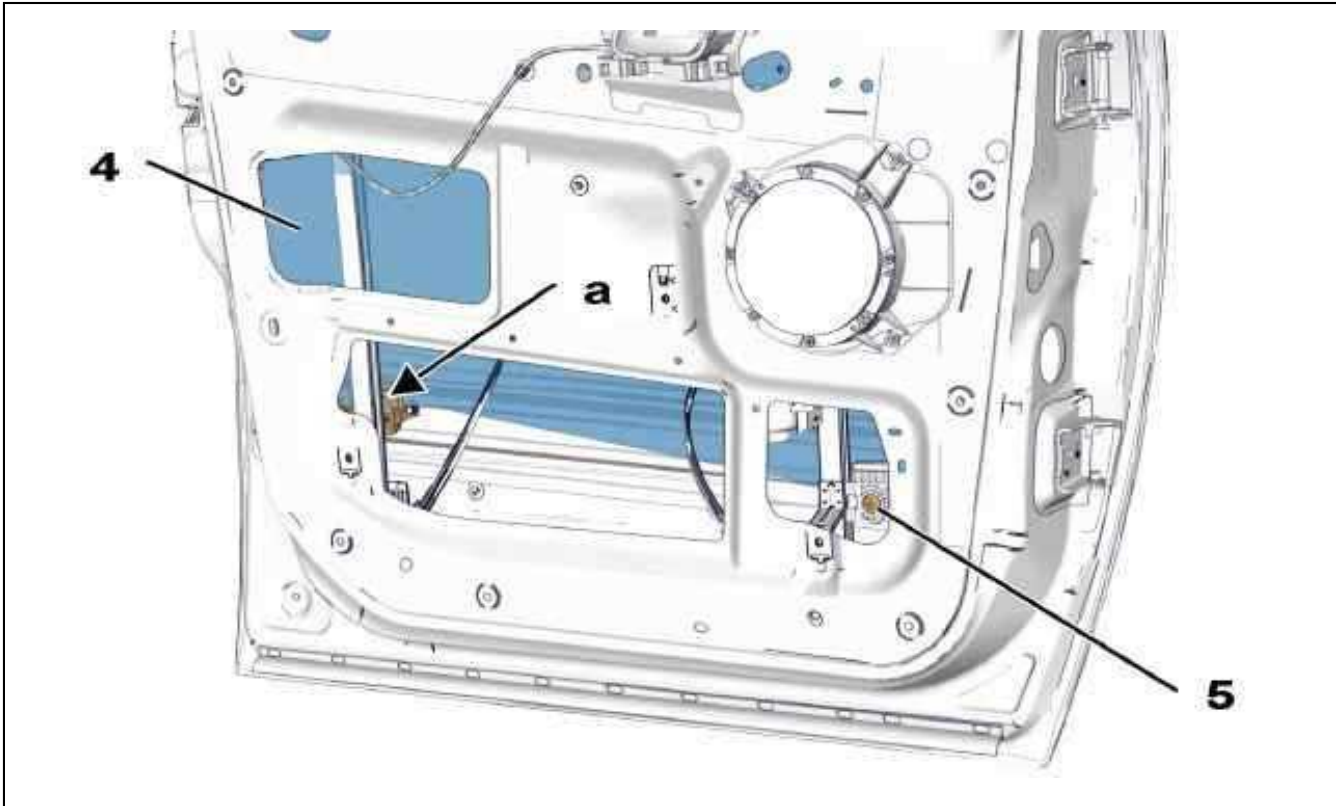


Figure : C4CP2FHD

Unclip the window glass (4) from the front side door (as "a").

Remove :

- The (5) bolt
- Disconnect the automatic gearbox ECU connector (4)

3. Refitting

CAUTION : Fit new sealing components which must be fitted without folds and without tears ; The door inner pane must be perfectly clean ; These requirements are essential in order to prevent any invasion of water, dust or noise.

Proceed in the reverse order to removal.

CAUTION : Perform the operations to be carried out following reconnection of the battery ⓘ .

Reconnect the battery.

Check all the equipment works.

REMOVING - REFITTING : HEADLAMP WASH

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

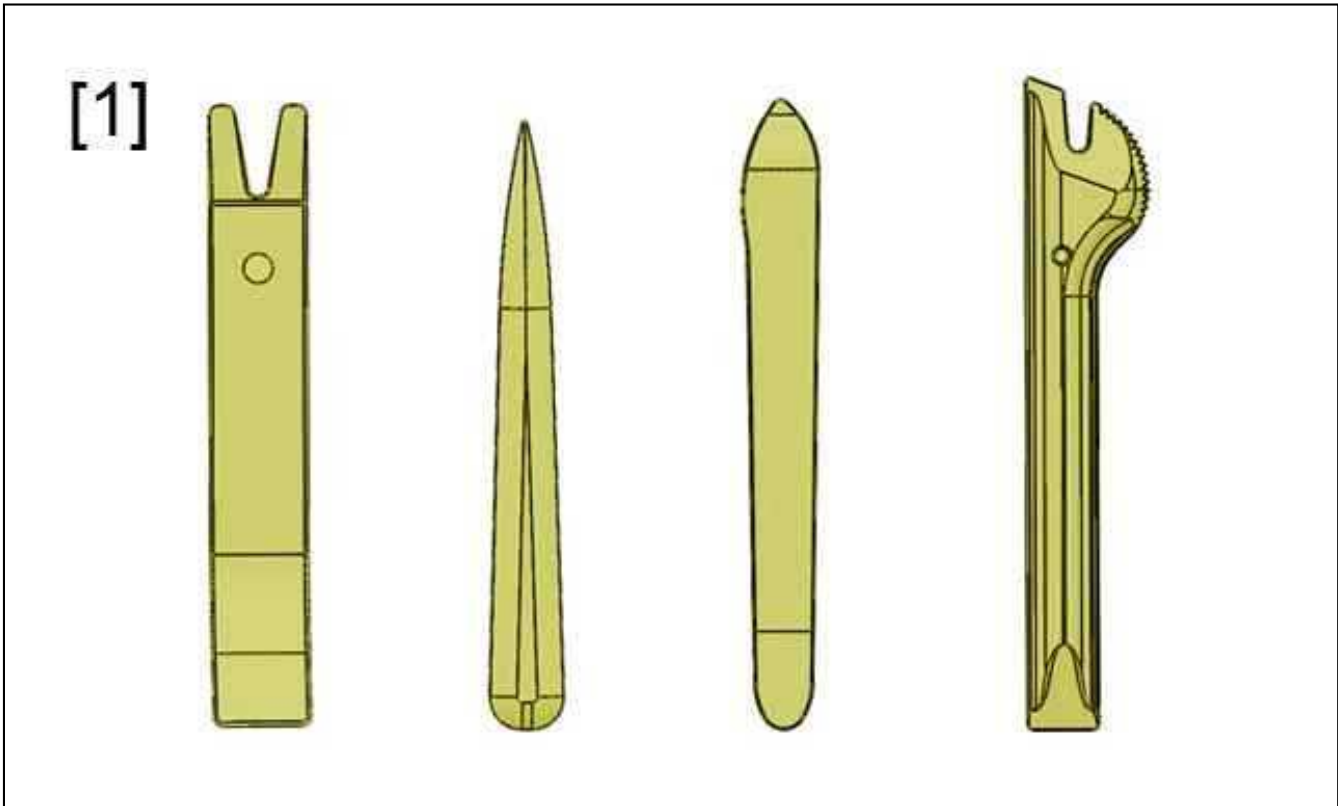


Figure : E5AP30WD

[1] Stripping tool (-).1350-ZZ.

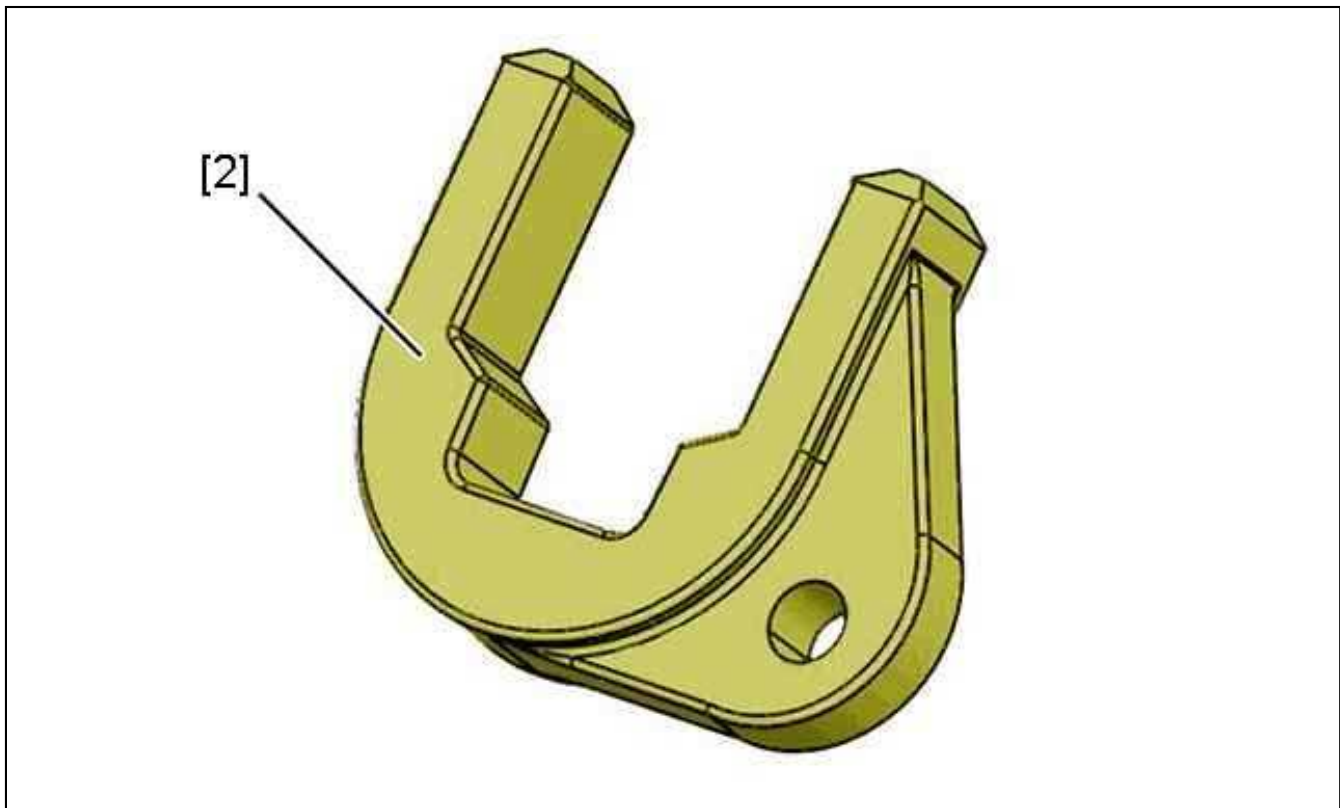


Figure : E5AP397D

[2] Headlamp washer immobilisation fork (-).1371-D.

2. Removing

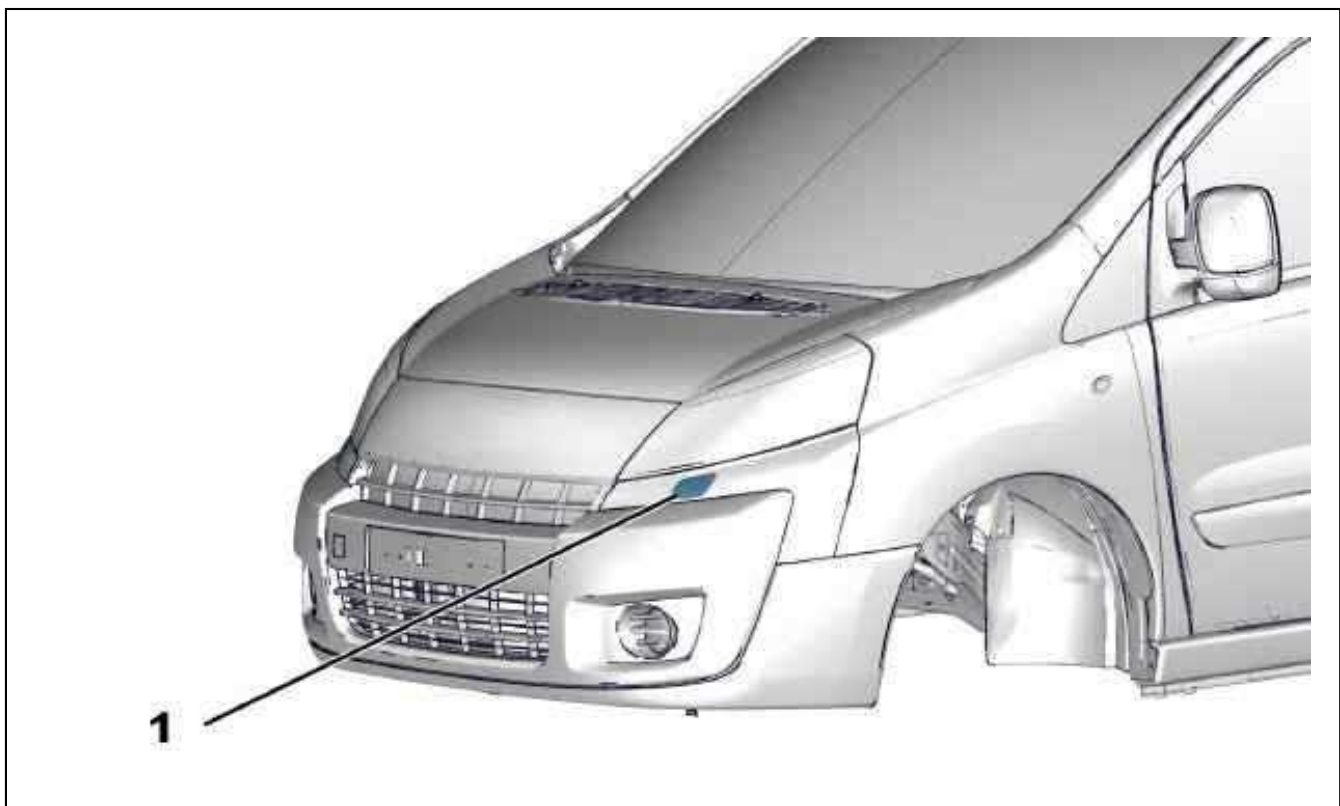


Figure : C4AP1WDD

Detach the jet trim (1) from the bumper skin ; Using tool [1].

N.B. : Protect the headlamp washer location surround ; Using adhesive tape .

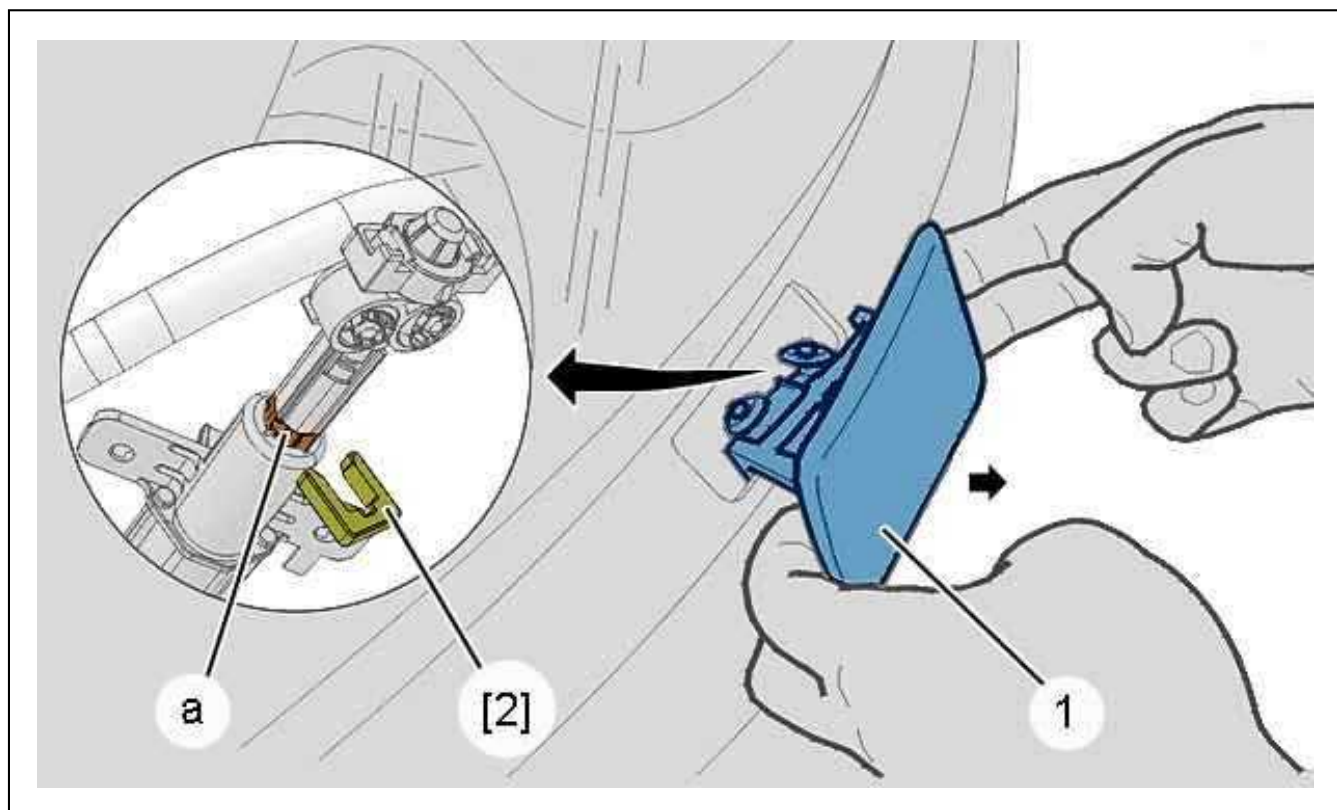


Figure : C5EP057D

Pull the trim (1) progressively towards you.

Place the tool [2] in the groove of the headlamp wash jet ram (at "a"), gently release the headlamp wash jet ram .

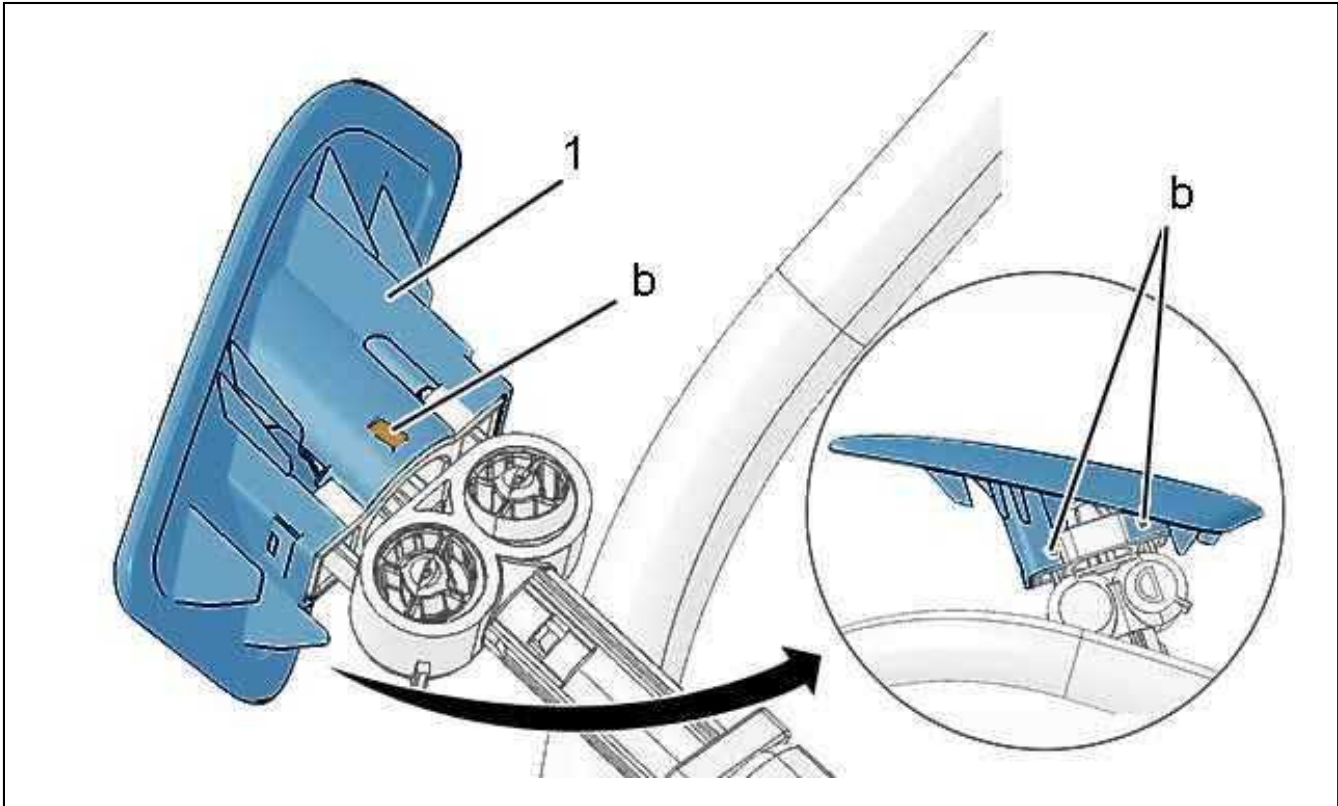


Figure : C5DP09FD

Unclip the trim (1) (as "b") ; Using a small screwdriver.
Remove the trim (1).

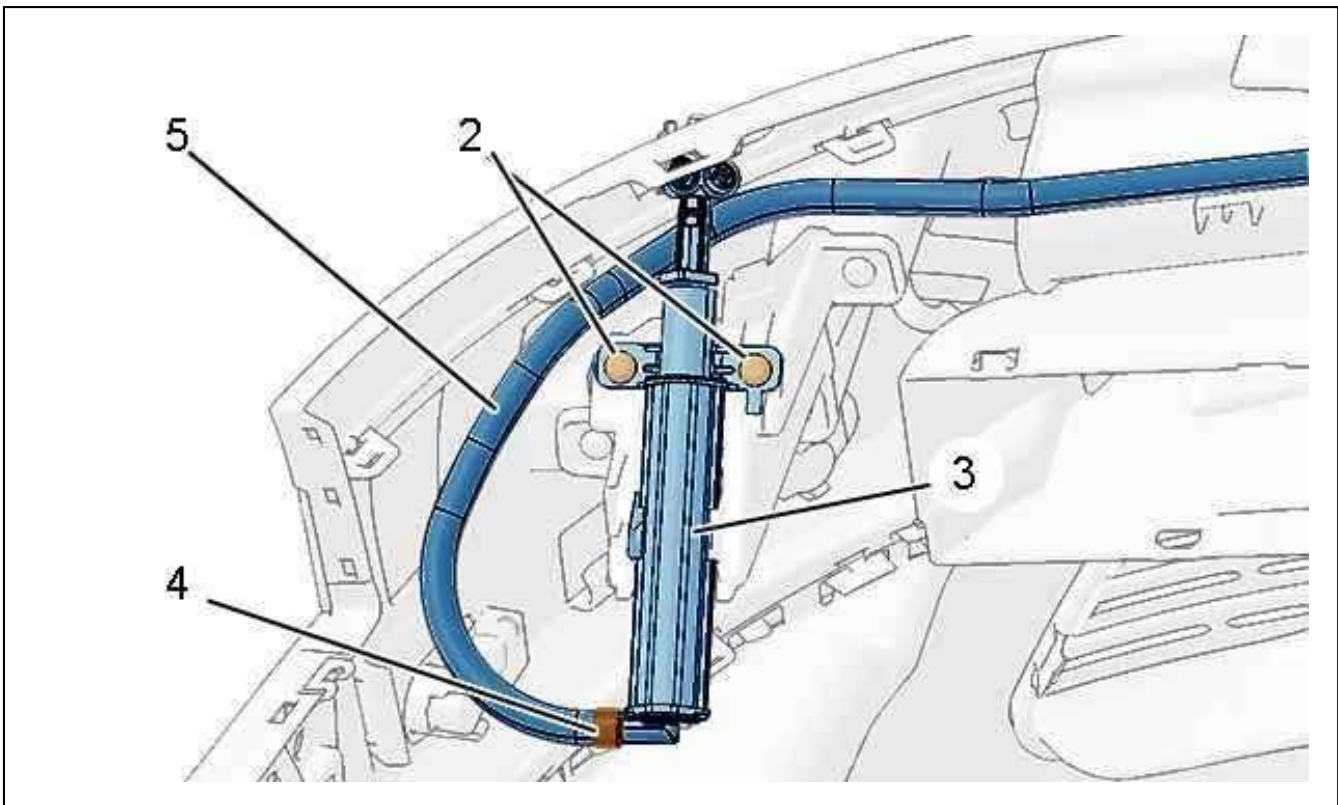


Figure : C5DP09GD

Remove :

- **Headlamp** ⓘ
- The bolts (2)

Detach the headlamp washer (3).

Unclip the clip (4).

Uncouple the pipe (5).

Remove the headlamp washer (3).

3. Refitting

Proceed in the reverse order to removal.

Adjust the headlamp washer jets if necessary.

Check the level of water in the screenwash reservoir.

Check all the equipment works.

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

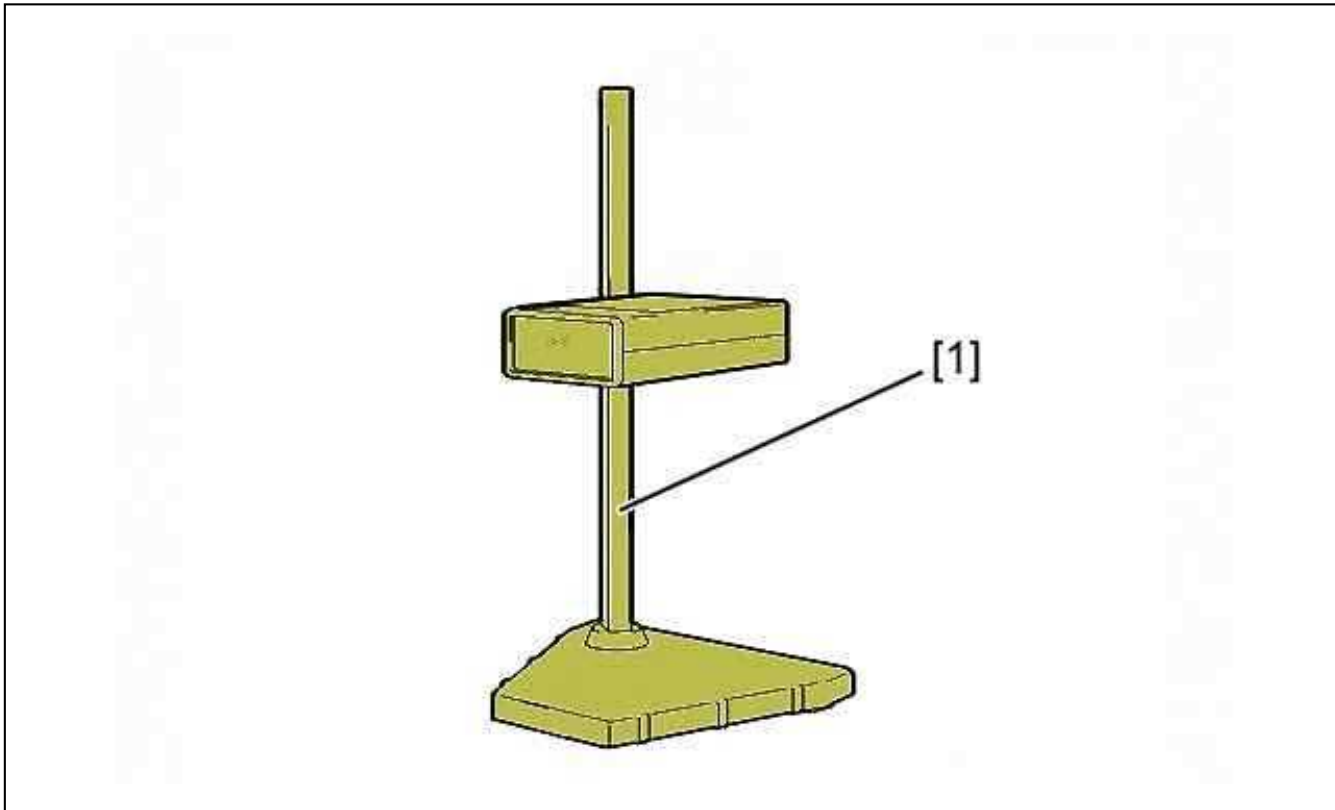


Figure : E5AP2ZHD

[1] regloscope :

- FACOM LUX 200L
- MULLER 664 LASER
- TECNOTEST 432/PM

2. Check

2.1. Prior conditions for checking

Unload the vehicle.

The vehicle in running order (vehicle empty with all systems filled).

For vehicles with pneumatic suspension, run the engine until the vehicle is in the "road" position.

Remove any excessive accumulation of mud, snow or ice which could affect the ride height of the vehicle.

Verify the tyre pressure.

Inflate to the pressure specified by the manufacturer, in normal driving conditions.

Place the vehicle on level ground ; Place the front wheels in the straight on position.

Switch the headlamps on.

Check the operation of the load corrector, by turning the adjustment dial.

Set to the normal load position "0".

2.2. Checking procedure

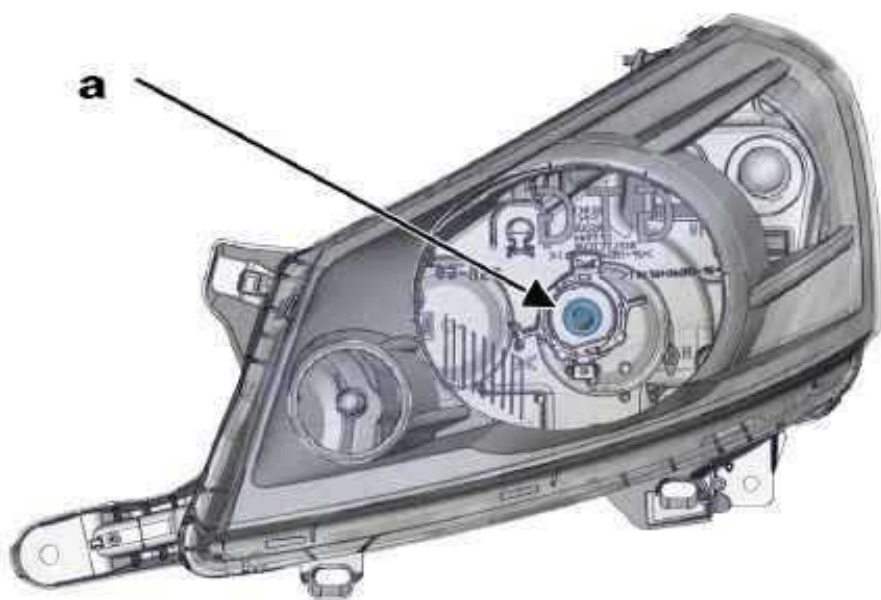


Figure : C5EP06DD

Start the engine.

Align the beam setter [1] in relation to the vehicle (According to beam setter).

Align the centre of the beam setter lens on the optical centre of the headlamp (as "a") (Centre of the shutter) ; Using the laser beam of the beam setter or using the rod of the beam setter (According to beam setter).

Switch on the dipped headlamps.

Follow the course of the check in accordance with the beam setter user manual.

3. Adjustment

Apply the beam setter adjustment procedure in accordance with the beam setter [1] user manual.

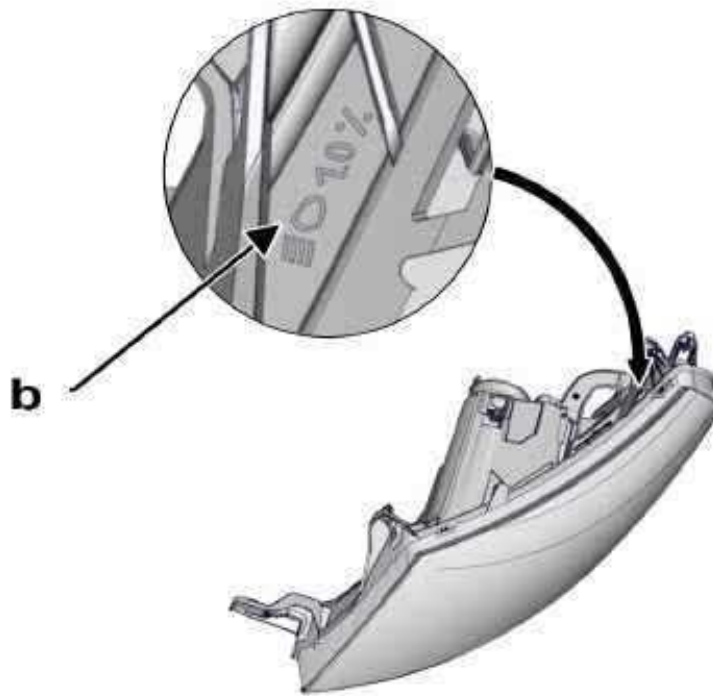


Figure : C5EP06ED

Read the headlamp beam lowering value (as "b").
Set the value read as the parameter (According to beam setter).

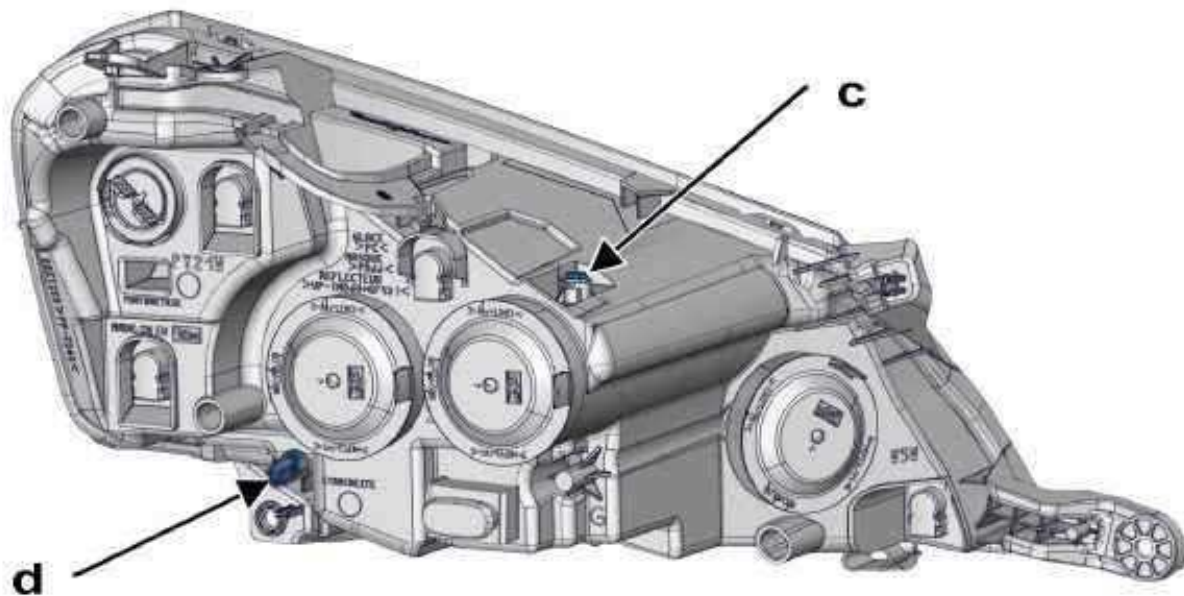


Figure : C5EP06FD

Correct the vertical setting of the headlamp (height) by acting on the screw (as "c").
Correct the horizontal setting of the headlamp (azimuth) by acting on the screw (as "d").

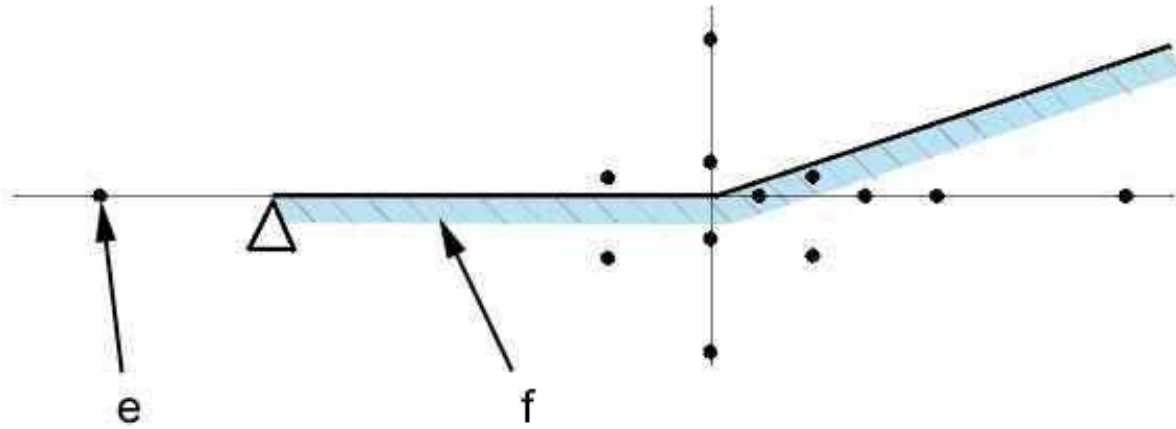


Figure : C5EP044D

Align the beam of light " f " of the headlamp slightly below the line de demarcation " e ".

N.B. : Adjusting the dipped headlamp automatically adjusts the main beam headlamp.

REMOVING - REFITTING : THIRD BRAKE LIGHT

1. Removing

1.1. 3rd stoplamp on tailgate

Open the flap .

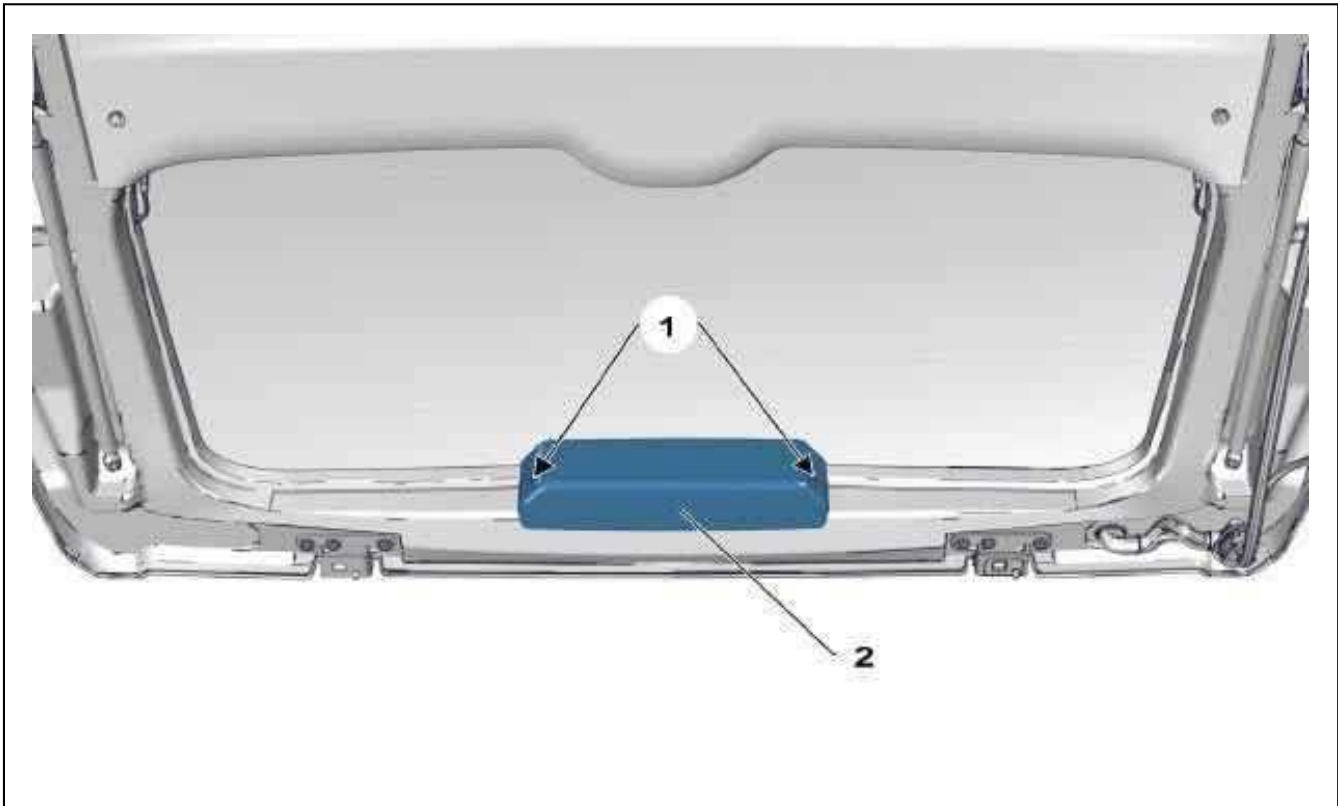


Figure : C5EP06GD

Remove the screws (1) of the trim (2).

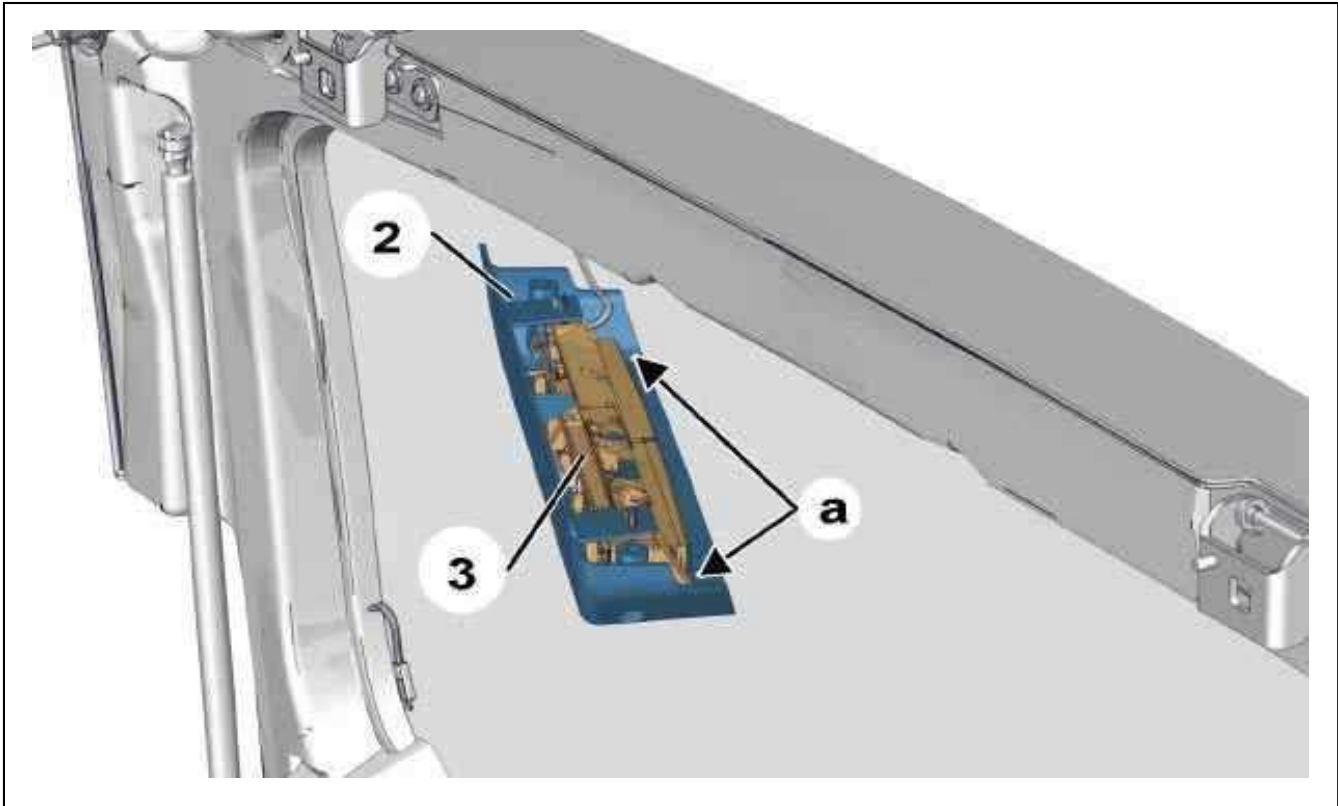


Figure : C5EP06HD

Detach the 3rd stoplamp (3) (as "a").
Remove the trim (2).

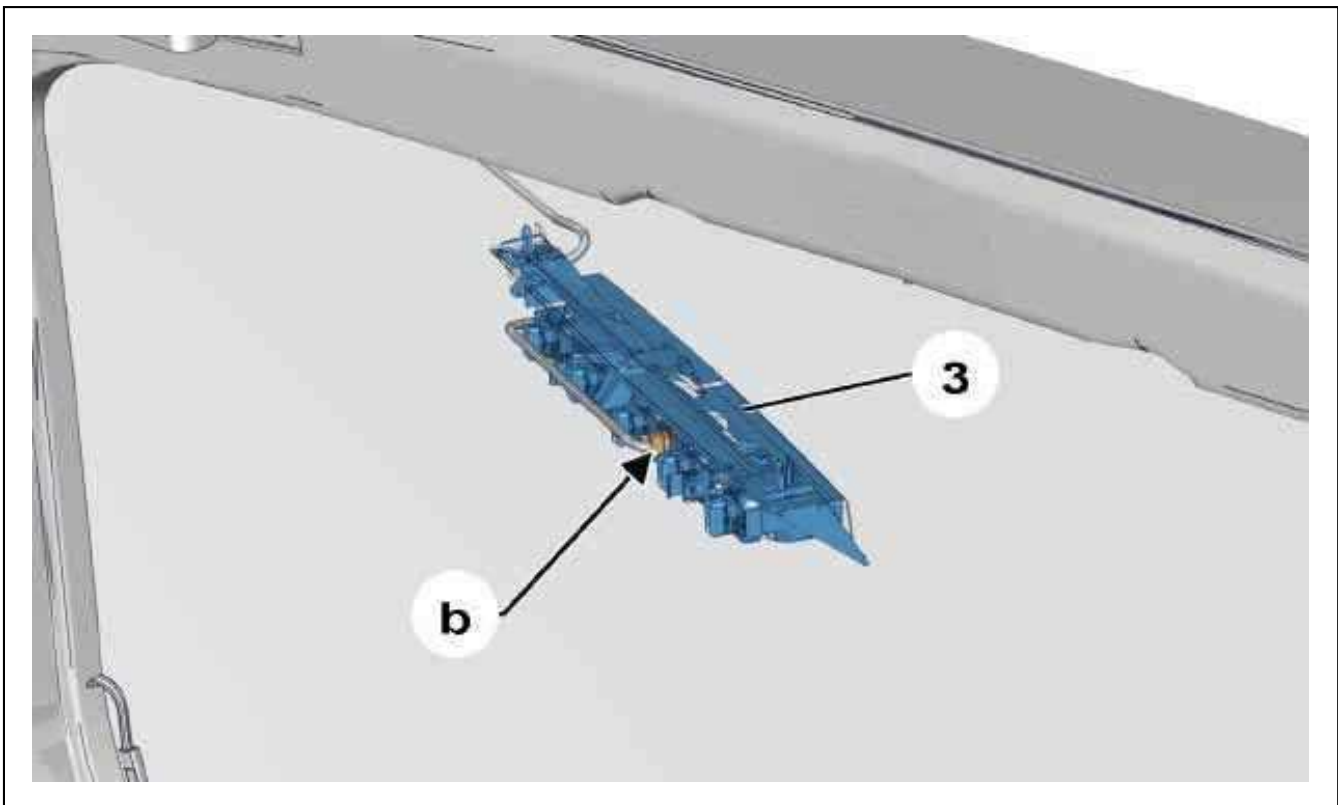


Figure : C5EP06JD

Disconnect the connector "b".

Remove the 3rd stoplamp (3).

1.2. 3rd stoplamp on hinged rear door

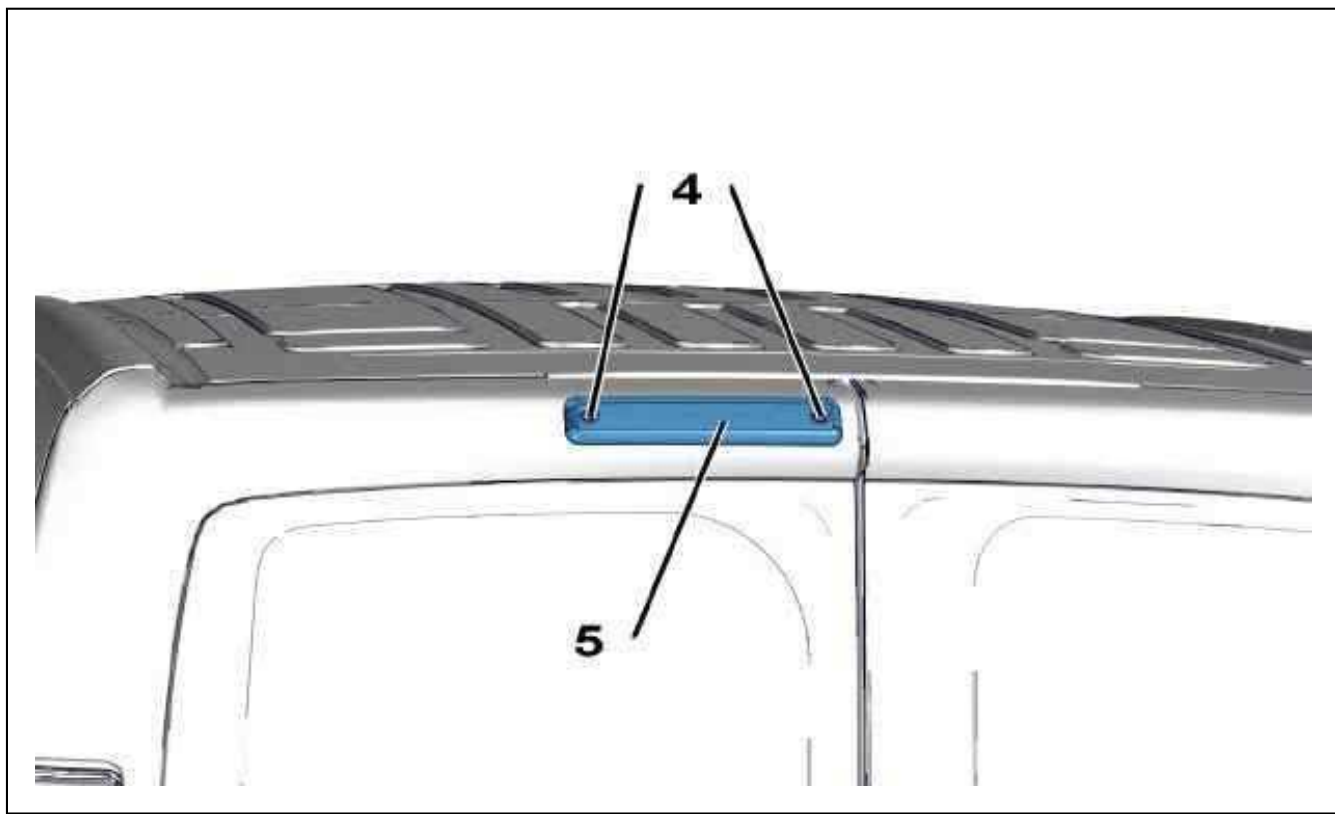


Figure : C5EP06KD

Detach the screws (4) of the 3rd stoplamp (5).

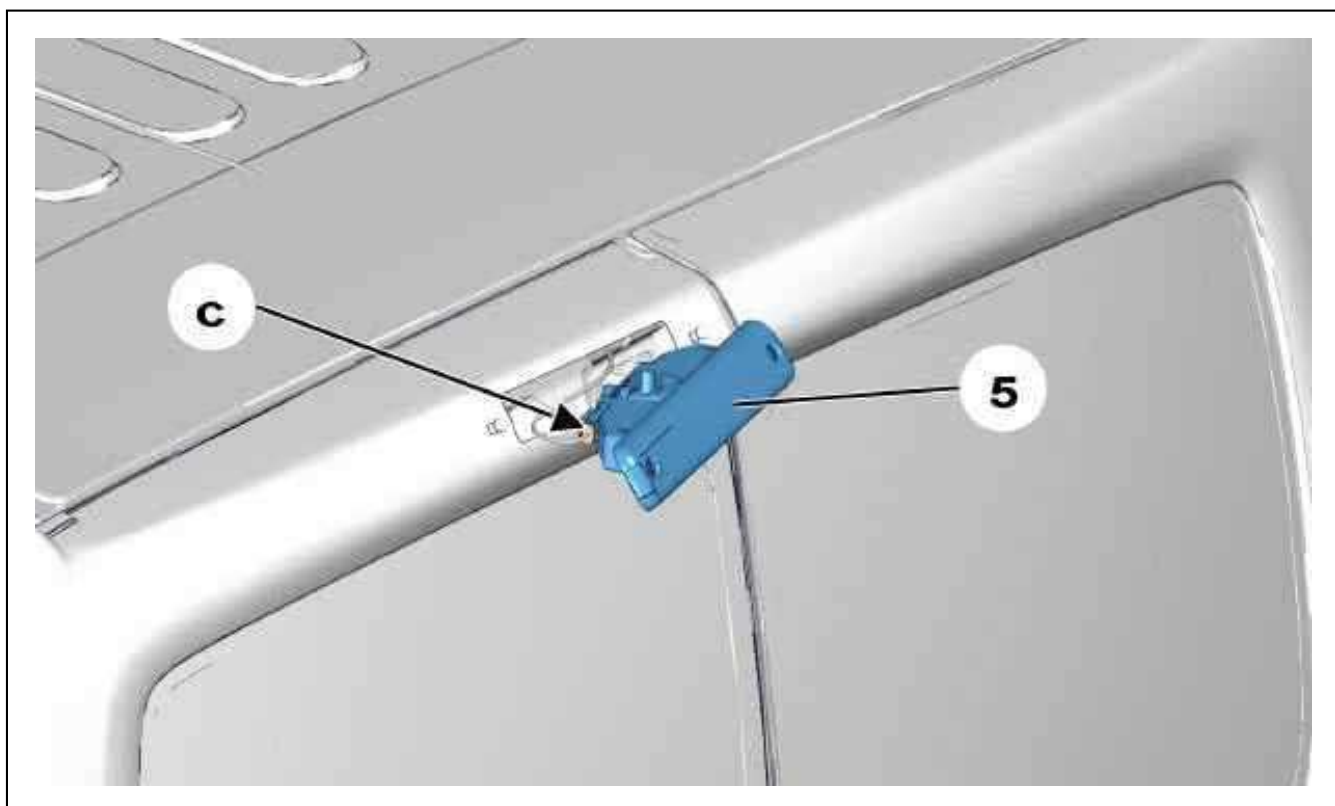


Figure : C5EP06LD

Disconnect the connector "c".

Remove the 3rd stoplamp (5).

1.3. 3rd stoplamp on hinged rear door, high version

Open the hinged rear door.

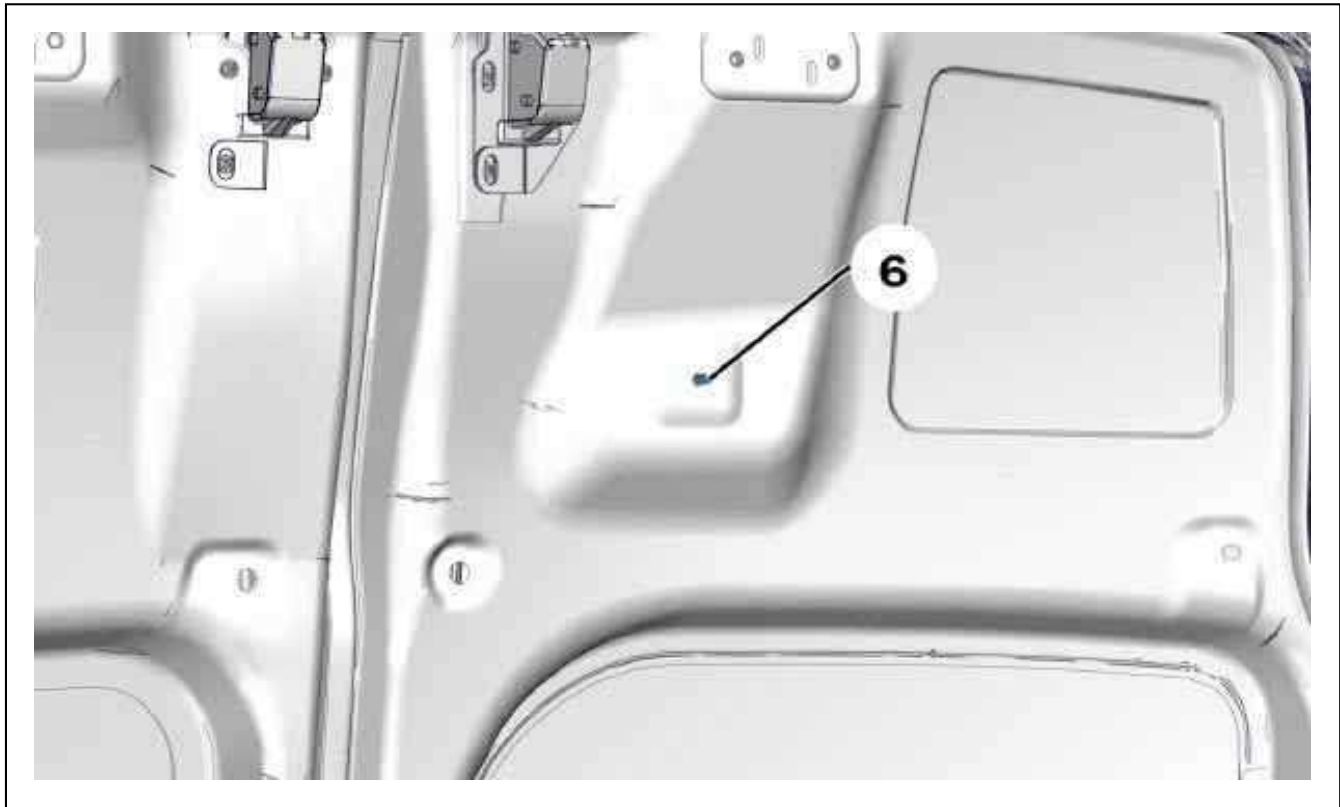


Figure : C5EP06MD

Remove bolts (6).

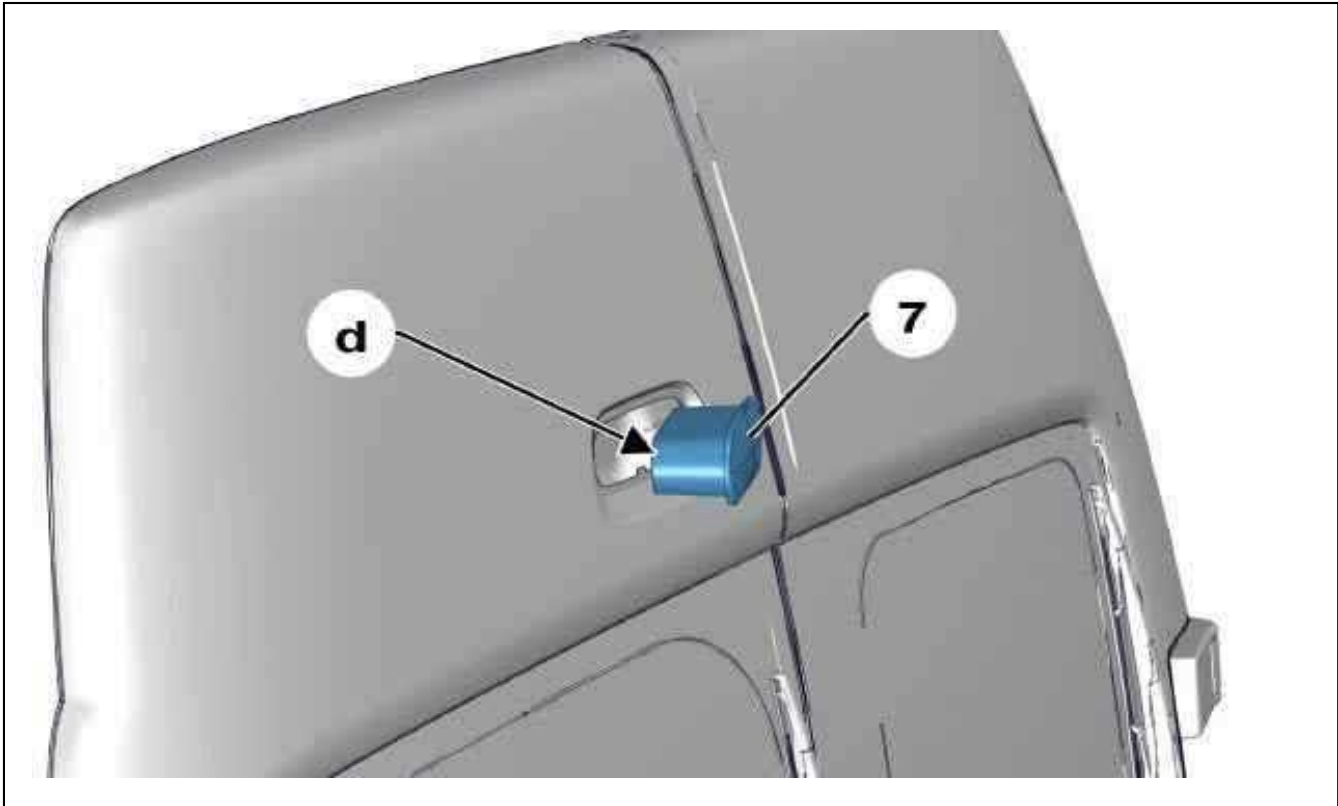


Figure : C5EP06ND

Disconnect the connector (as "d").

Remove the 3rd stoplamp (7).

2. Refitting

Proceed in the reverse order to removal.

Check the electrical operation of the equipment.

REMOVING - REFITTING : REAR LAMP CLUSTER

1. Removing

Open the tailgate or the hinged rear doors.

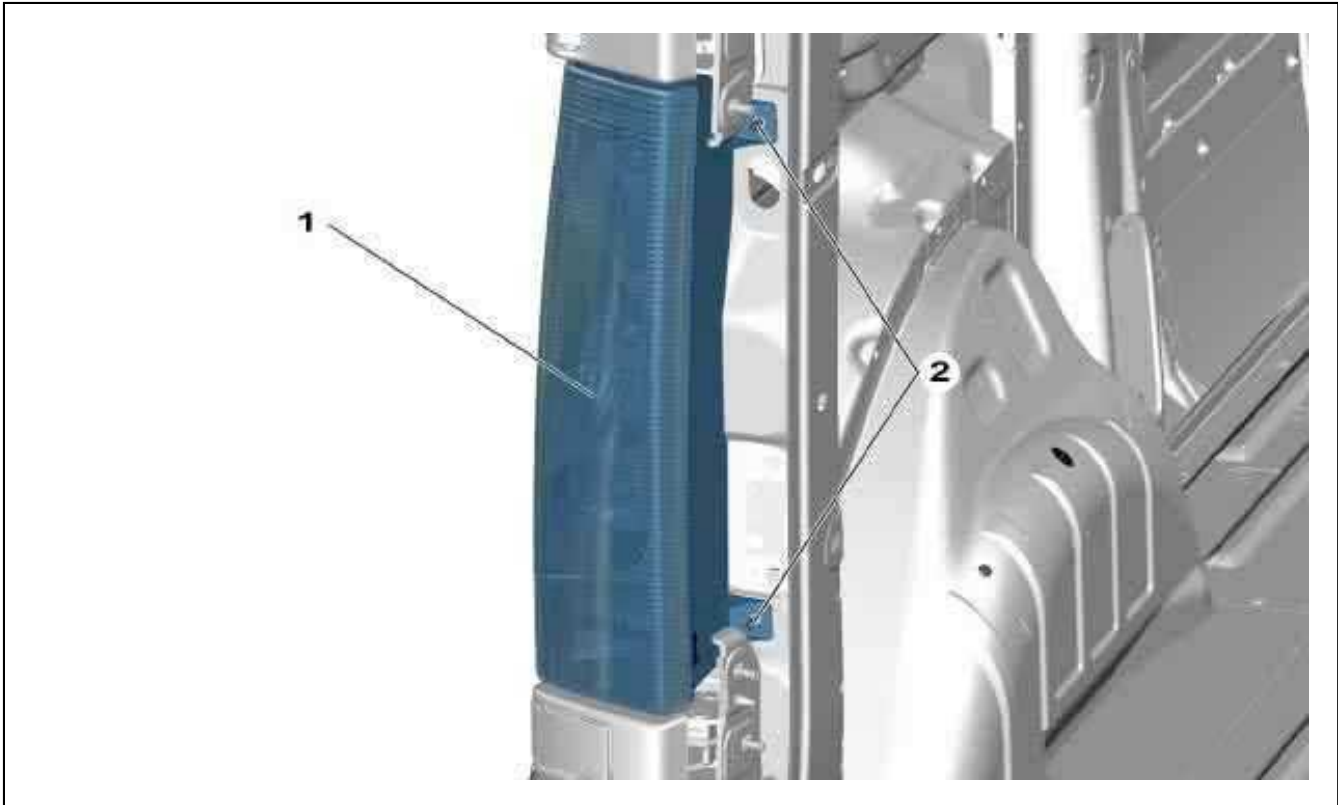


Figure : C5EP06PD

Remove the knurled buttons (2) from the rear lamp (1).



Figure : C5EP06QD

Disconnect the connector "a".

Remove the rear lamp (1).

2. Refitting

Proceed in the reverse order to removal.

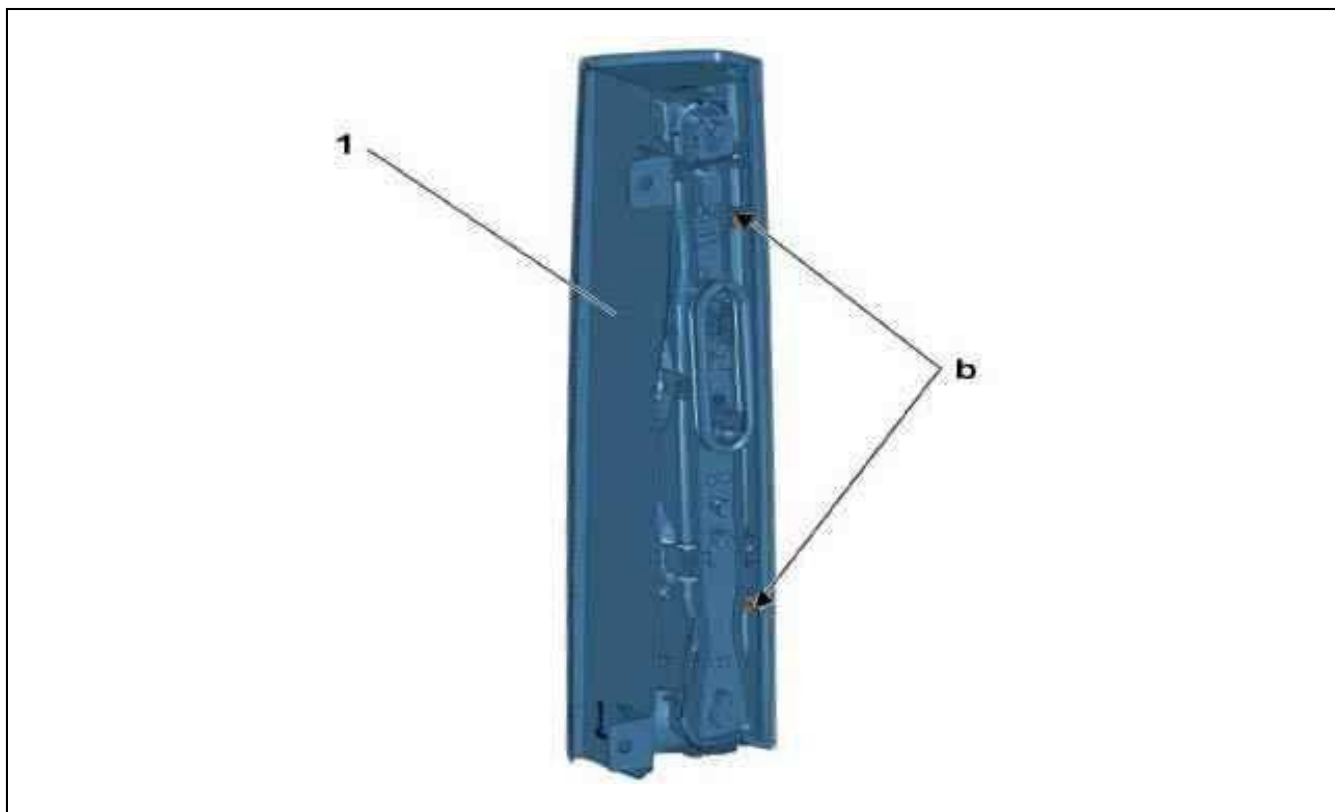


Figure : C5EP06RD

N.B. : Reposition the tail lamp (1) (as "b") ; Using the centring pins.

Check the electrical operation of the equipment.

REMOVING - REFITTING : HEADLAMP

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

1. Removing

Open the bonnet.

Switch off the ignition : Wait 3 minutes before disconnecting the battery.

Disconnect the battery.

Remove the front bumper ⓘ.

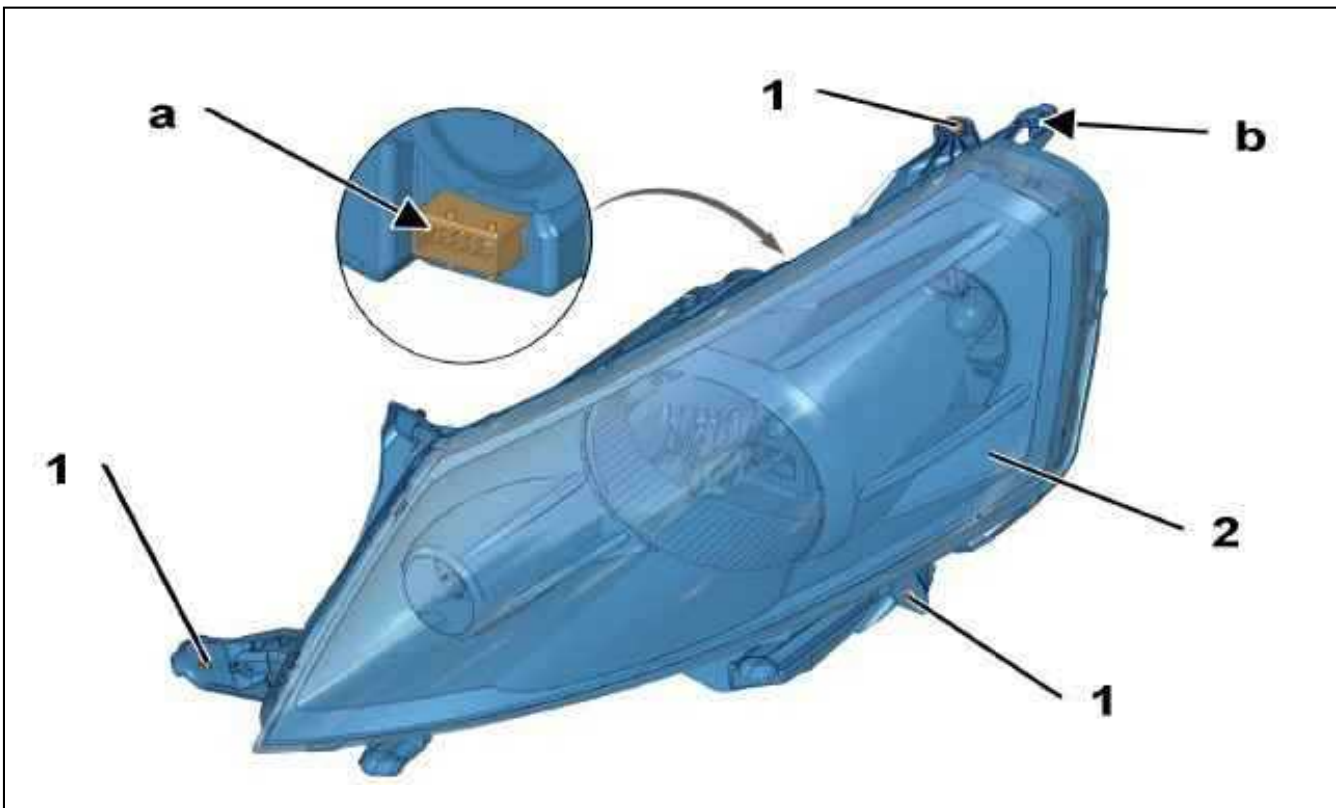


Figure : C5EP071D

Disconnect the connector (at "a").

Remove the bolts (1).

Disengage the headlamp (2) (at "b").

Remove the headlamp (2).

2. Refitting

Proceed in the reverse order to removal.

Tighten the bolts (1) to 0,5 m.daN .

Adjust the headlamps ⓘ.

Reconnect the battery.

Check the electrical operation of the equipment.

CAUTION : Perform the operations to be carried out following reconnection of the battery  .

REMOVING - REFITTING : FRONT FOG LAMP

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

1. Removing

Place the vehicle on a 2-post lift.

Partially disengage the front mud flap ⓘ.

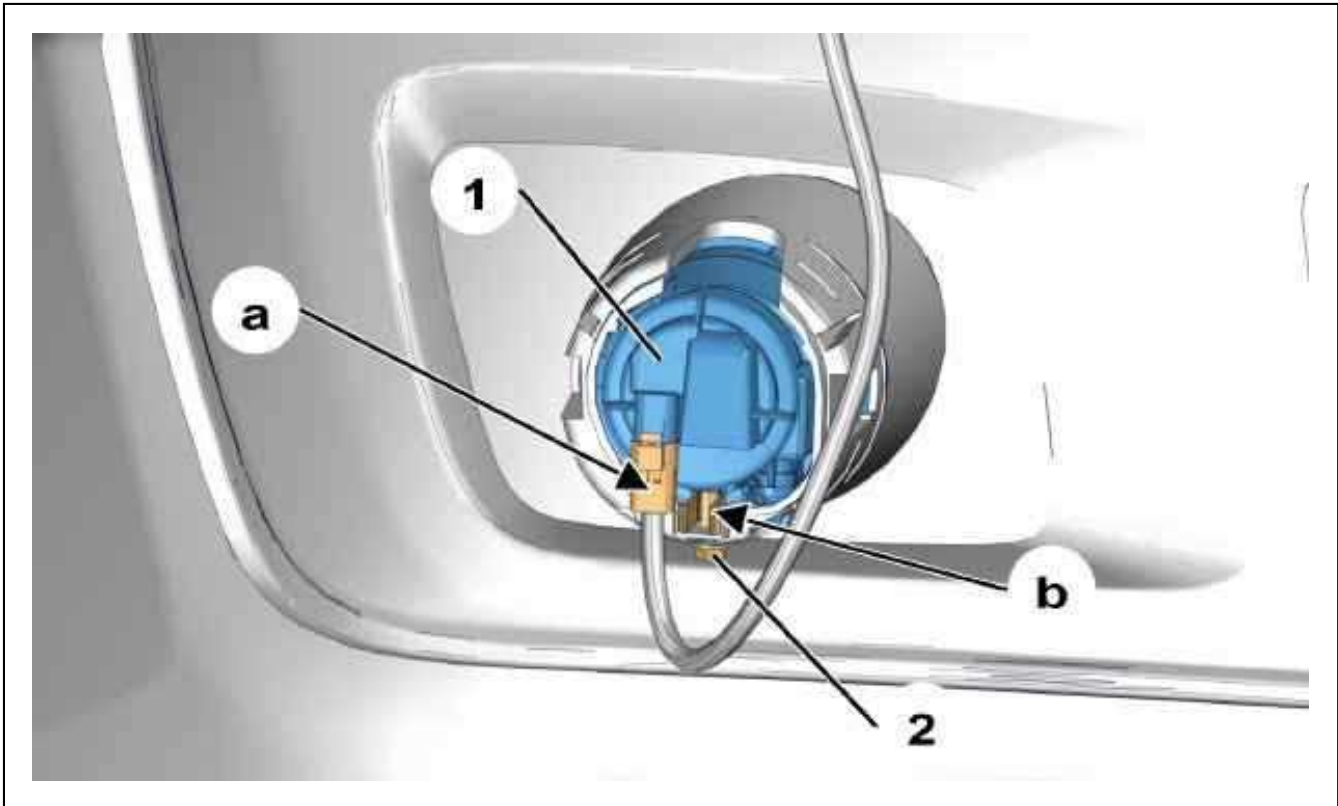


Figure : C5EP072D

Disconnect the connector (as "a").

Remove bolts (2).

Unclip the front fog lamp (1) (as "b").

Remove the front fog lamp (1).

2. Refitting

Proceed in the reverse order to removal.

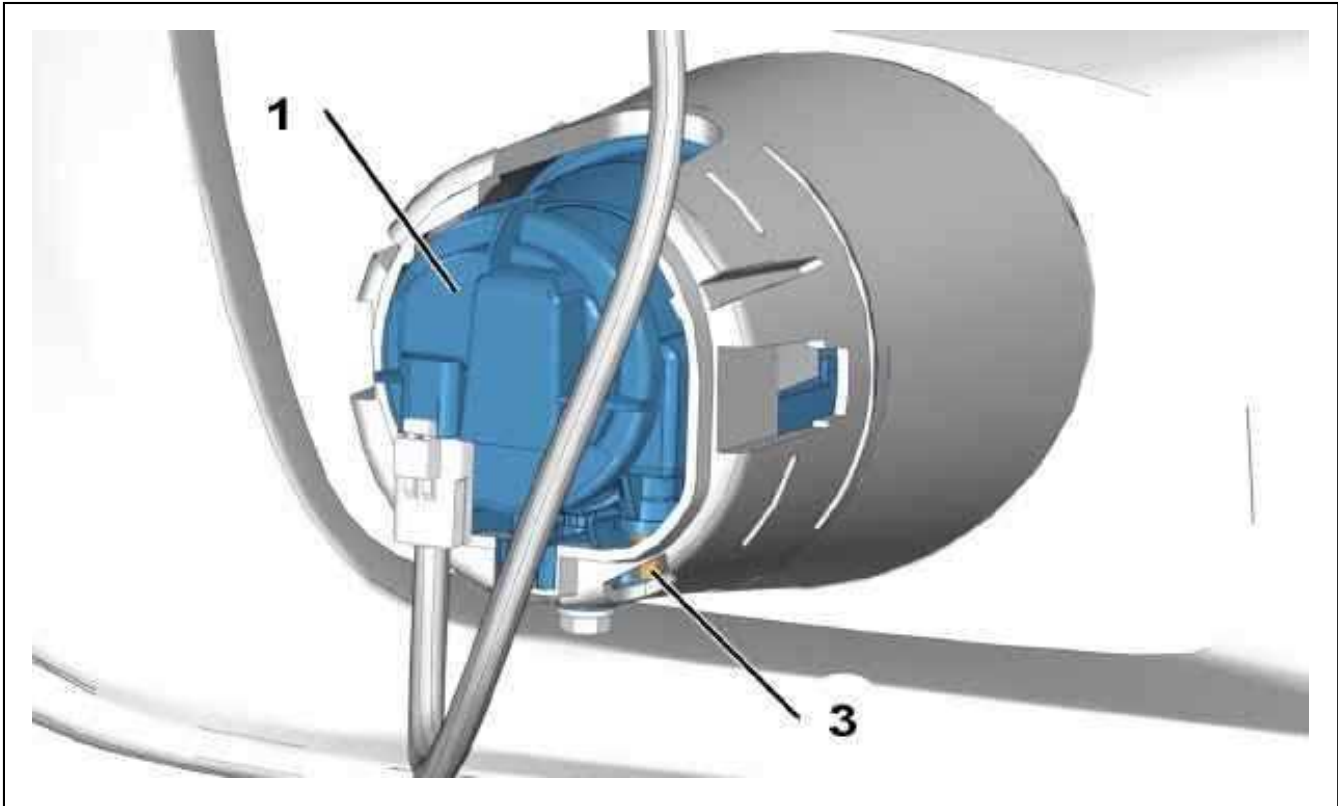


Figure : C5EP073D

Adjust the front fog lamp (1) ; Using the screws (3).

Put the front mud flap in place .

Check all the equipment works.

REPLACEMENT : HEADLAMP MOUNTING BRACKETS

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Additional operation

Removing-refitting the headlamp  .

2. Parts required

"headlamp mounting brackets" repair kit.

3. Front mounting bracket

3.1. Preparation of the headlamp

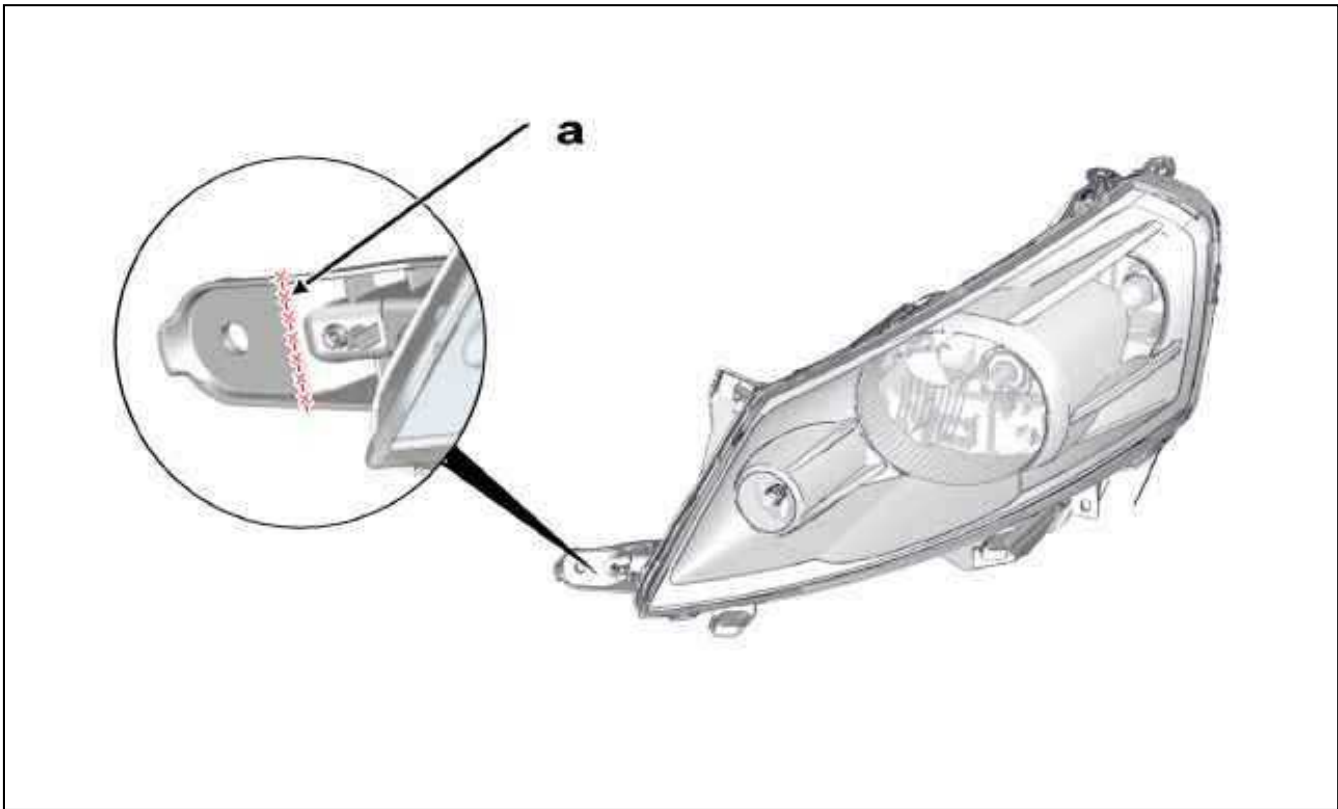


Figure : C5EP07JD

Split the damaged bracket following " a".

3.2. Fitting the front mounting bracket

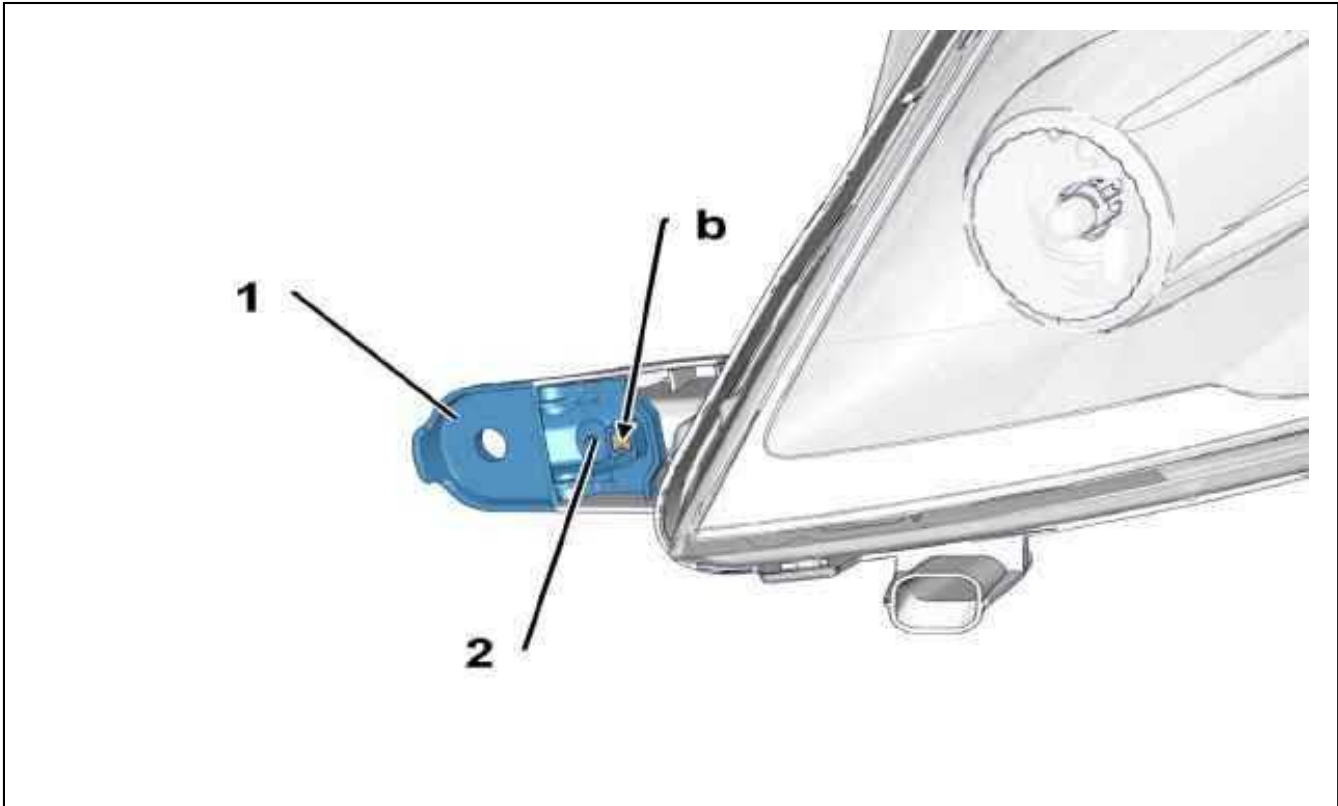


Figure : C5EP07KD

Position the mounting bracket (1) (as "b").

Fix the replacement bracket (1) using the screw (2).

4. Rear mounting bracket

4.1. Preparation of the headlamp

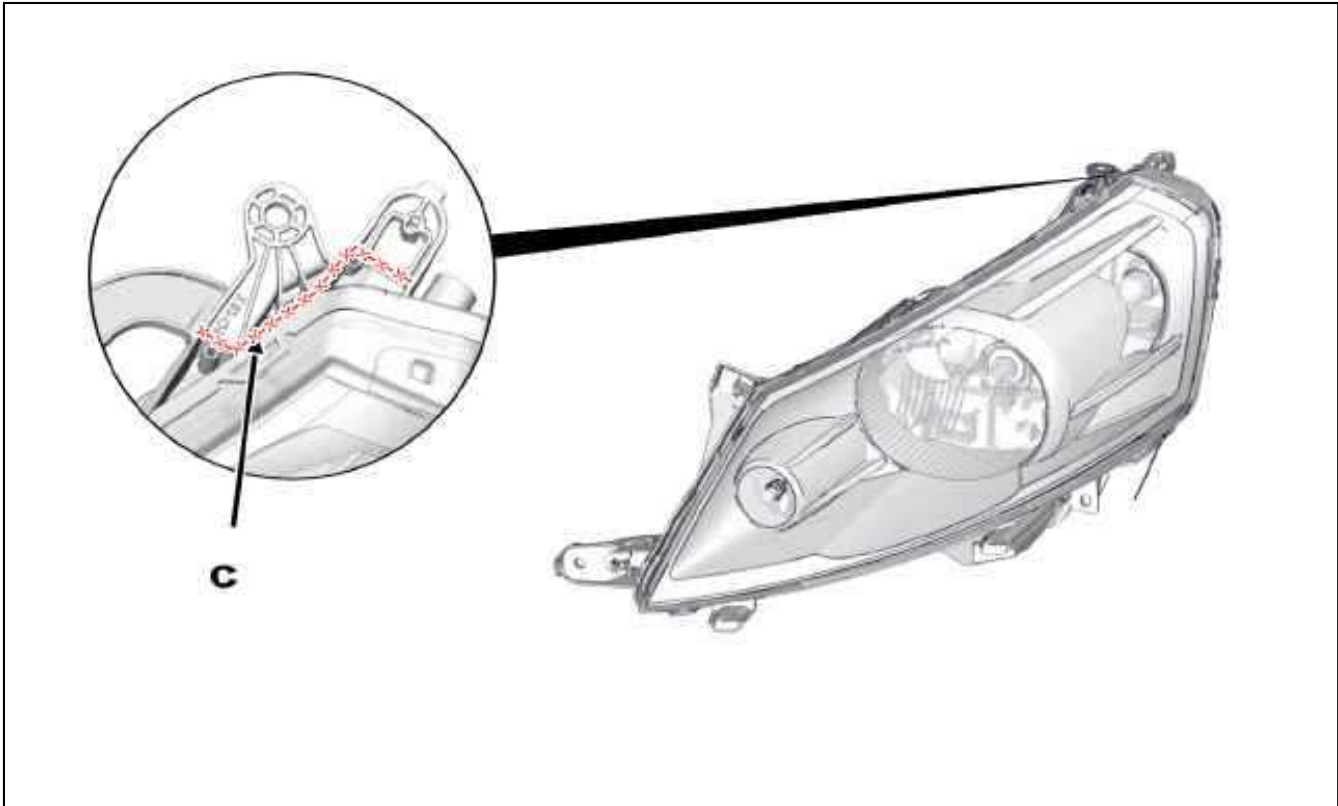


Figure : C5EP07LD

Split the damaged bracket following " c".

4.2. Fitting the rear mounting bracket

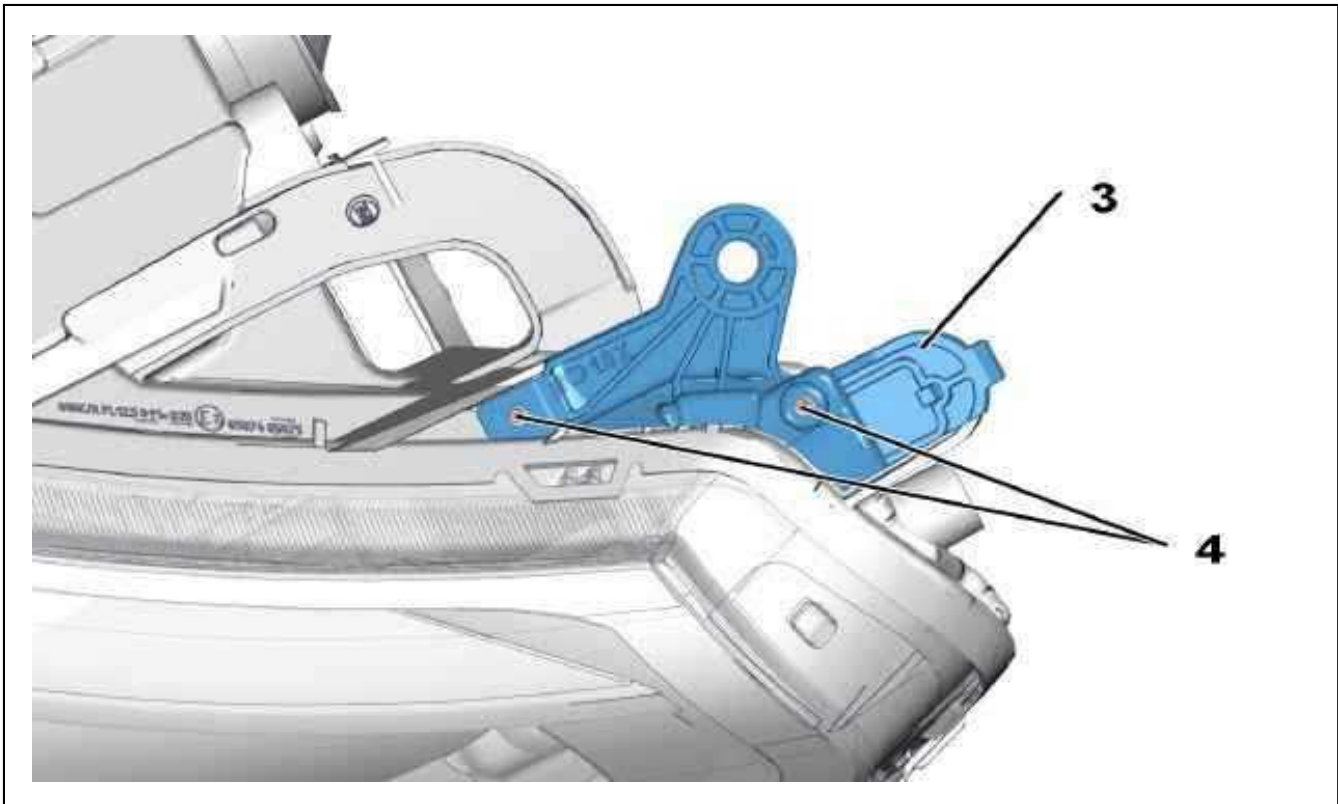


Figure : C5EP07MD

Position the mounting bracket (3).

Fix the replacement bracket (3) with the screws (4).

Headlamp adjustment  .

OVERHAUL : POLYCARBONATE HEADLAMP GLASS

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Equipment

Tool	Reference	Designation
 [1607432380] Figure : E5AB1L2T	[1607432380]	Headlamp renovation kit

2. Opaque polycarbonate headlamp glass

2.1. Preparation

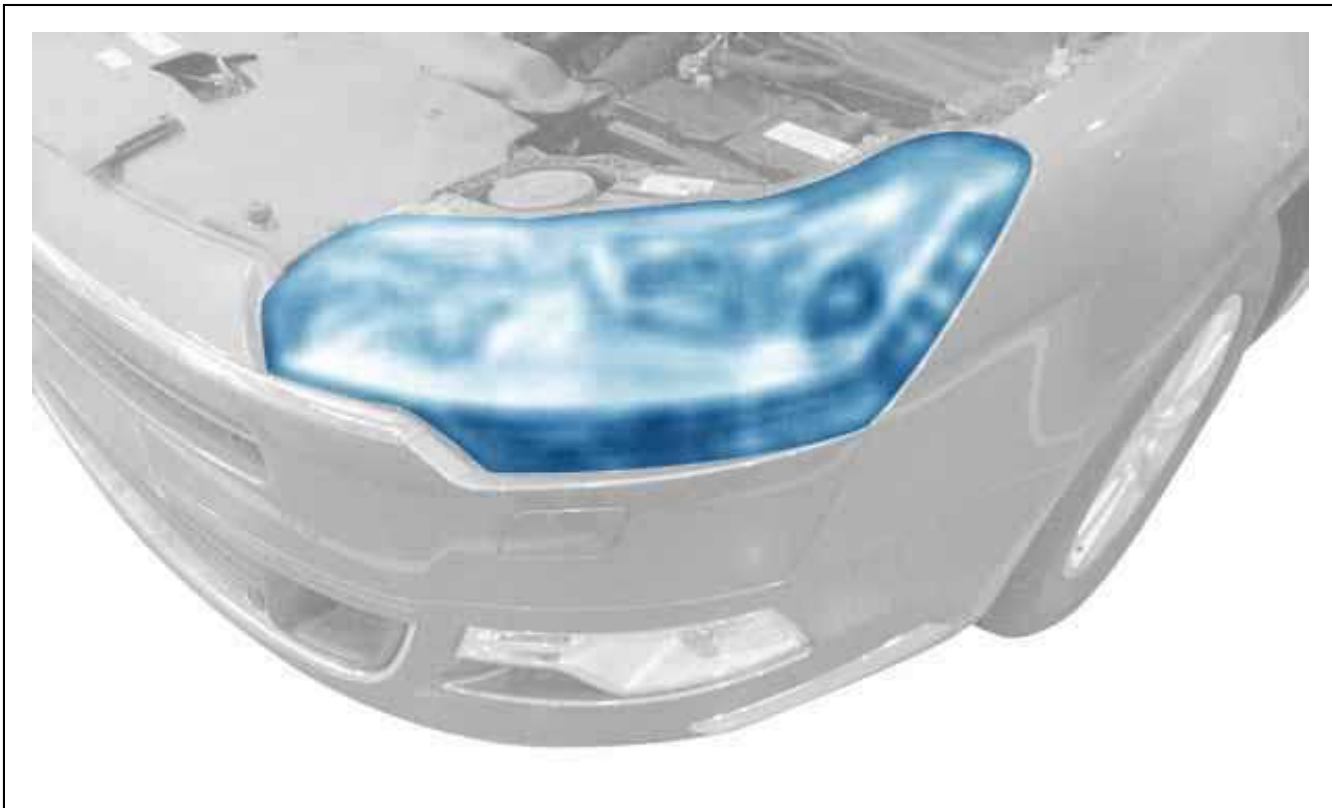


Figure : C5EM08PD

Clean the headlamp and the adjacent components ; Using an approved degreasing product.

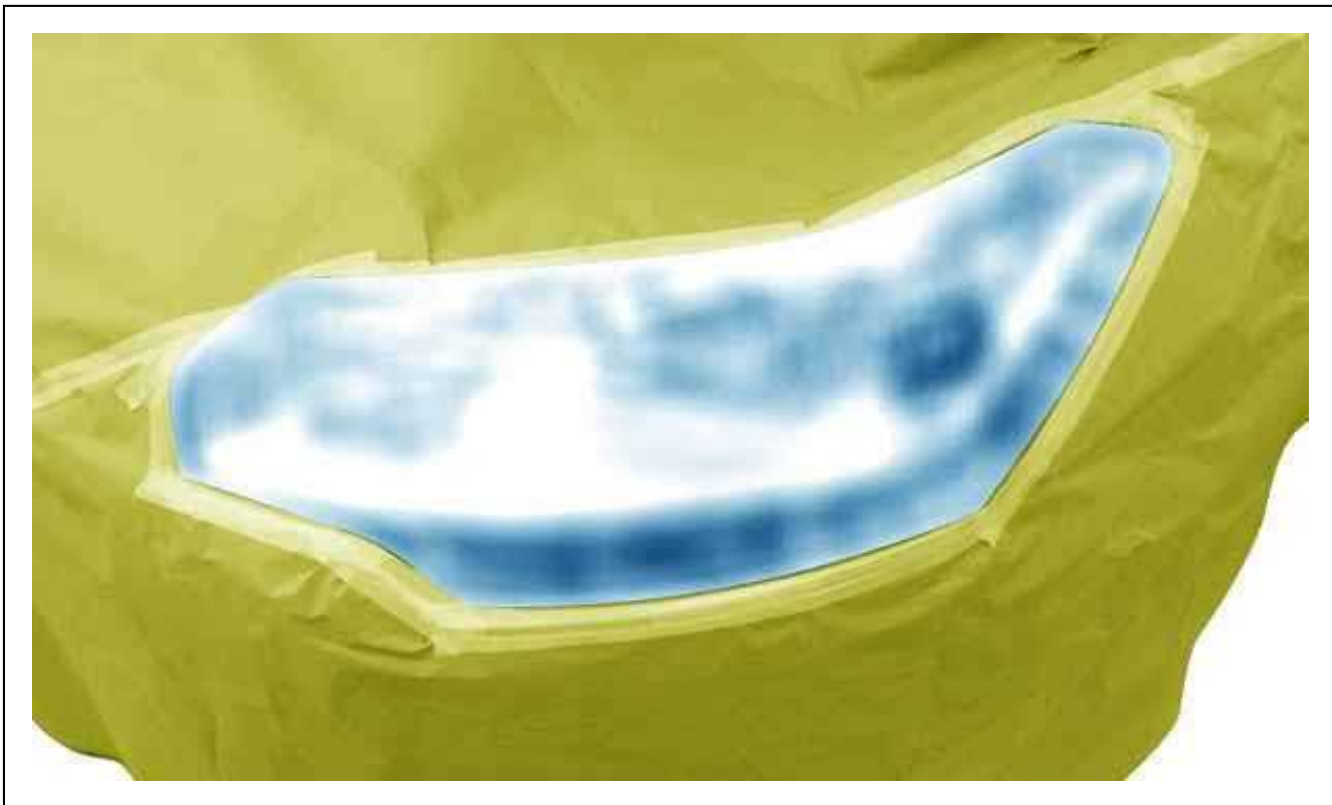


Figure : C5EM08QD

Protect the vehicle.

2.2. Renovation of the polycarbonate headlamp glass



Figure : C5EM08RD

Apply then spread product N° 1 over all of the polycarbonate headlamp glass.

Polish the polycarbonate headlamp glass ; Using the buffer fitted with the green polishing foam.

Finish the polishing ; Using a soft cloth.

Check the result of the operation.

N.B. : Repeat the operation if necessary.



Figure : C5EM08SD

Apply then spread product N° 2 over all of the polycarbonate headlamp glass.
Buff the polycarbonate headlamp glass ; Using the buffer fitted with the yellow buffing foam.
Check the result of the operation.

N.B. : Repeat the operation if necessary.

Remove the protectors.

3. Scratched polycarbonate headlamp glass

3.1. Preparation

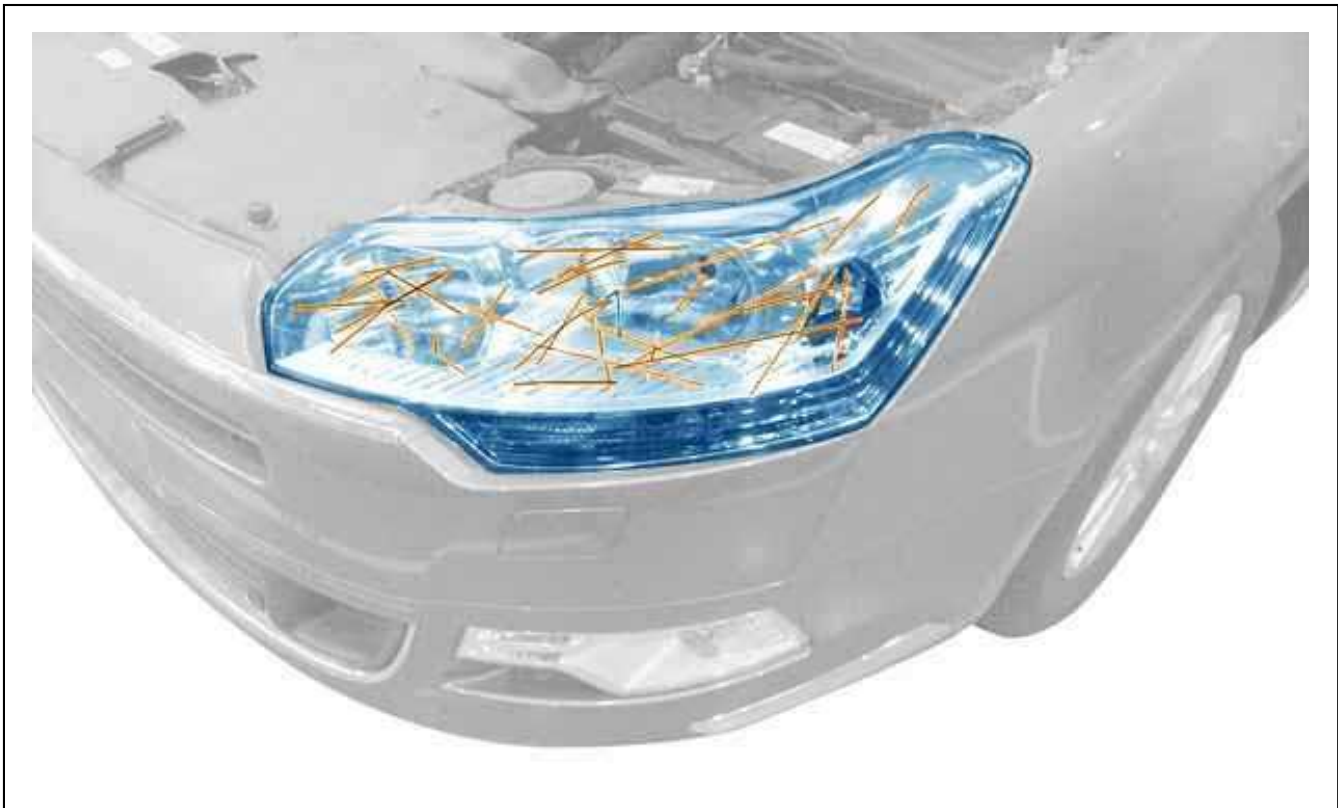


Figure : C5EM08TD

Clean the headlamp and the adjacent components ; Using an approved degreasing product.

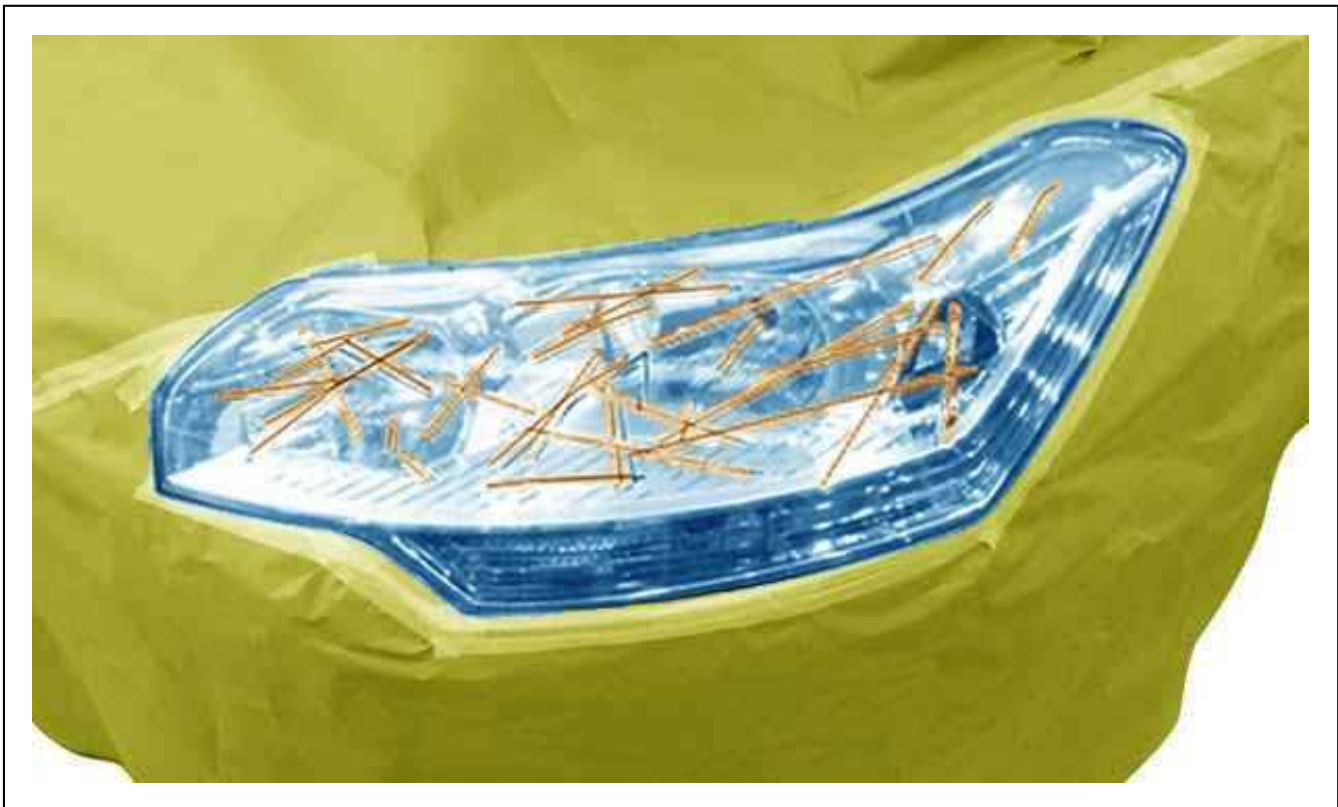


Figure : C5EM08UD

Protect the vehicle.

3.2. Sanding of the polycarbonate headlamp glass

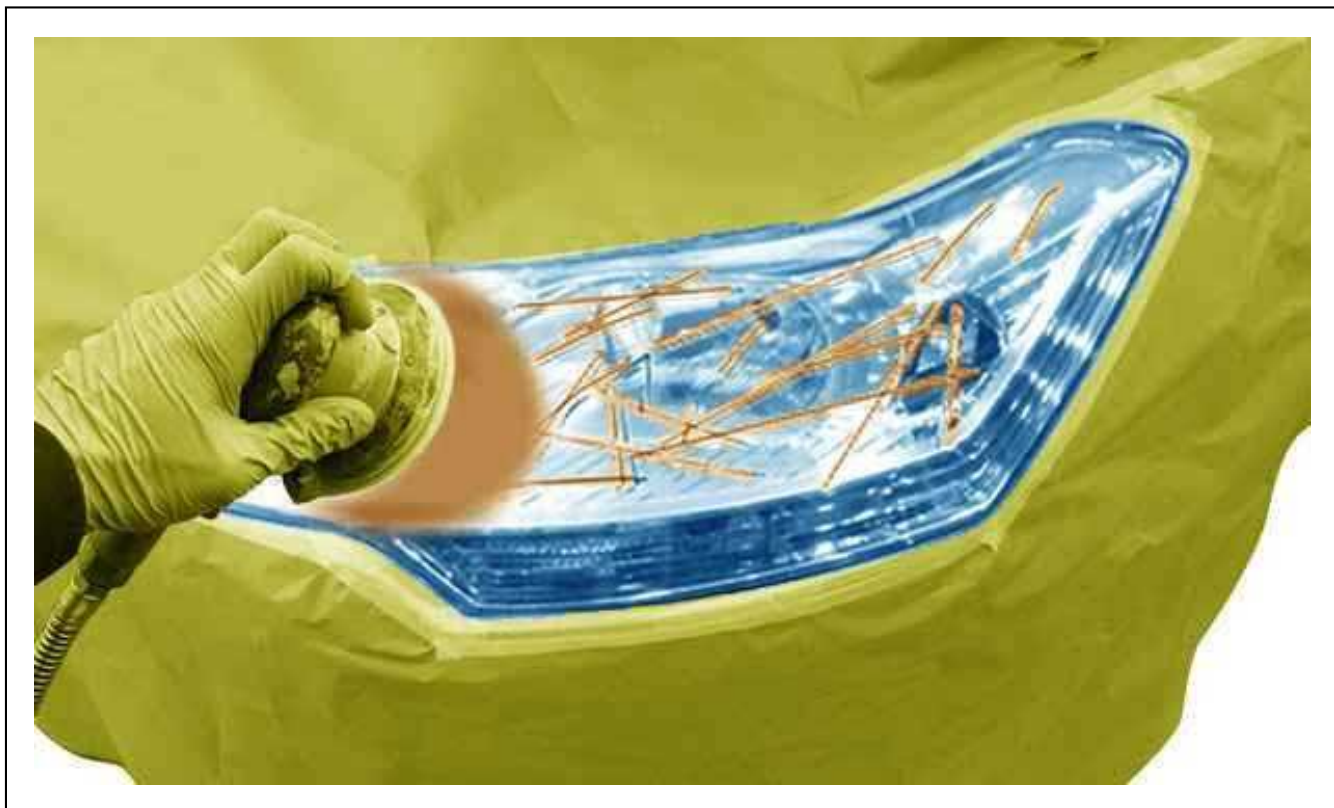


Figure : C5EM08VD

Sand the damaged area until the scratches have been eliminated ; Using the sander and abrasive paper P500 dry.



Figure : C5EM08WD

Sand, by successive sanding operations, the original varnish over all of the polycarbonate headlamp glass ; Using the sander fitted with a foam interface, starting with abrasive paper P500 then P800 dry.

N.B. : After using abrasive paper P800 dry, check that the original varnish and/or any micro-scratches have been eliminated completely.



Figure : C5EM08XD

Finish with finishing sanding (successive sanding operations) of all of the polycarbonate glass using fine abrasive paper P1000 then P3000 with water ; Using the sander fitted with a foam interface. Check the result of the operation.

N.B. : Repeat the operation if necessary.



Figure : C5EM08YD

Apply then spread product N° 1 over all of the polycarbonate headlamp glass.

Polish the polycarbonate headlamp glass ; Using the buffer fitted with the green polishing foam.

Finish the polishing ; Using a soft cloth.

Check the result of the operation.

N.B. : Repeat the operation if necessary.



Figure : C5EM08ZD

Apply then spread product N° 2 over all of the polycarbonate headlamp glass.
Buff the polycarbonate headlamp glass ; Using the buffer fitted with the yellow buffing foam.
Check the result of the operation.

N.B. : Repeat the operation if necessary.

Remove the protectors.

REMOVING - REFITTING : INSTRUMENT PANEL

1. Recommended tools

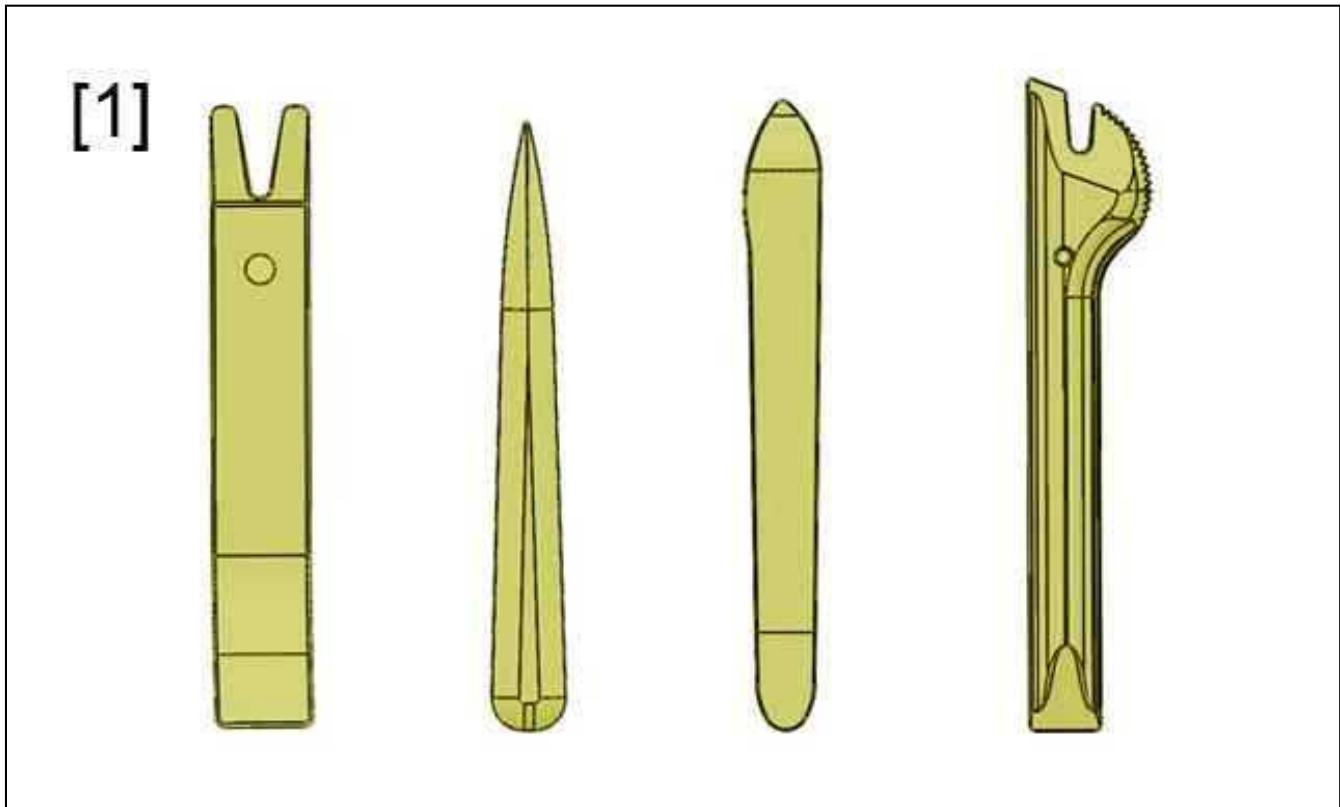


Figure : E5AP30WD

[1] Unclipping tool (-).1350-ZZ.

2. Removing

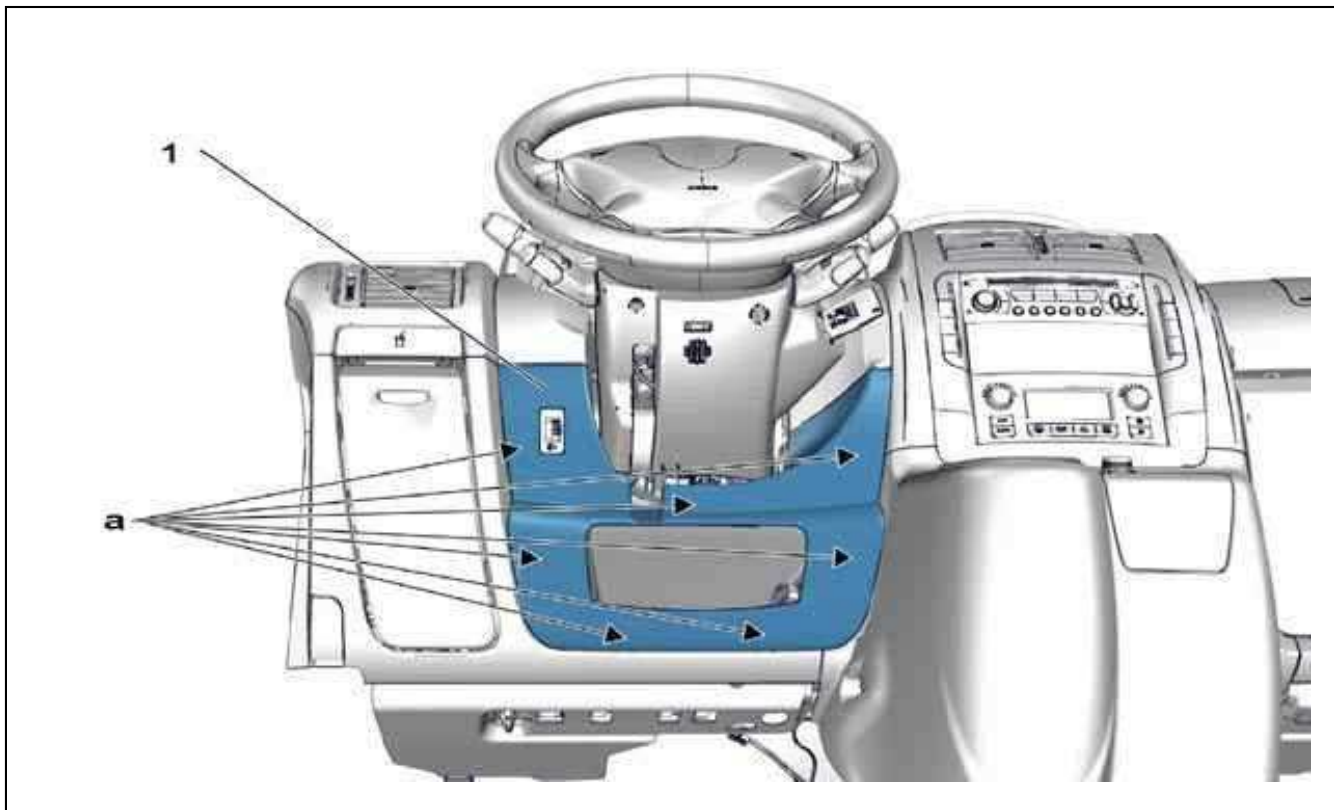


Figure : C5FP18VD

Unclip the trim (1) (as "a") ; Using tool [1].
Remove the trim (1).

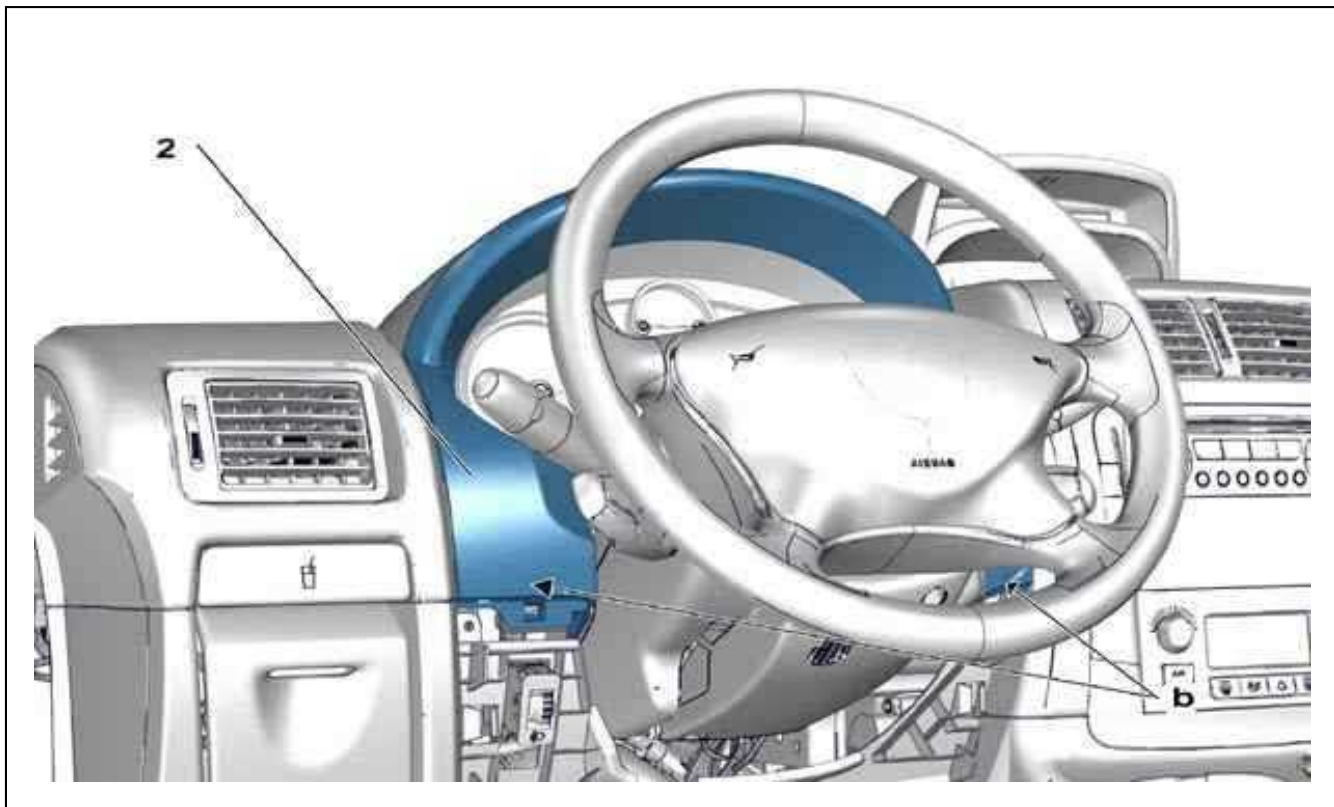


Figure : C5FP18WD

Place the steering column in the low position.

Unclip the instrument panel trim (2) (as "b") ; Using tool [1].
Remove the trim from the instrument panel (2).

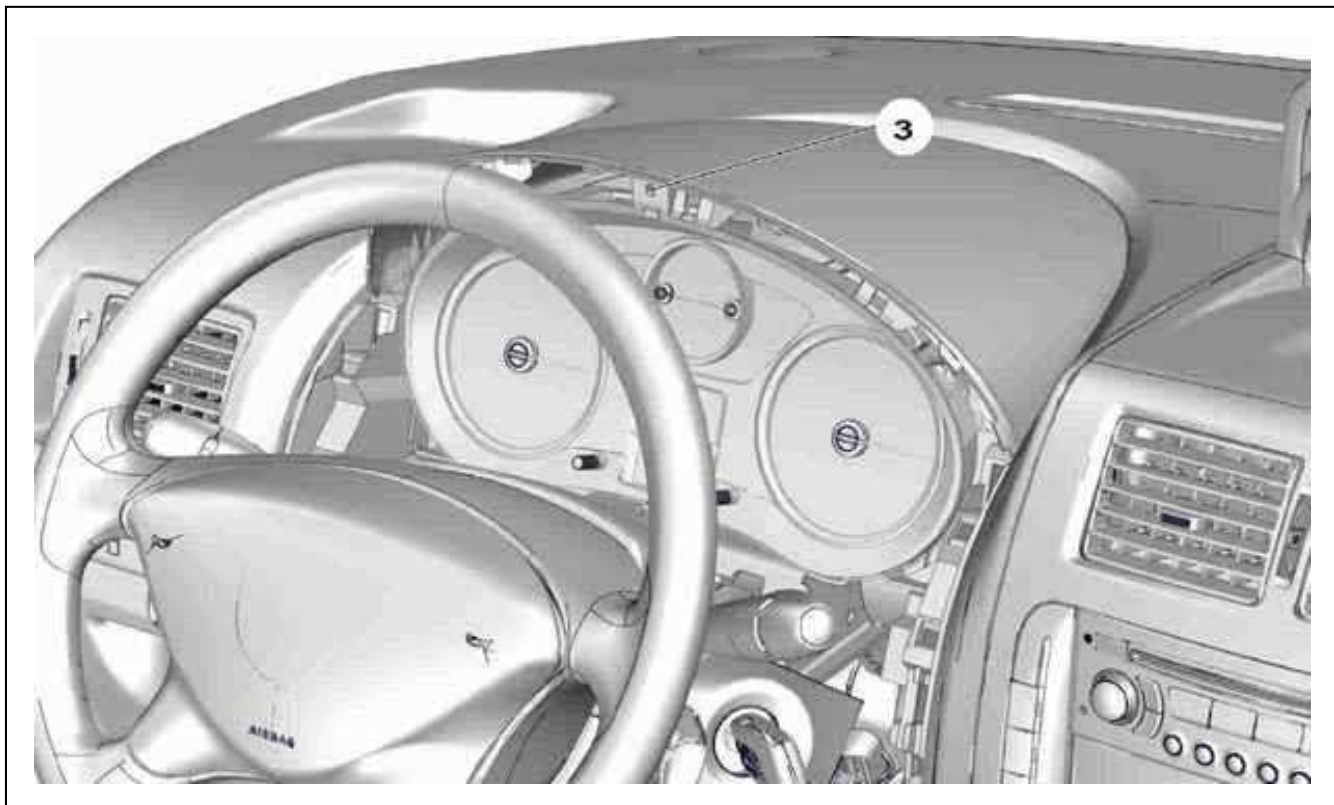


Figure : C5FP18XD

Remove bolts (3).

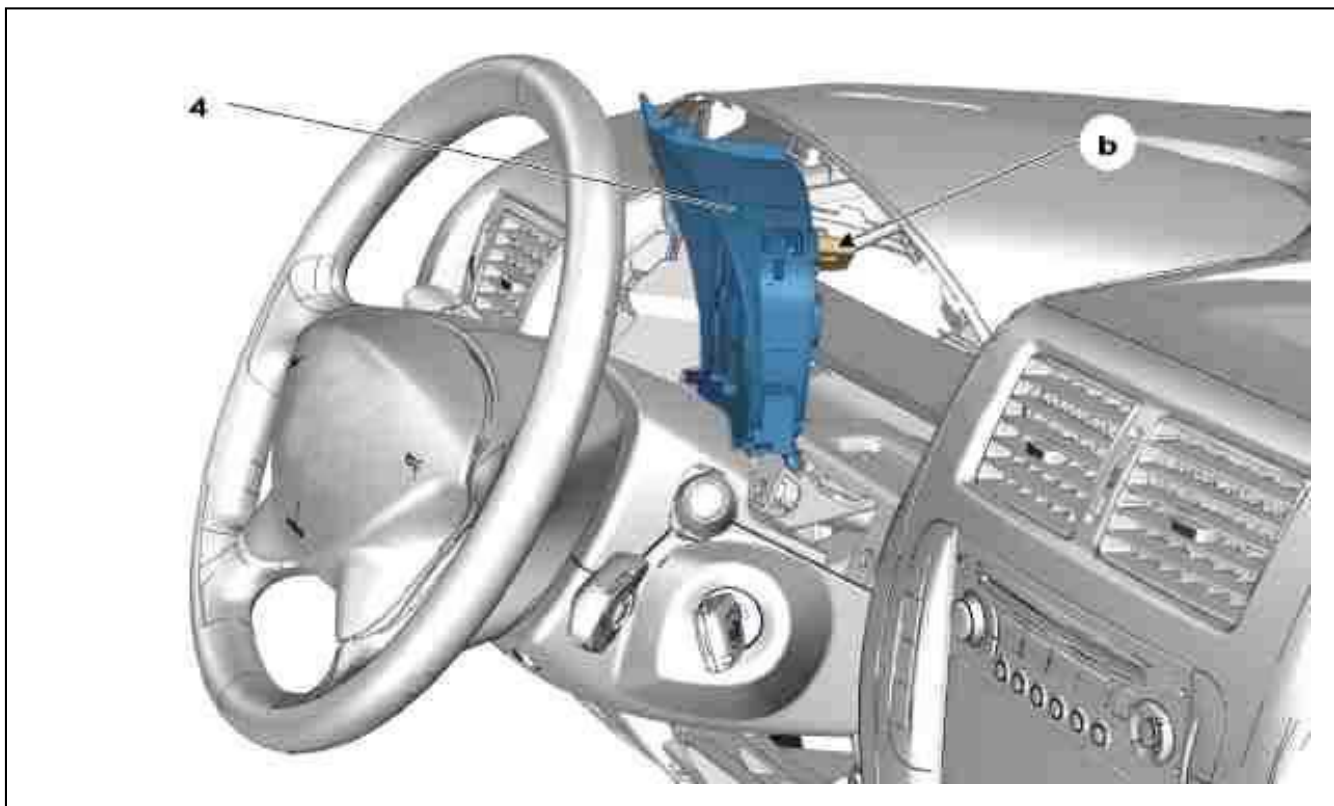


Figure : C5FP18YD

Disengage the instrument panel (4) (partly).

Disconnect the connector "b".

Remove the instrument panel (4) .

3. Refitting

Proceed in the reverse order to removal.

Check the electrical operation of the equipment.

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Preliminary operations

Remove the rear seat ⓘ .

2. Removing

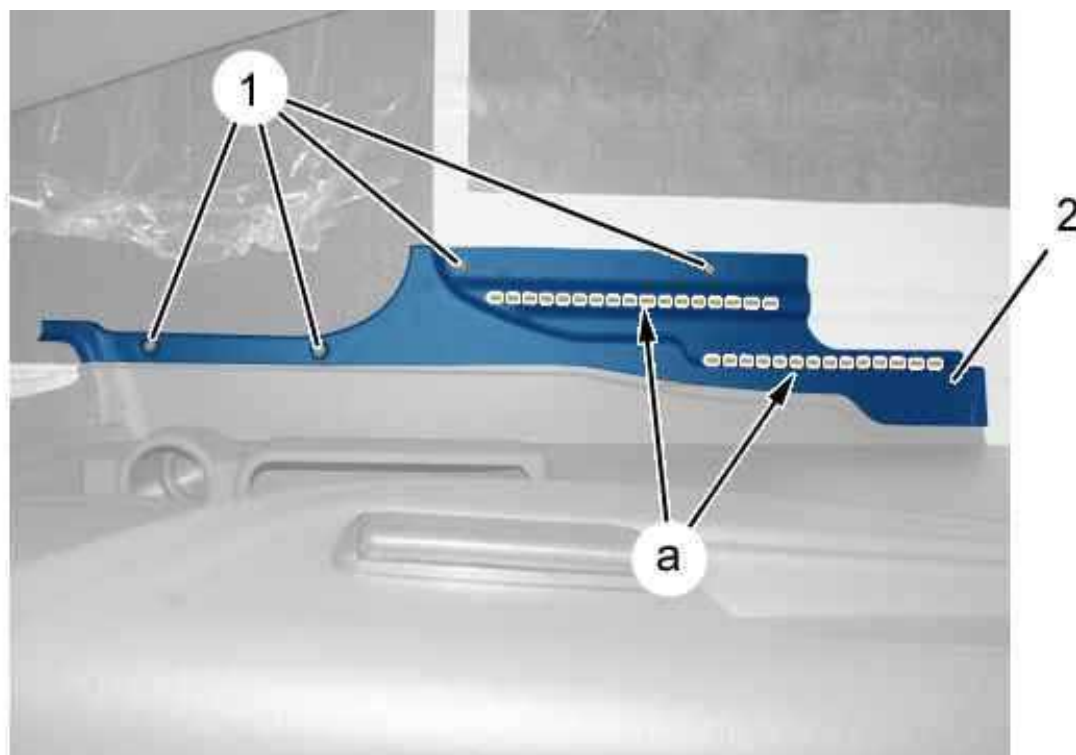


Figure : C5GG15BD

Remove the bolts (1).

Release the sill trim (2) (at "a").

Remove the door sill trim (2) (Symmetrical operation).

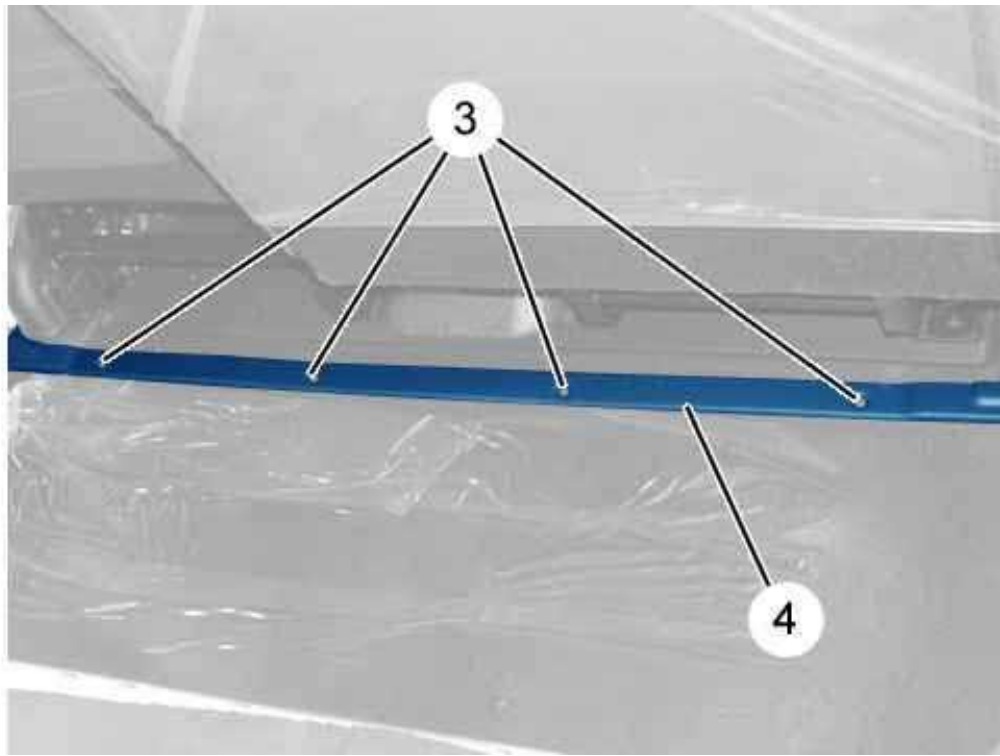


Figure : C5GG15CD

Remove :

- The bolts (3)
- The trim (4) (Floor carpet)

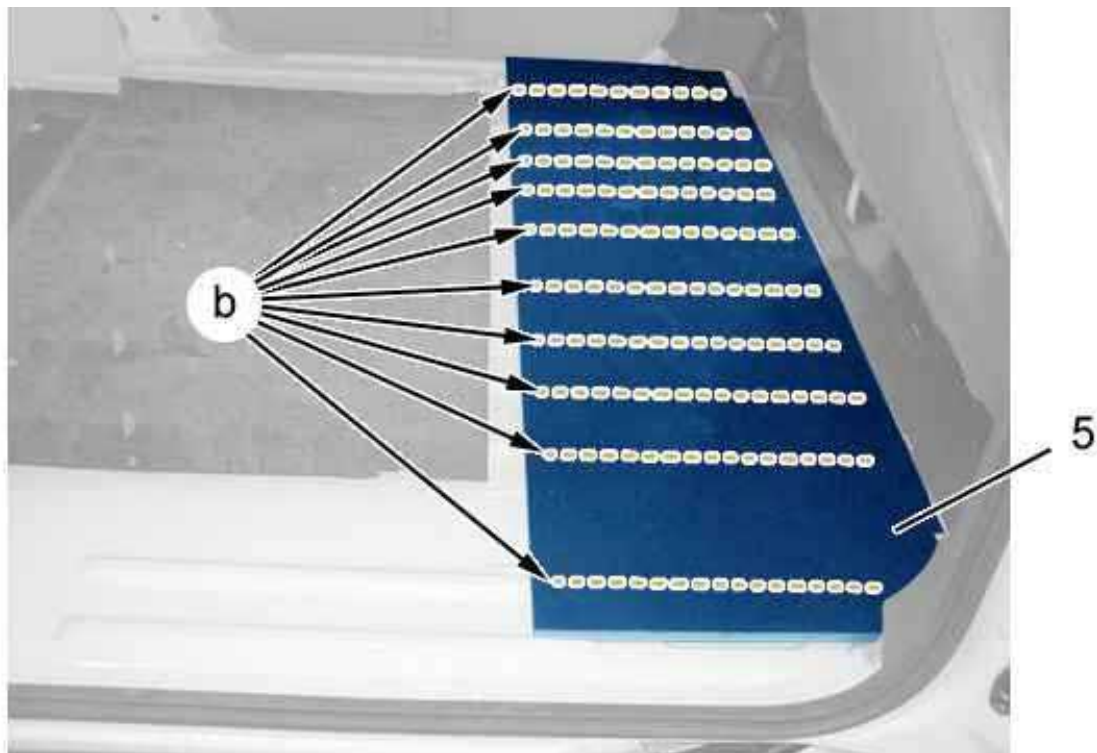


Figure : C5GG15DD

Detach : The floor carpet (5) (at "b").
Remove the floor carpet (5).

N.B. : Replace the carpet (5) if it is damaged.

Level the bead of adhesive remaining on the vehicle.
Clean areas where there is adhesive ; Using degreaser index J1.

3. Refitting

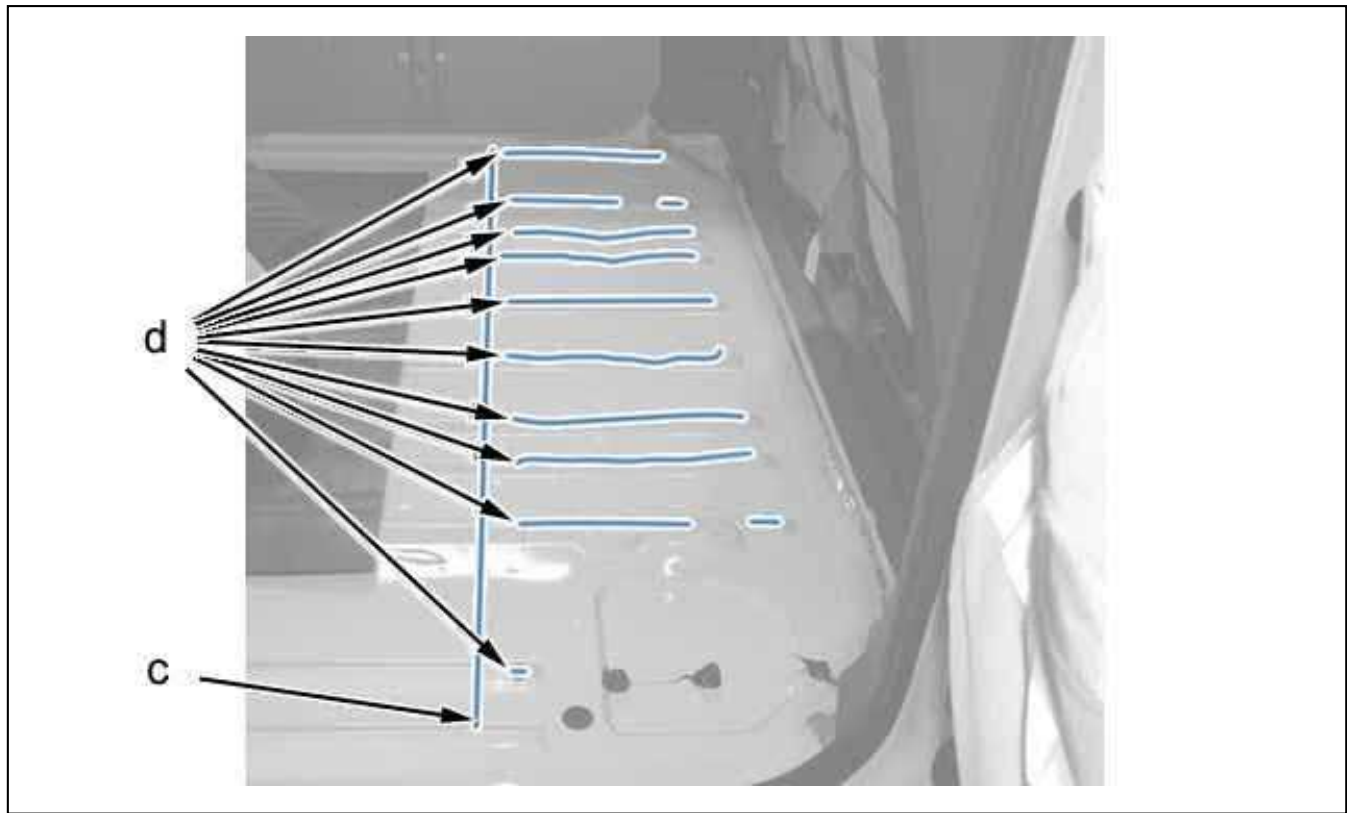


Figure : C5GG15ED

Make a trial fitment of the carpet (5).
Mark out the bonding area (at "c") ; Using a marker.
Remove the floor carpet (5).
Apply the beads of adhesive (at "d") ; Using a multi use adhesive index "A6".

N.B. : Do not go beyond the bonding area (at "c").

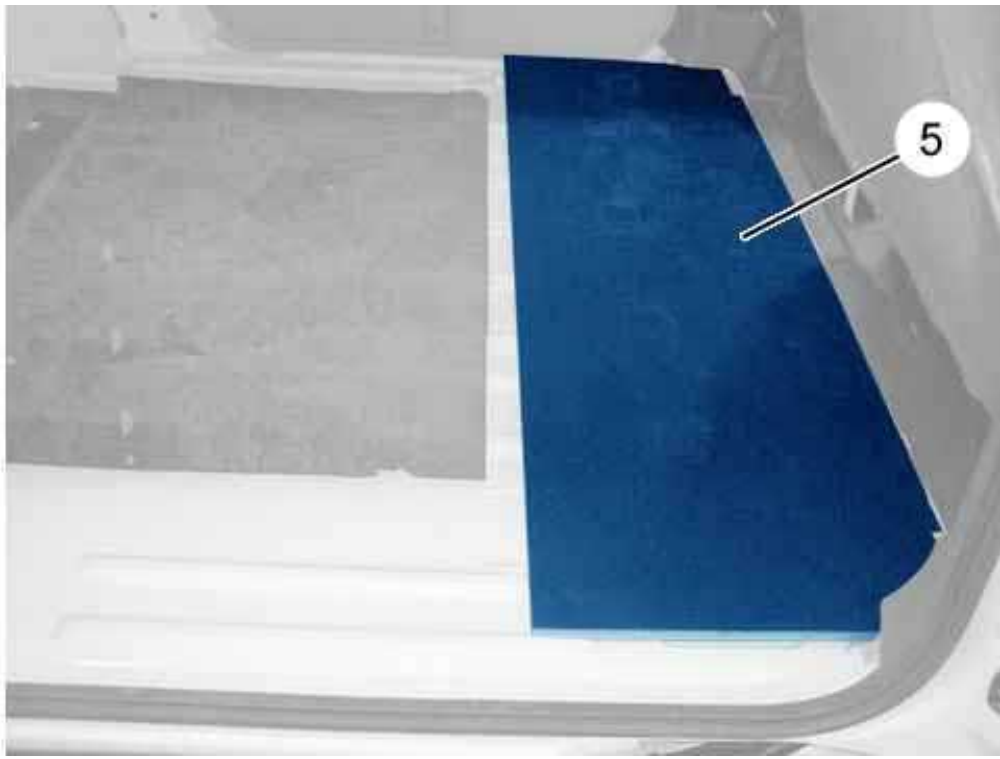


Figure : C5GG15FD

Glue : The floor carpet (5).

Refit :

- The trim (4) (Floor carpet)
- The bolts (3)
- The door sill trim (2) (at "a") (Symmetrical operation)
- The bolts (1)

REMOVING - REFITTING : REAR WHEEL ARCH LINING (CREW CAB)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Removing

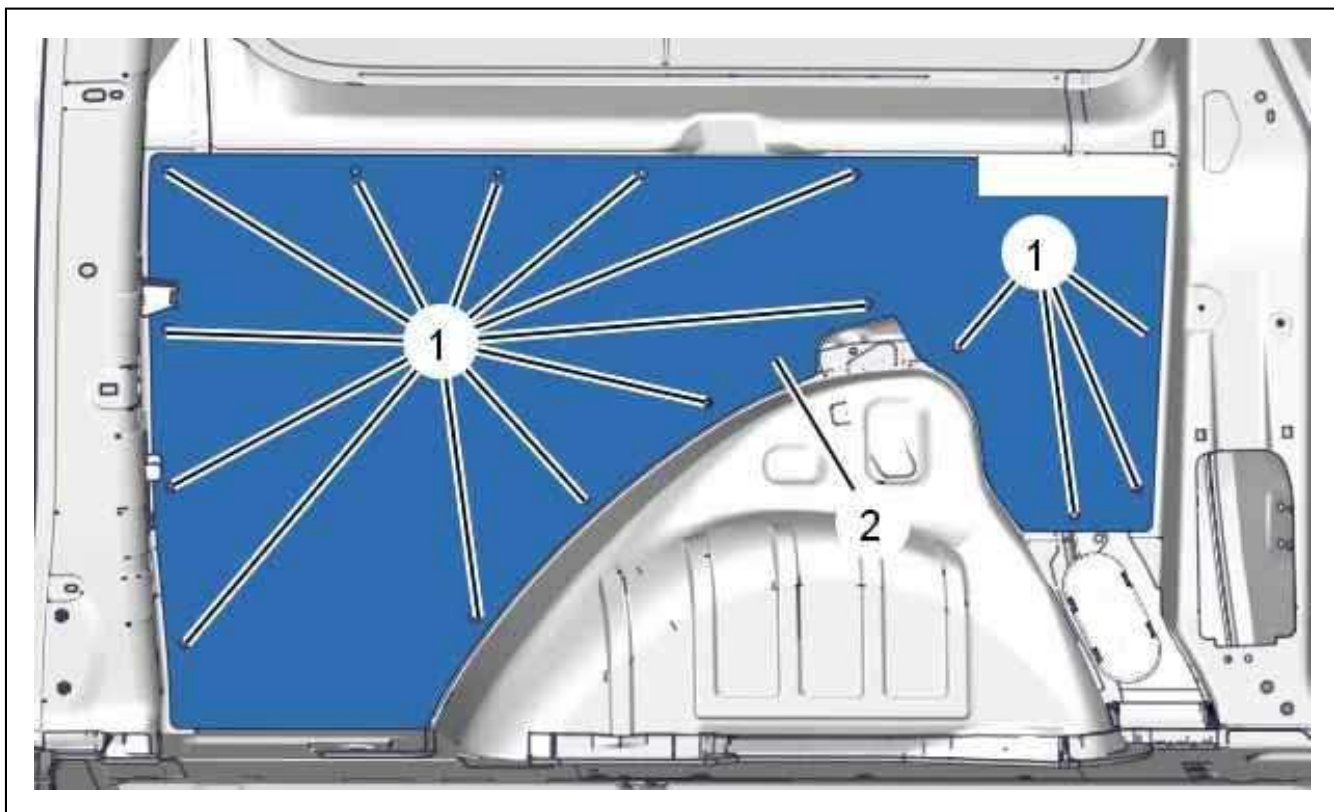


Figure : C5GG15GD

Remove :

- The clips (1)
- The wheel arch trim (2)

2. Refitting

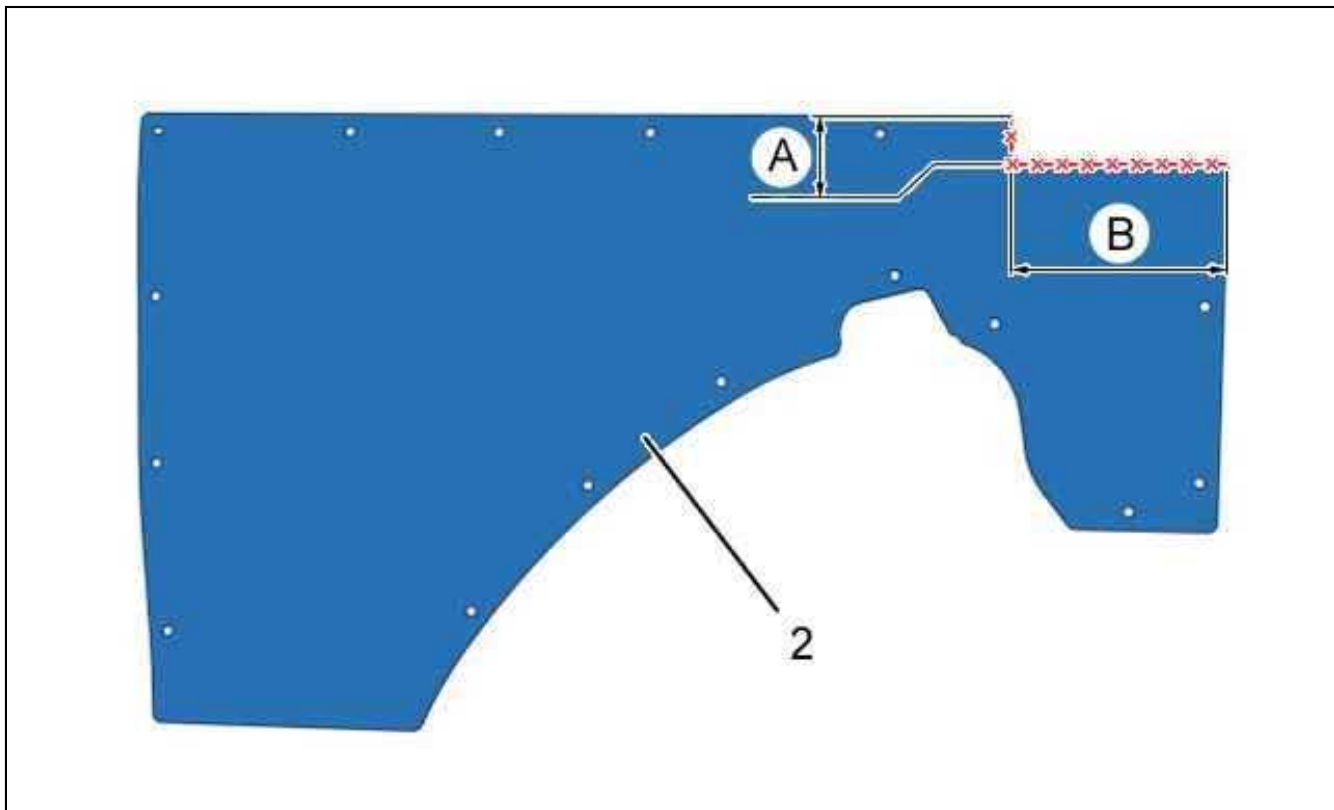


Figure : C5GG15HD

N.B. : Do a cut-out when replacing the wheelarch lining.

Cut-out the wheelarch lining (2) :

- A = 44 mm
- B = 217 mm

Proceed in the reverse order to removal.

N.B. : Check the condition of the clips and replace if necessary.

REMOVING - REFITTING : SLIDING SIDE DOOR TRIM (CREW CAB)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Preliminary operation

Remove the sliding side door ⓘ .

2. Removing

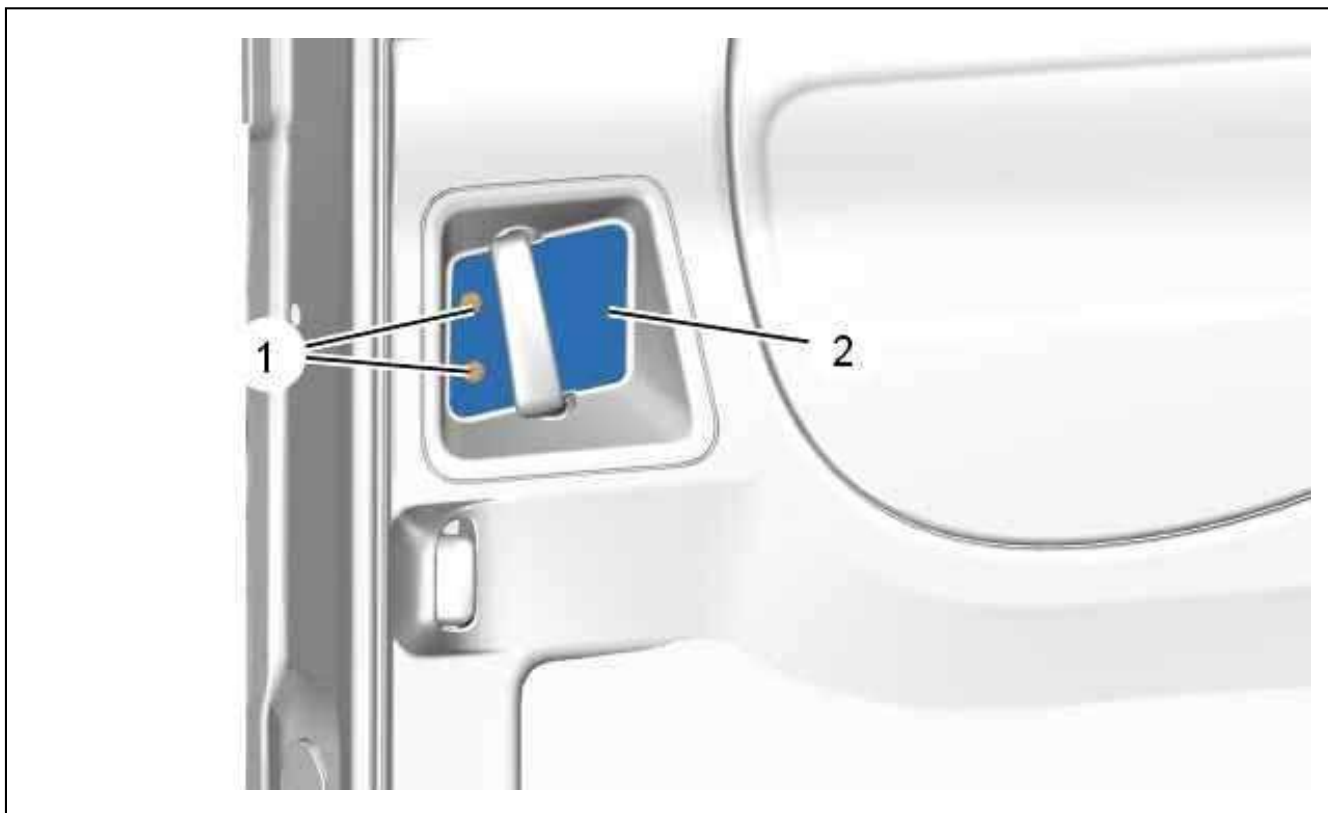


Figure : C5GG15ID

Remove :

- The bolts (1)
- The flap (2)

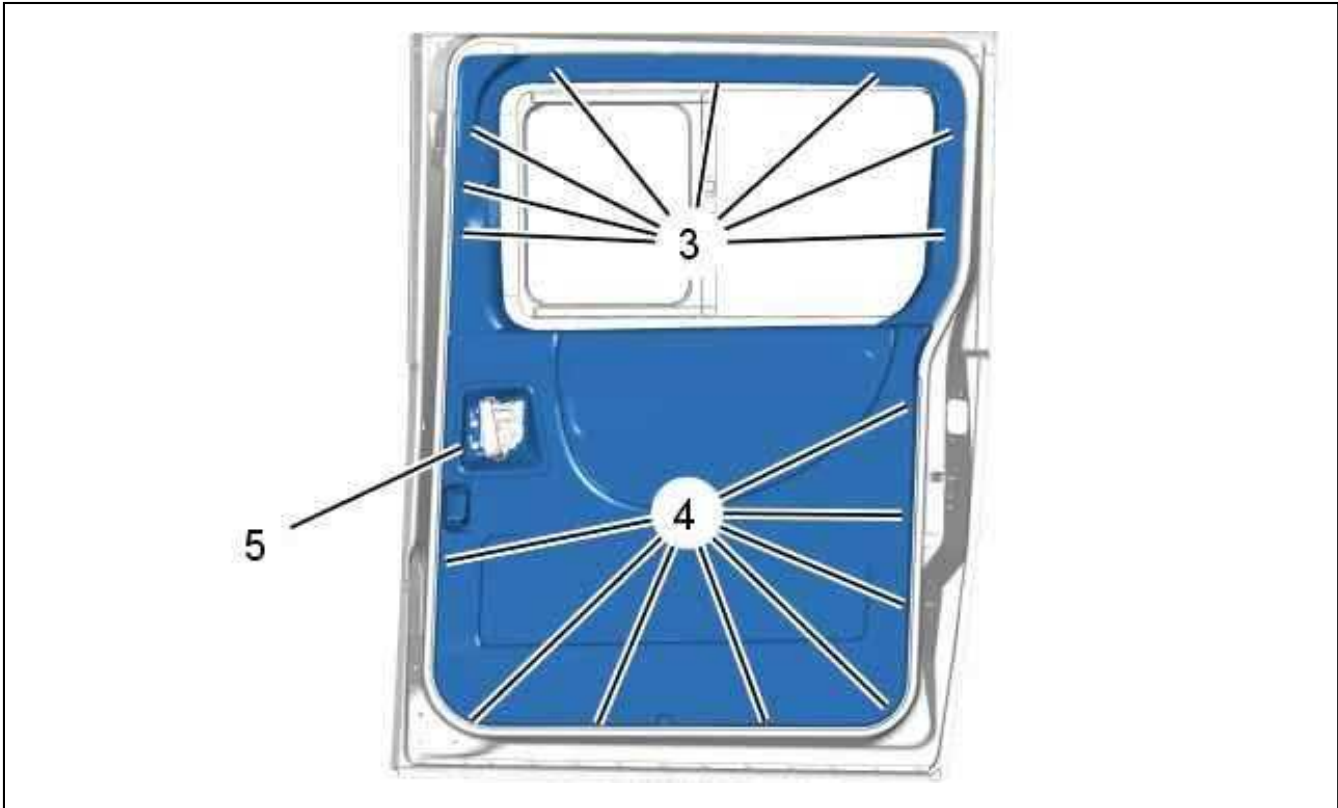


Figure : C5GG15JD

Remove :

- The bolts (3)
- The clips (4)
- The trim (5) (Side door)

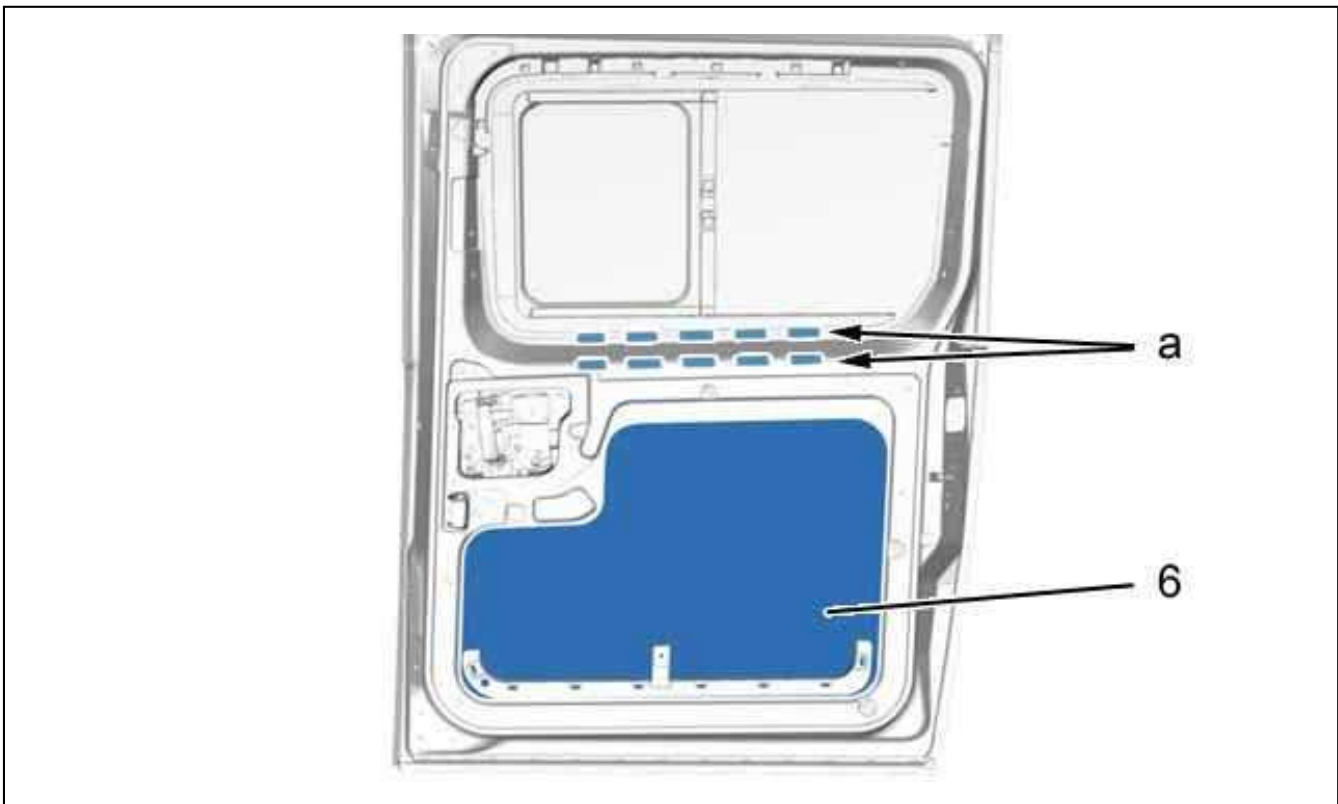


Figure : C5GG15KD

Detach :

- The double-sided strips (at "a")
- The sealing sheet (6)

3. Refitting

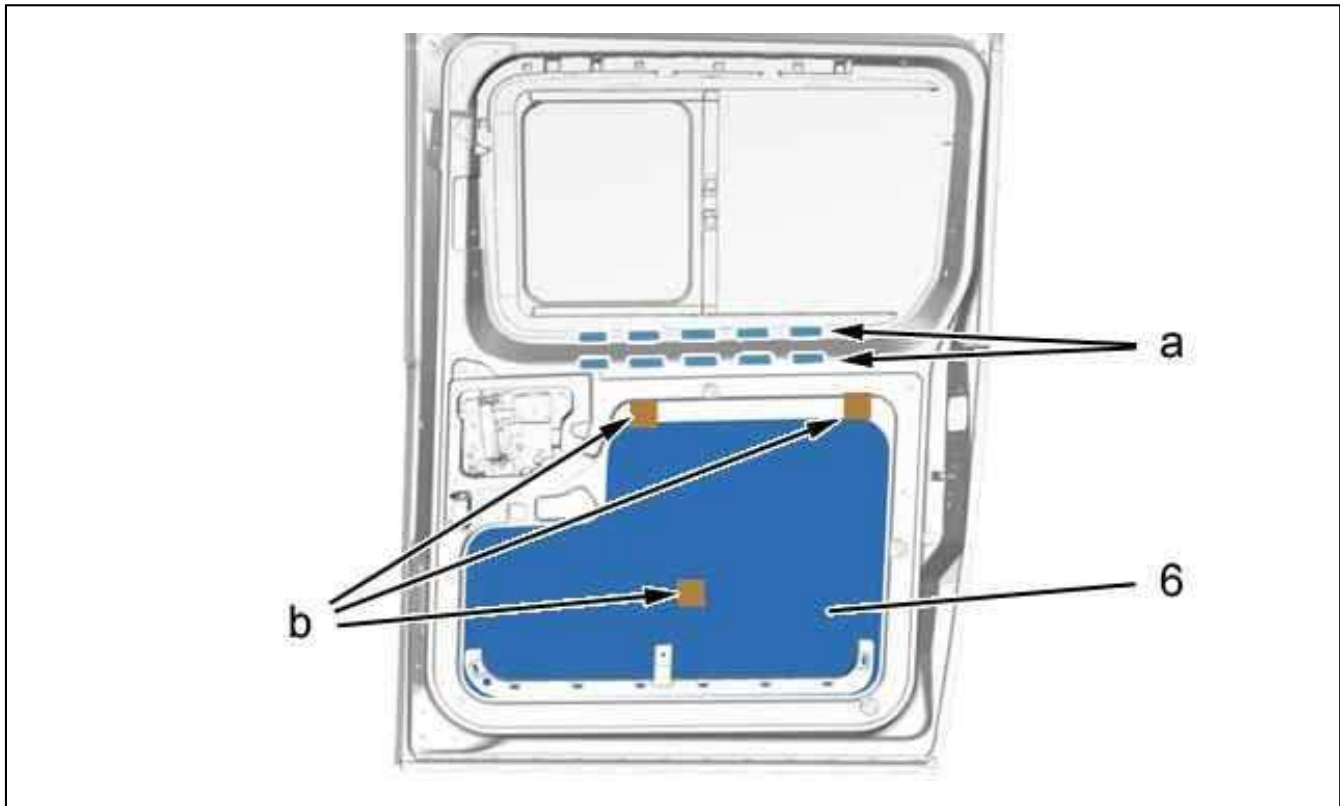


Figure : C5GG16KD

Clean the contact surfaces of the double-sided strips ; Using degreaser index "J1".

Glue :

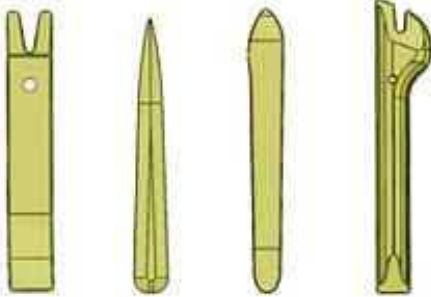
- The double-sided strips (at "a")
- The sealing sheet (6)
- 3 pieces of foam (at "b")

Proceed in the reverse order to removal.

REMOVING - REFITTING : DOOR SILL AND CENTRE PILLAR TRIMS (CREW CAB)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

tool	Reference	Designation
[1350-ZZ]  Figure : E5AG02MT	[1350-ZZ]	Stripping tool

2. Preliminary operations

Disconnect the battery ⓘ .

3. Removing

3.1. Centre pillar trim panel

ESSENTIAL : Apply the airbag safety procedures ⓘ .

ESSENTIAL : Apply the procedure for switching off the central airbag system ⓘ .

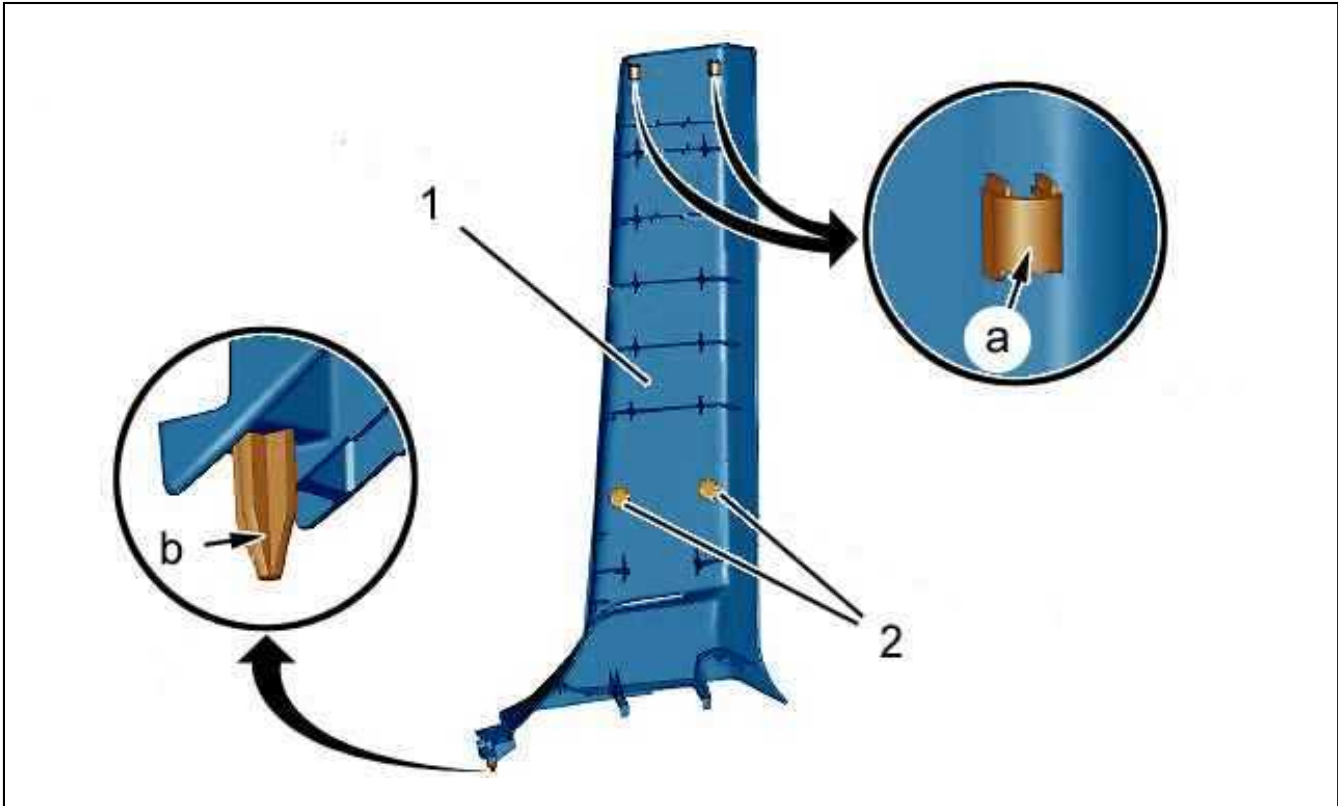


Figure : C5GG15ND

Remove the centre pillar lower trim (1) bolts (2).
 Unclip the centre pillar lower trim (1) (at "a", "b") ; Using tool [1350-ZZ].

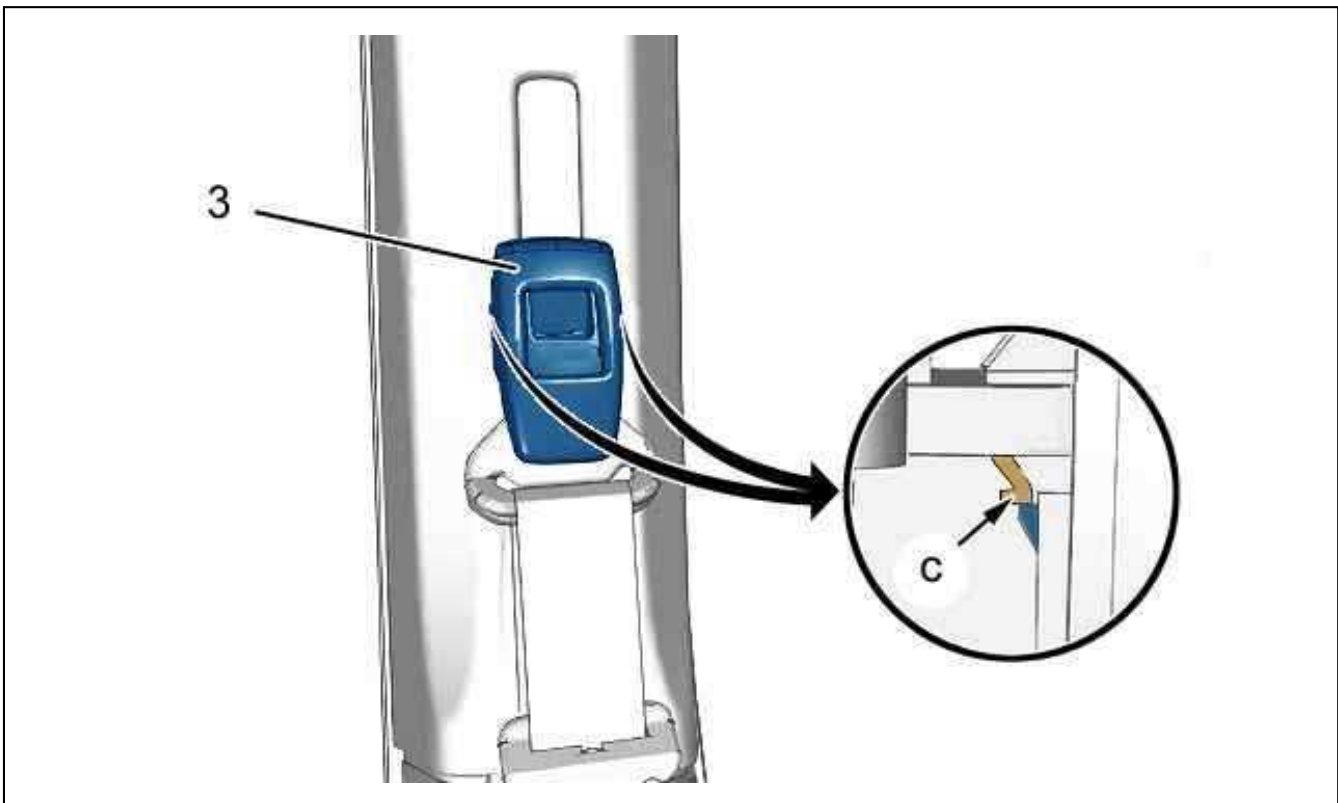


Figure : C5GG15OD

Move aside the cover (3).

Unclip the locks (at "c") towards the outside of the vehicle ; Using tool [1350-ZZ].

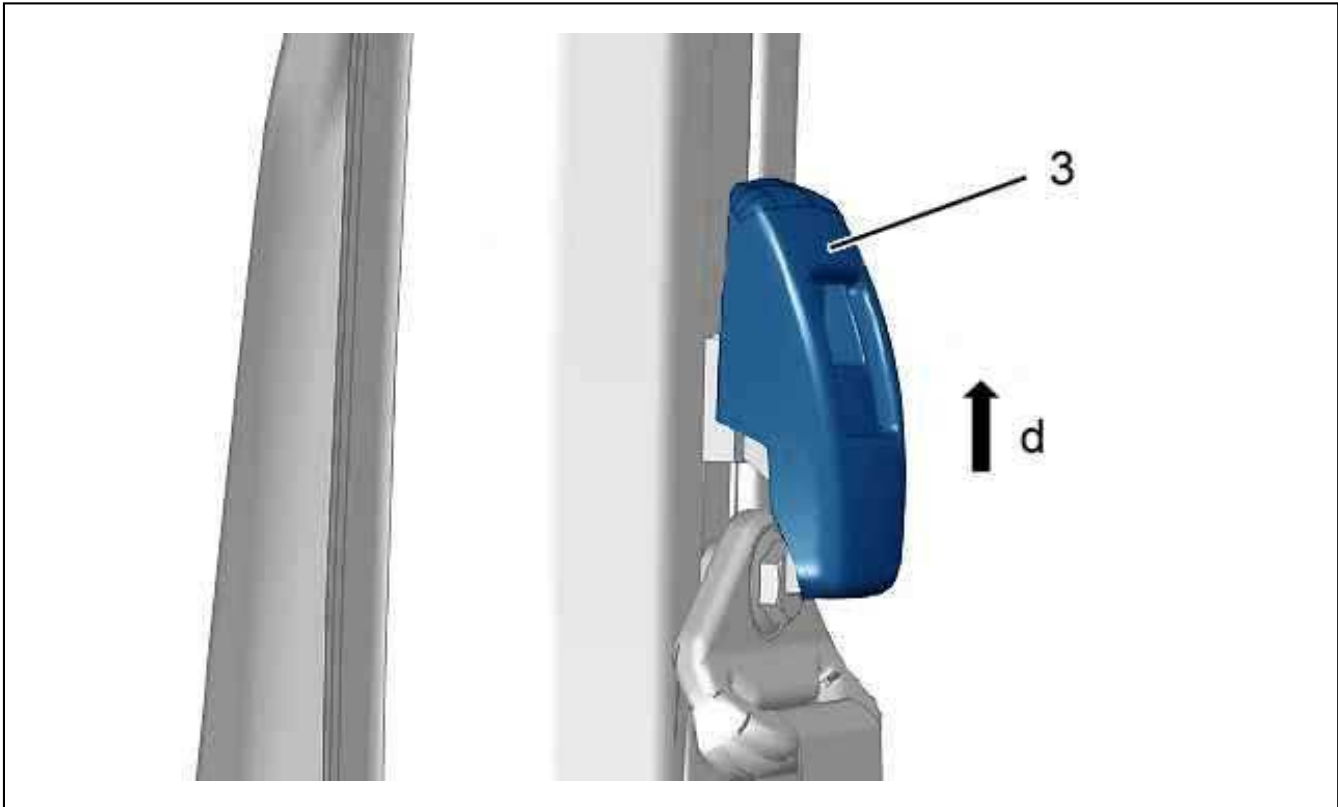


Figure : C5GG15PD

Detach the cover (3) (In the direction of the arrow "d").
Remove the cover (3).

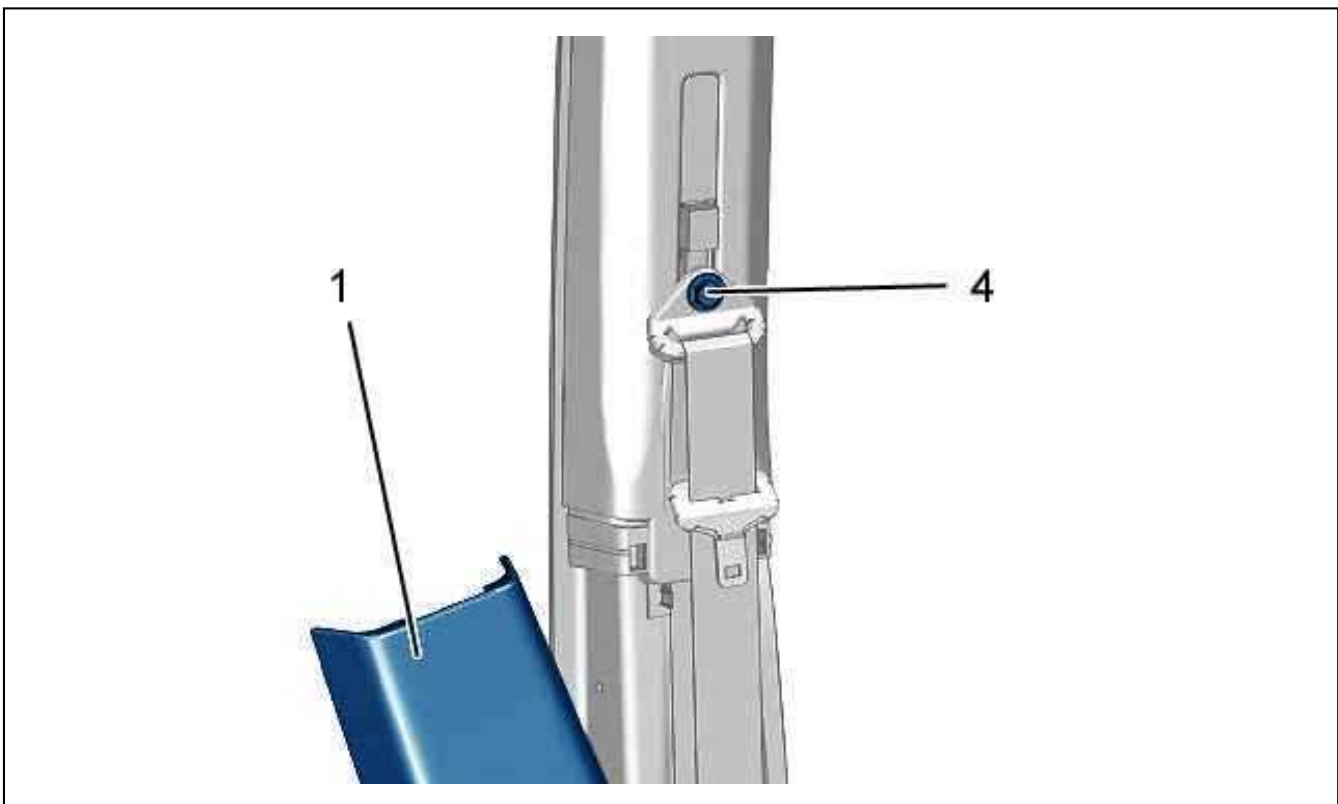


Figure : C5GG15QD

Remove the bolt (4).

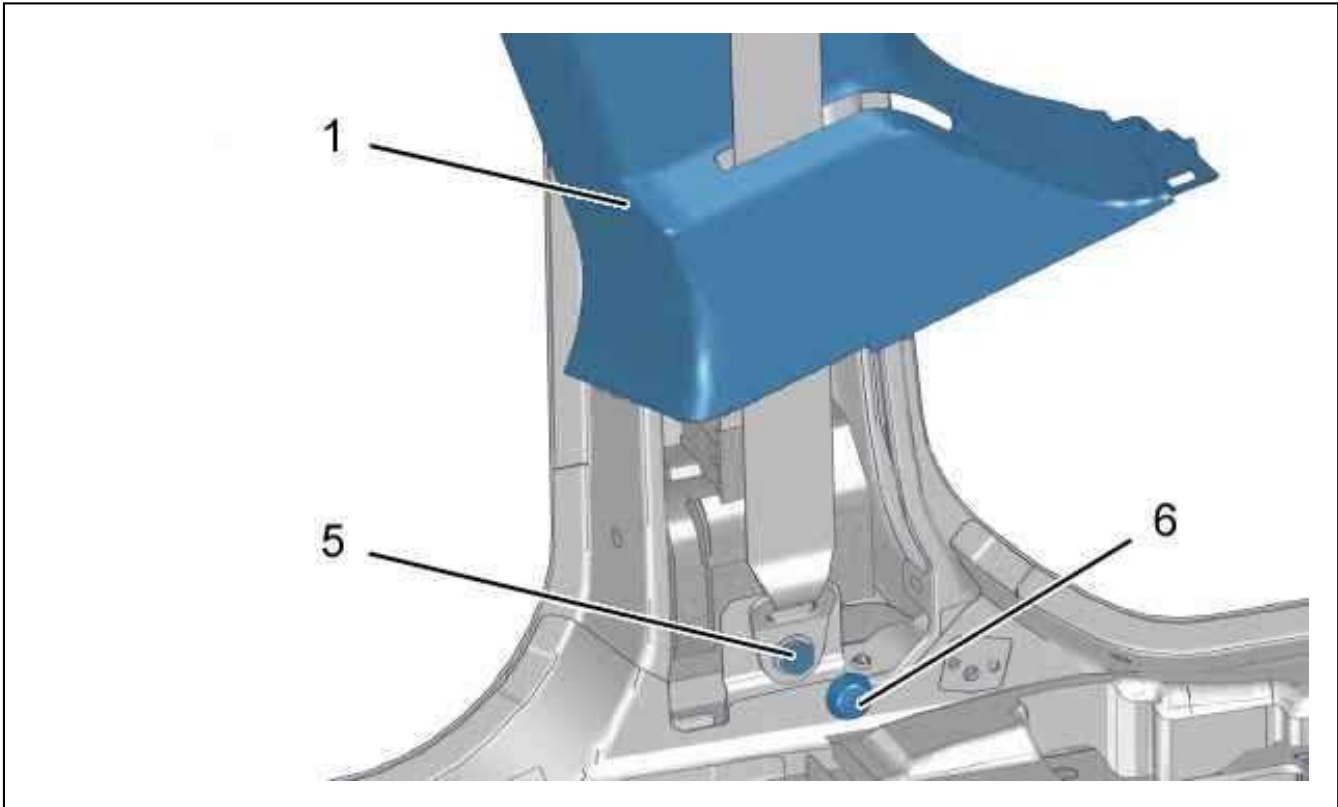


Figure : C5GG15RD

Remove :

- The cover (6)
- The (5) bolt

Detach the centre pillar lower trim (1).

Remove the b/c post lower trim (1).

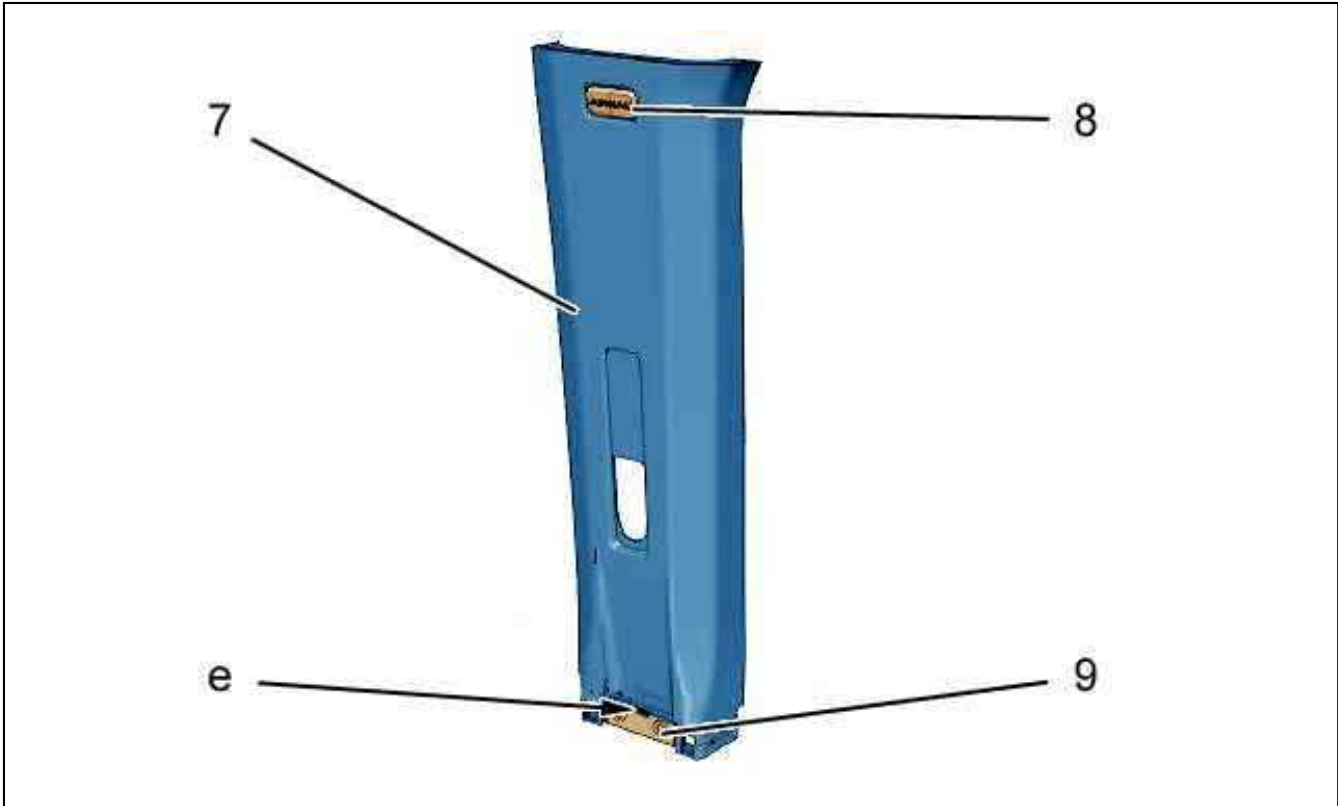


Figure : C5GG15SD

Remove the centre pillar upper trim (7) closer (8).

Unclip the centre pillar upper trim (7) cover (9) (at "e") ; Using tool [1350-ZZ].

3.2. Door sill trim (left and right hand)

Remove the rear seat .

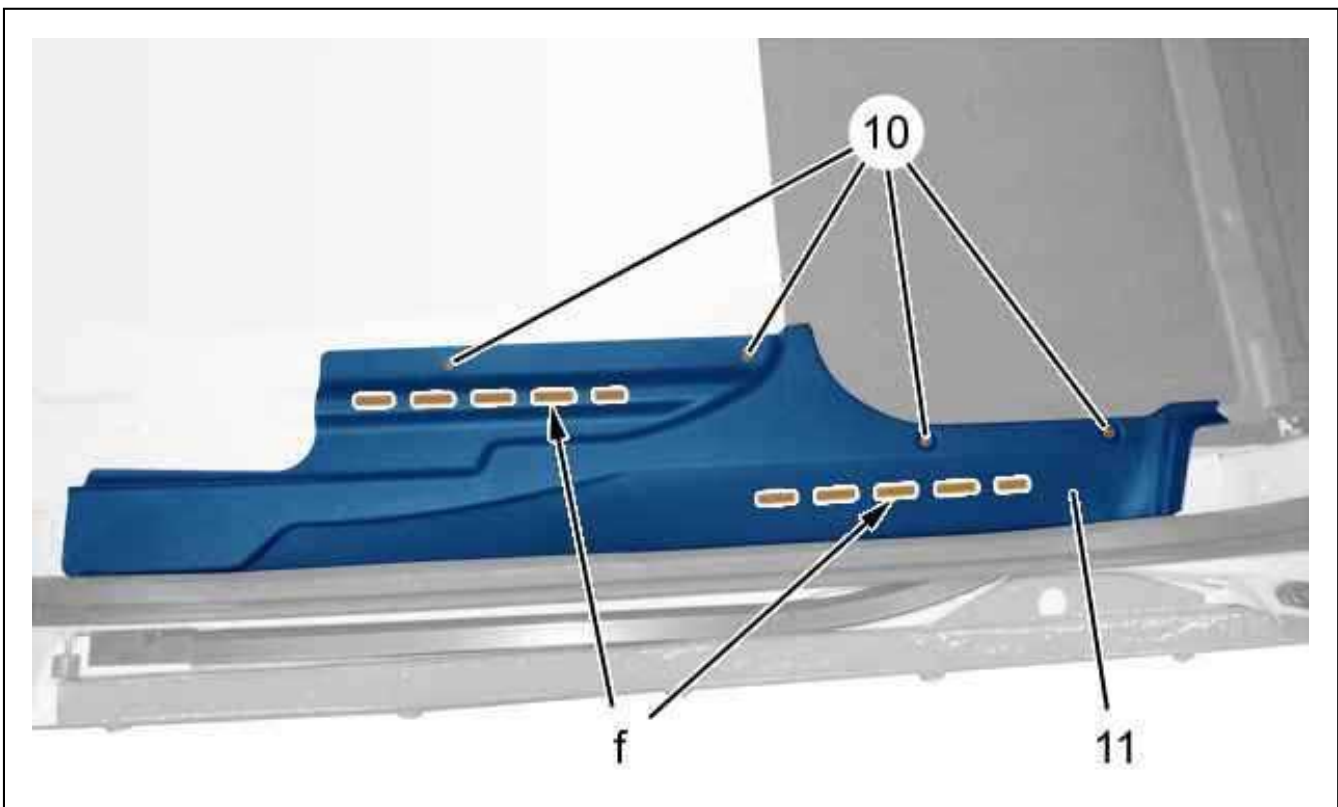


Figure : C5GG15TD

Remove the bolts (10).

Release the sill trim (11) (at "f").

Remove the door sill trim (11).

Level the bead of adhesive remaining on the vehicle.

Clean the areas where there is adhesive ; Using degreaser index "J1".

N.B. : Replace the door sill trim if there is damage.

4. Refitting

4.1. Door sill trim

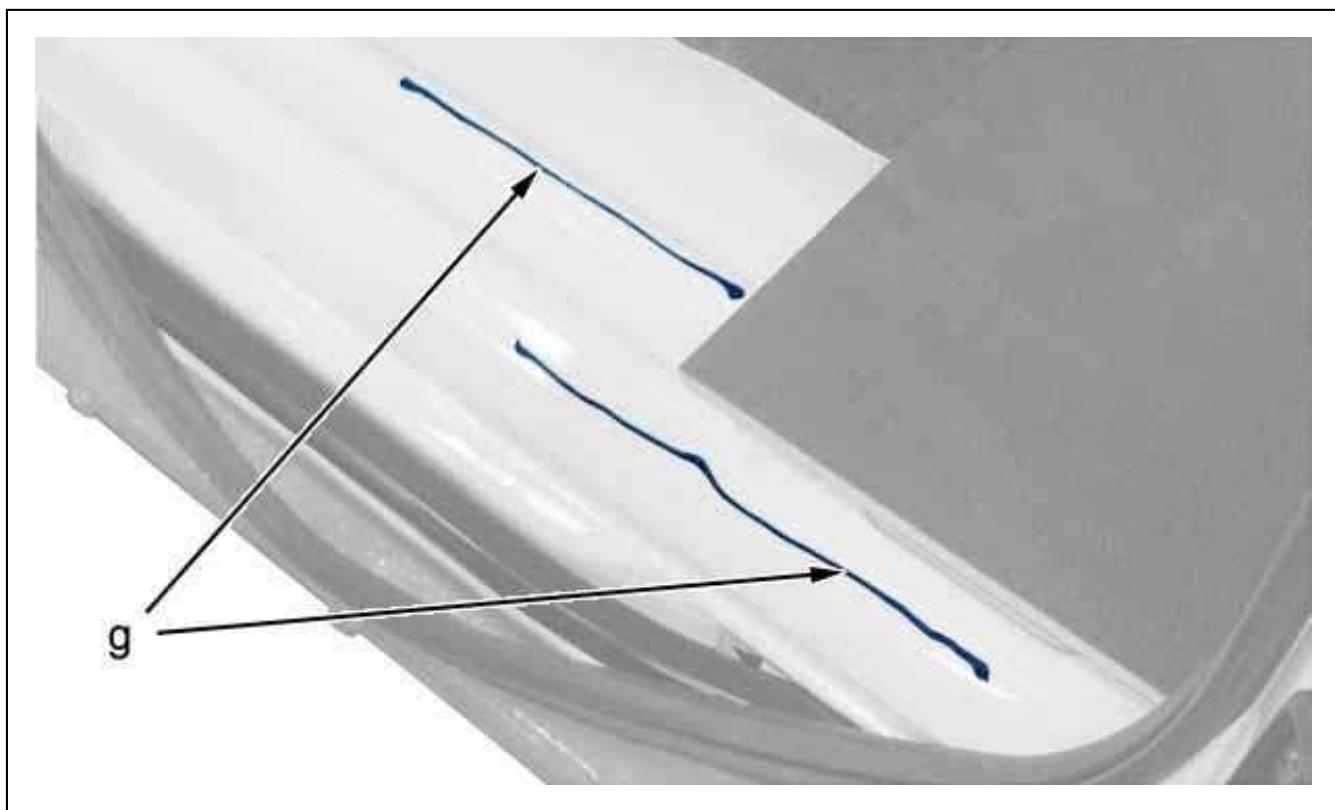


Figure : C5GG15UD

Apply the beads of adhesive (at "g") ; Using a filling adhesive (operation : "A6").

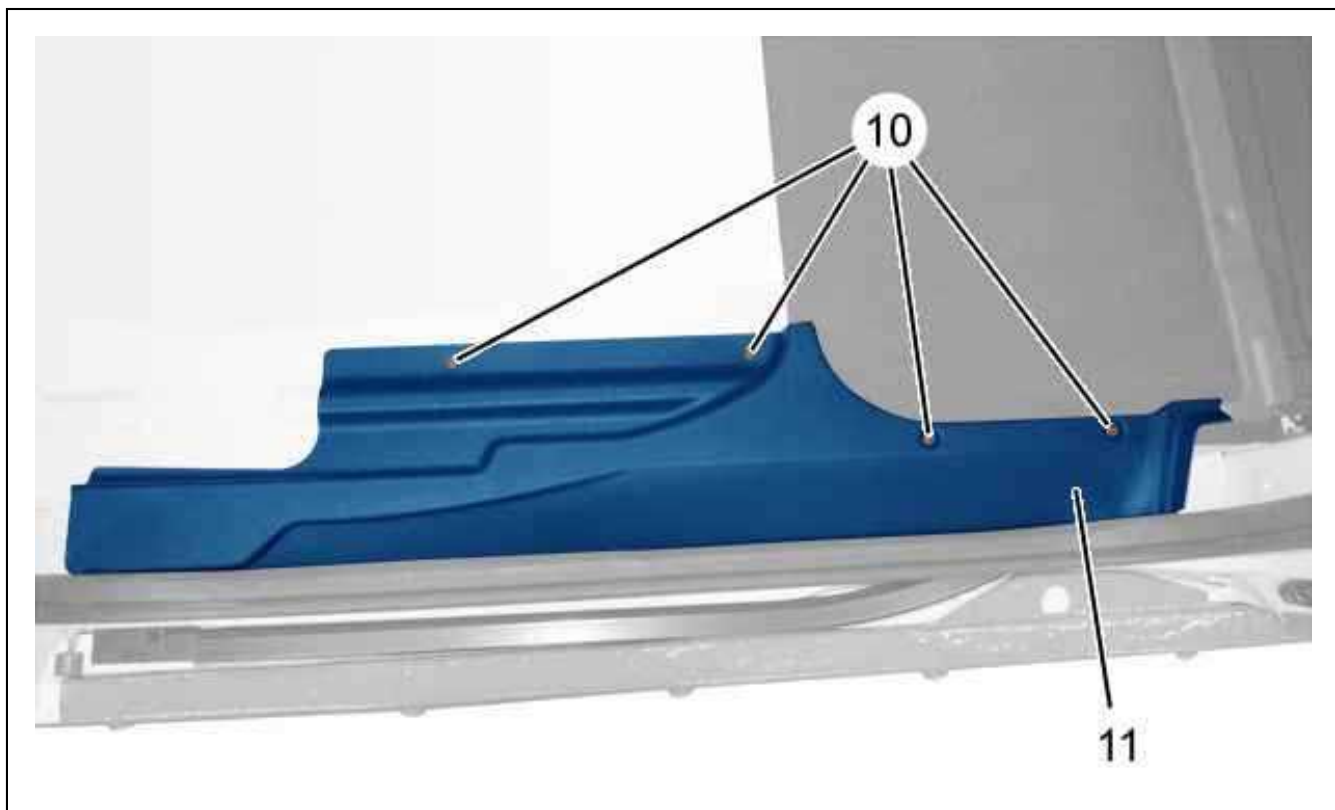


Figure : C5GG15VD

Refit :

- The door sill trim (11)
- The bolts (10)

Proceed in the reverse order to removal.

4.2. Centre pillar trim panel

Proceed in the reverse order to removal.

Tighten the bolts (2) and (4) to 3 m.daN.

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Reconnect the battery.

CAUTION : Apply the procedure to activate the centralised airbag and seat belt system ⓘ.

Check all the equipment works.

REMOVING - REFITTING : REAR SEAT TRIMS (CREW CAB)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Removing

1.1. Central trim (Rear bench seat)

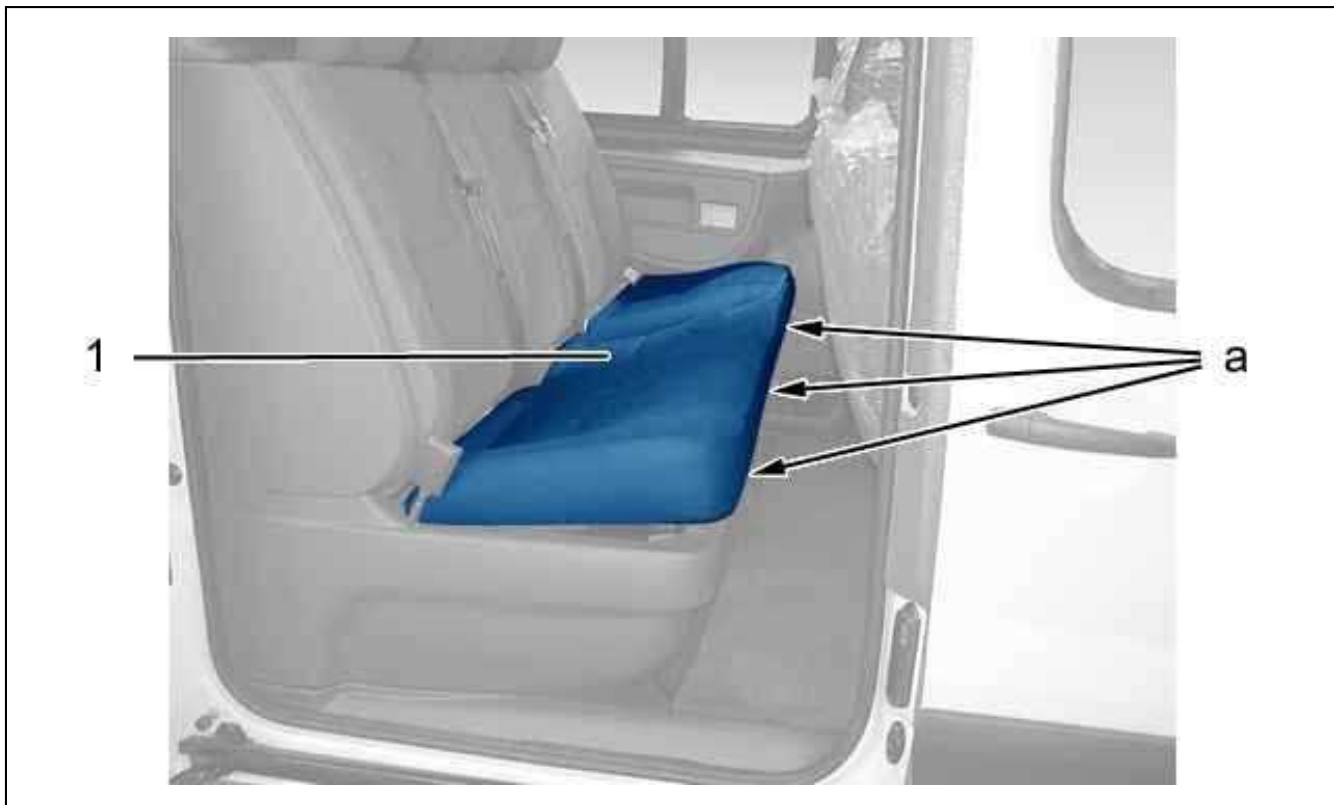


Figure : C5GG15WD

Unclip : The cushion (1) of the rear seat (at "a").

Remove : The cushion (1) of the rear seat.

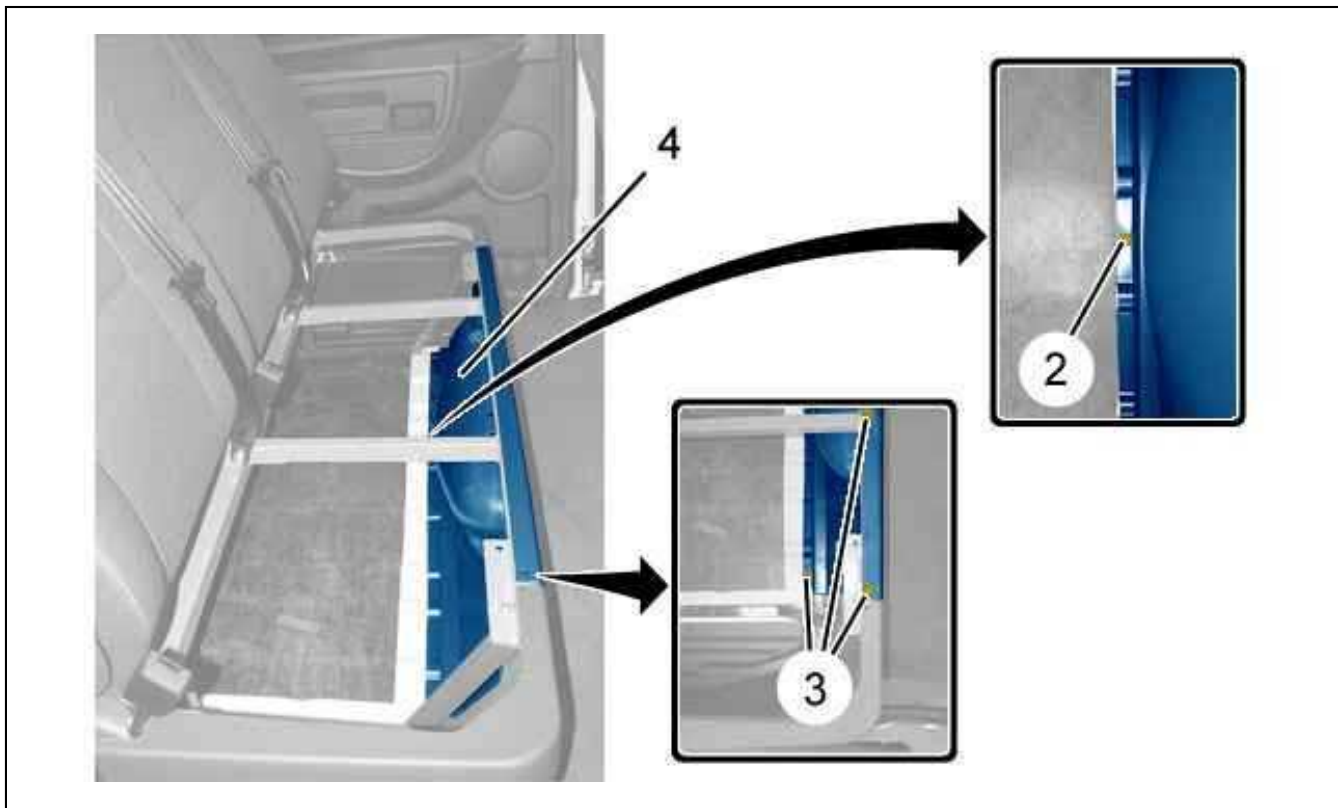


Figure : C5GG15XD

Dislodge : The door seal .

Remove :

- The (2) bolt
- The bolts (3) (Symmetrical operation)
- The front trim (4) (Rear bench seat)

1.2. Right-hand trim (Rear bench seat)

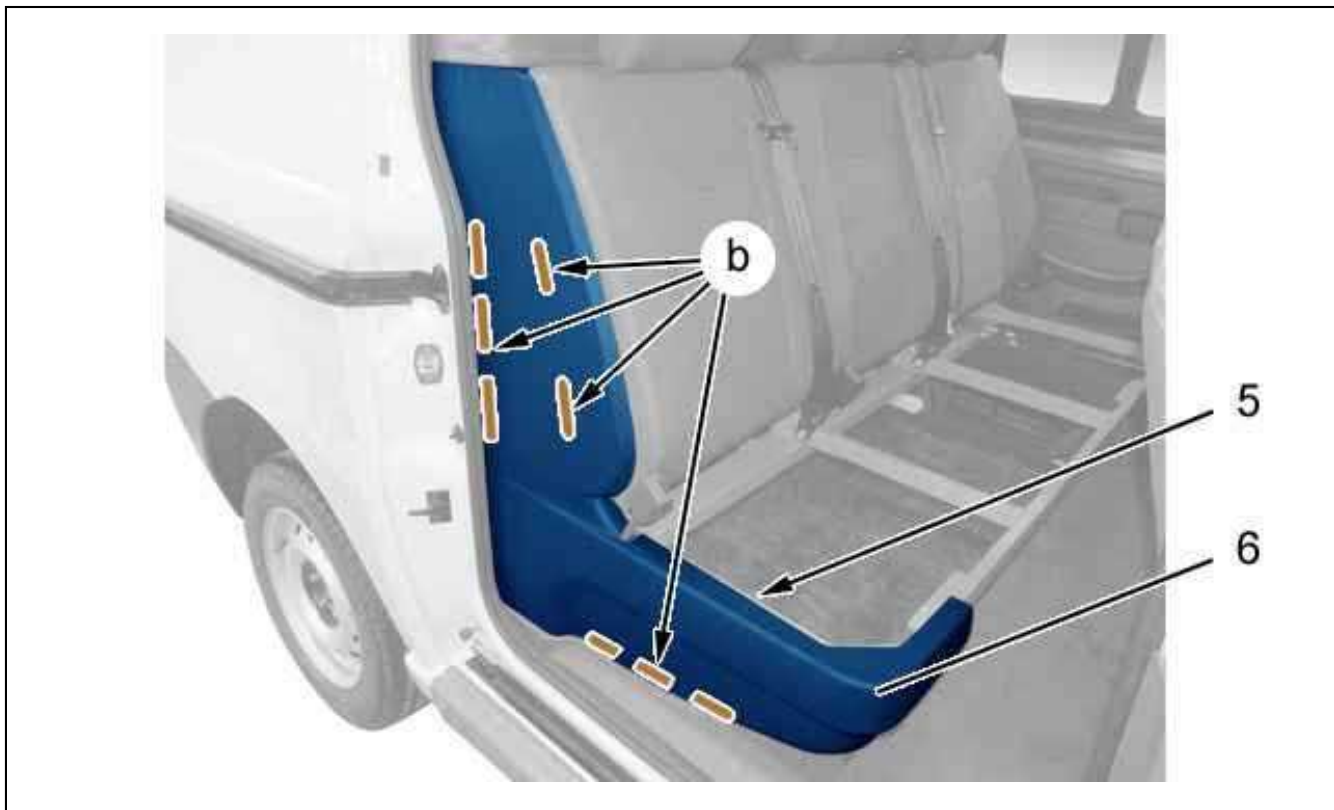


Figure : C5GG15YD

Remove the bolt (5).

Detach : The right-hand trim (6) (Rear bench seat) (at "b").

Remove : The right-hand trim (6) (Rear bench seat).

Level the bead of adhesive remaining on the vehicle.

Clean the areas where there is adhesive ; Using degreaser index "J1".

N.B. : Replace : The right-hand trim (6) (Rear bench seat) ; If there is damage.

1.3. Left-hand trim (Rear bench seat)

Remove the rear seat ⓘ .

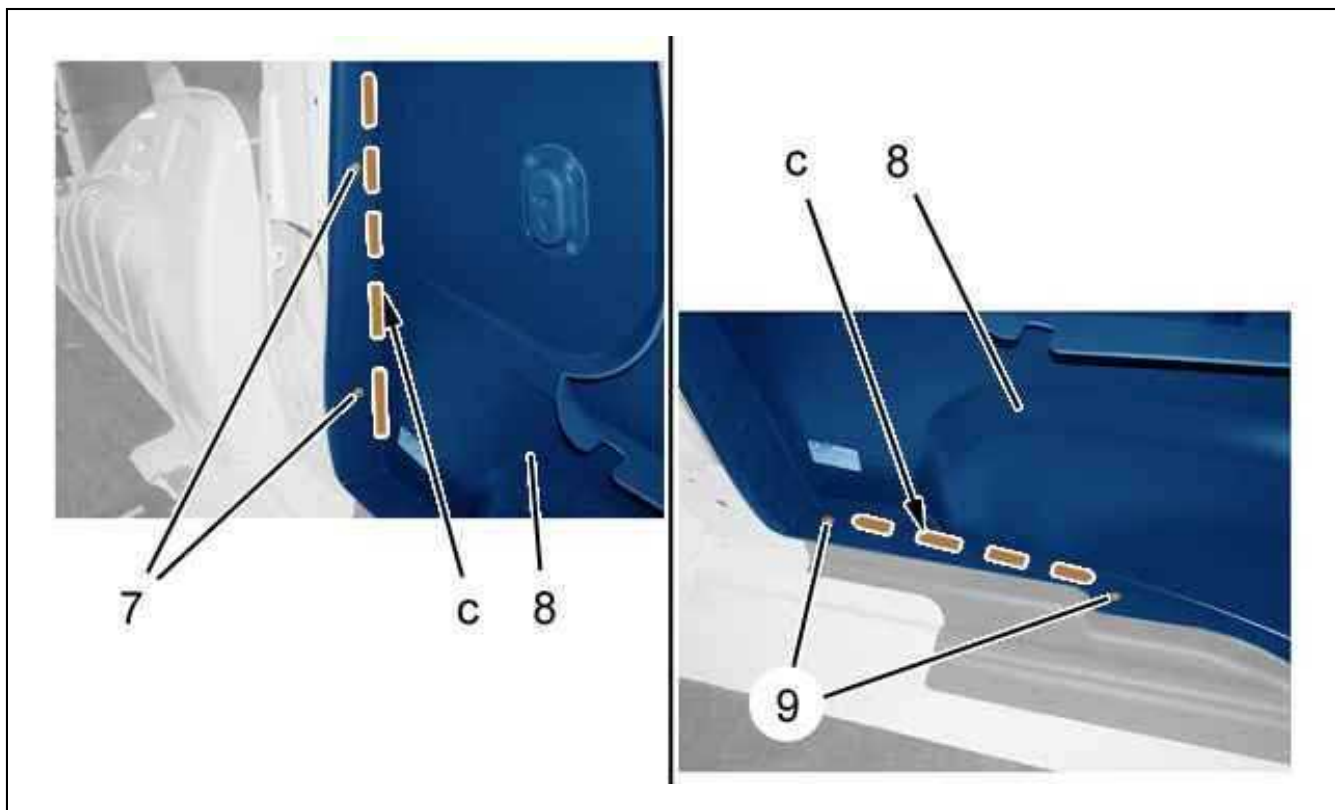


Figure : C5GG15ZD

Remove the screws (7) and (9).

Detach : The left-hand trim (8) (Rear bench seat (at "c").

Remove : The left-hand trim (8) (Rear bench seat.

Level the bead of adhesive remaining on the vehicle.

Clean the areas where there is adhesive ; Using degreaser index "J1".

N.B. : Replace : The left-hand trim (8) (Rear bench seat) ; If there is damage.

2. Refitting

2.1. Left-hand trim (Rear bench seat)

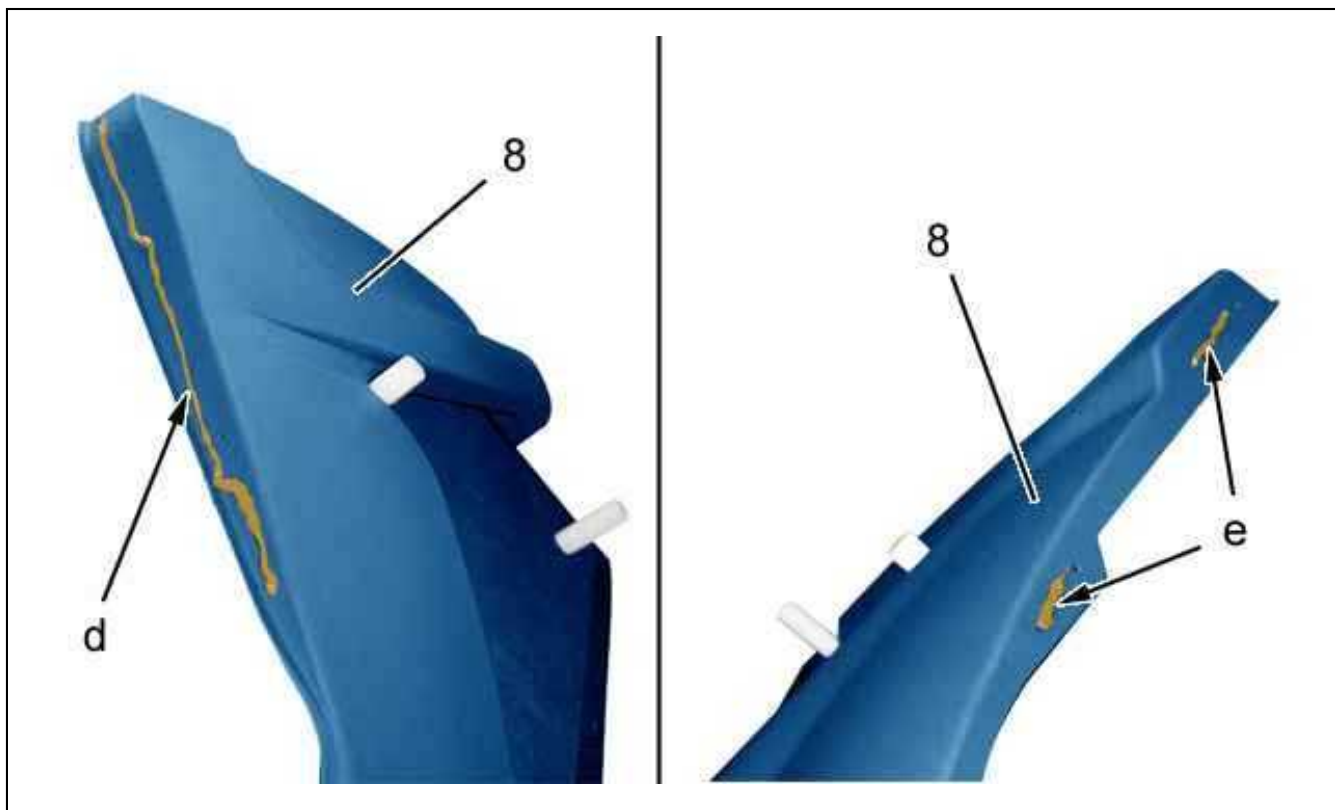


Figure : C5GG160D

Apply a bead of adhesive on the left-hand trim (8) (Rear bench seat) (at "d", "e") ; Using a filling adhesive (operation : "A6").

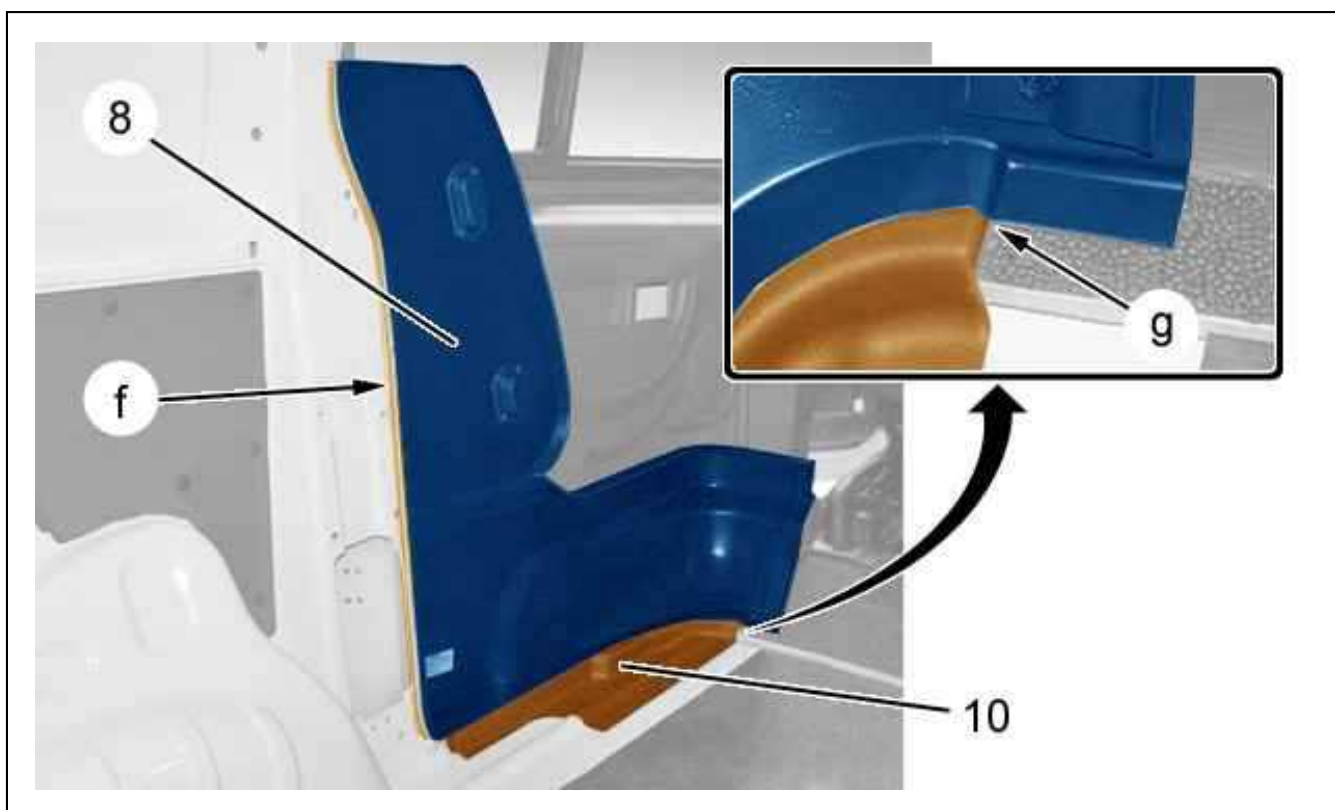


Figure : C5GG161D

Fit and adjust : The left-hand trim (8) (Rear bench seat) :

- On rear panel (at "f")
- On the door sill trim (10) (at "g")

Fit the bolts (7), (9).

Proceed in the reverse order to removal.

2.2. Right-hand trim (Rear bench seat)

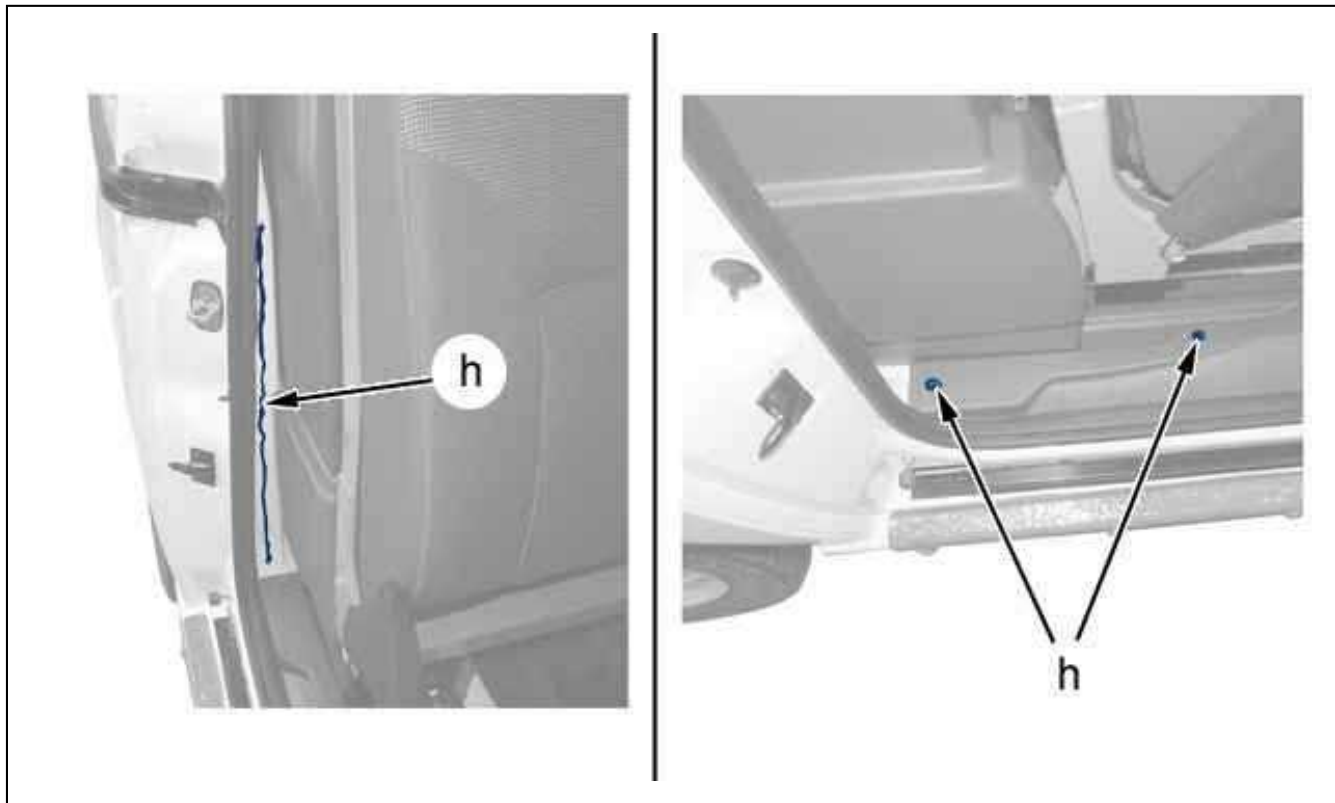


Figure : C5GG162D

Apply a bead of adhesive (at "h") ; Using a filling adhesive (index "A6").

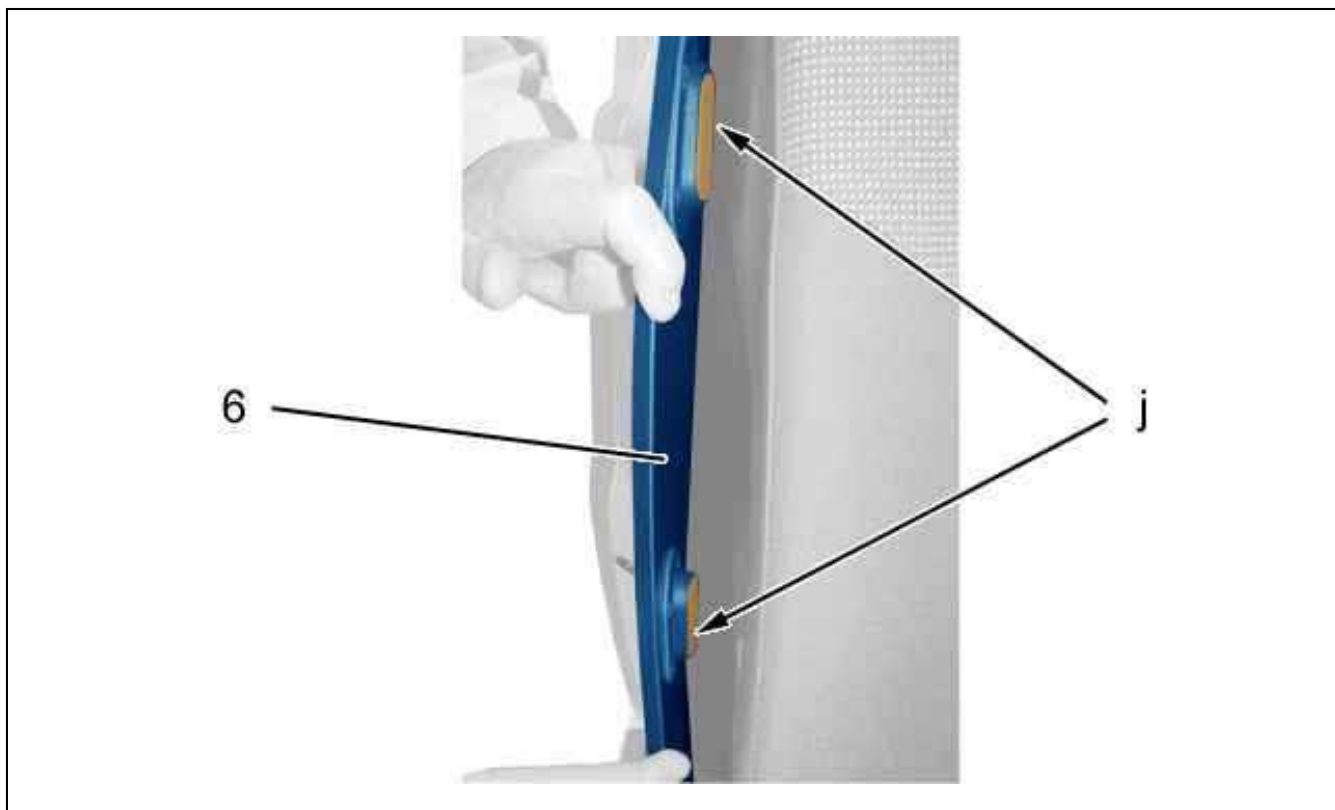


Figure : C5GG163D

Fit and adjust : The right-hand trim (6) (Rear bench seat) (at "j").

2.3. Central trim (Rear bench seat)

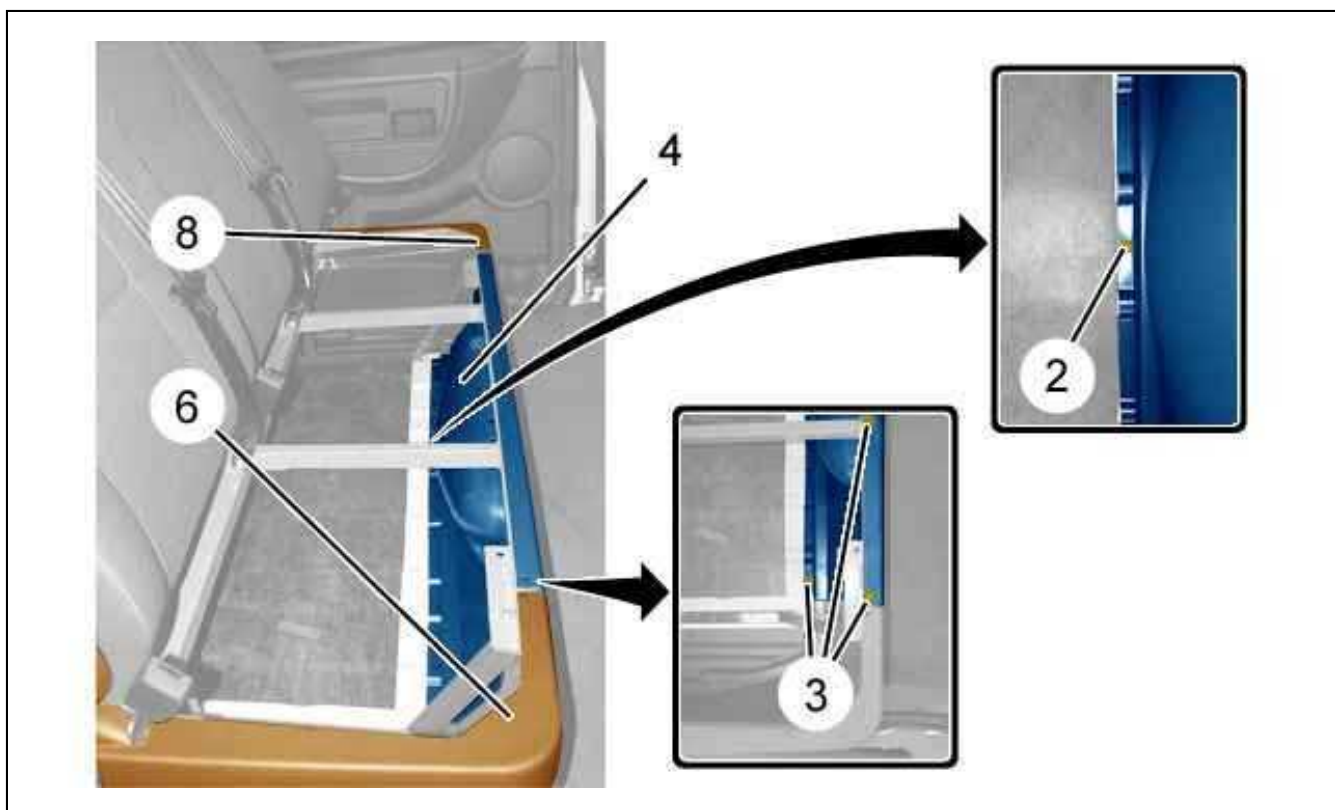


Figure : C5GG164D

Clip the central trim (4) into the right-hand (6) and left-hand (8) rear benchseat trims.

Fit :

- The bolts (3) (Symmetrical operation)
- The bolt (2)

Fit the door aperture seal .

2.4. Symmetrical operation

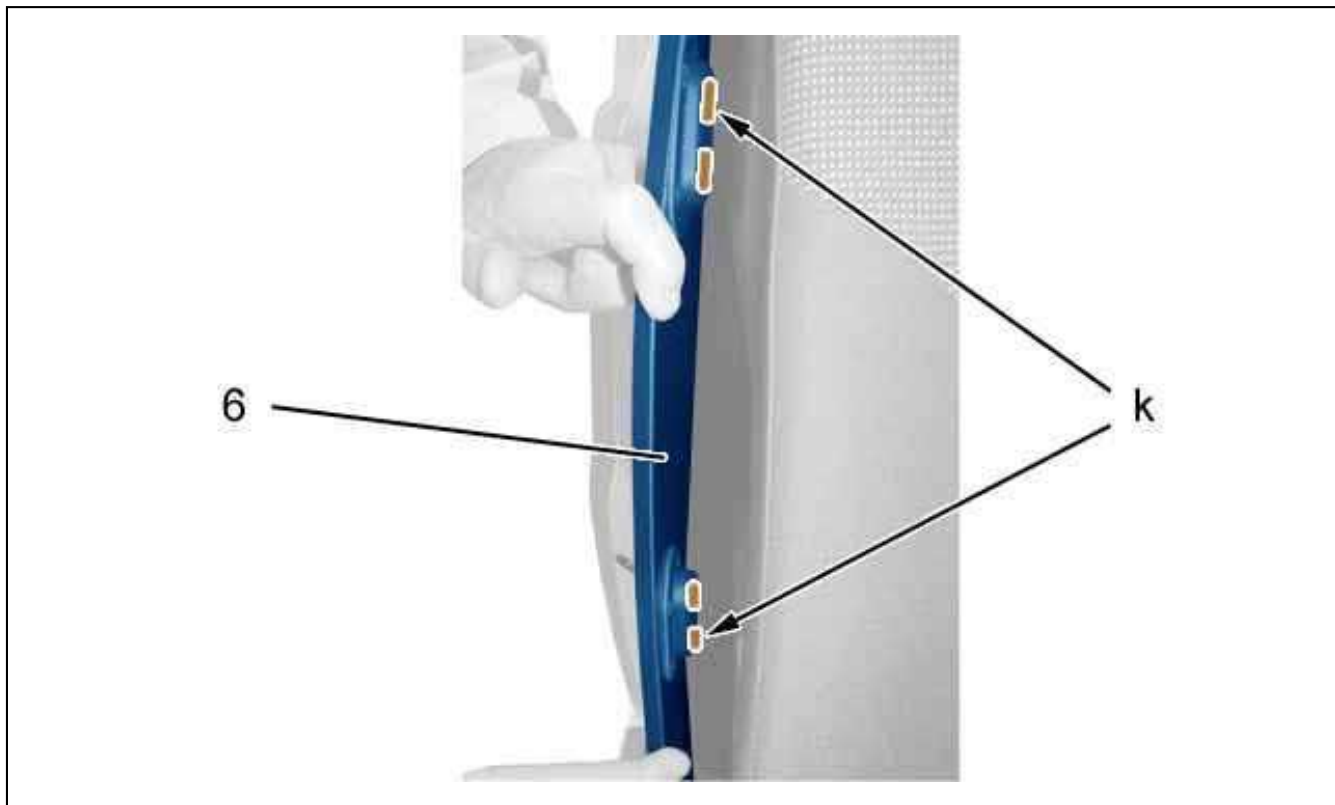


Figure : C5GG165D

Release : The right-hand trim (6) (Rear bench seat).

Apply a bead of adhesive (at "k") ; Using a filling adhesive (index "A6").

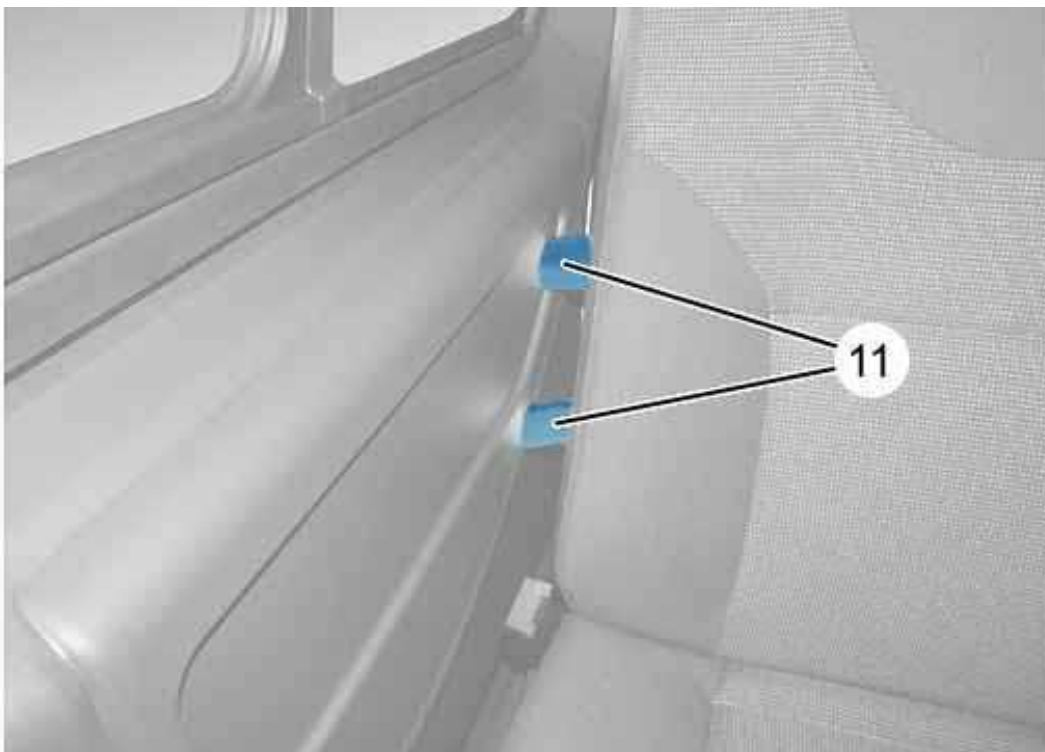


Figure : C5GG166D

Close the sliding side door.

Position blocks (11) up against the right-hand trim (6) (Rear bench seat).

Proceed in the reverse order to removal.

REMOVING - REFITTING : LEFT-HAND INTERIOR PANEL TRIM (CREW CAB)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Preliminary operations

Disconnect the battery ⓘ .

Remove :

- The rear benchseat left-hand trim ⓘ
- The cab partition ⓘ
- The left-hand door sill trim ⓘ

2. Removing

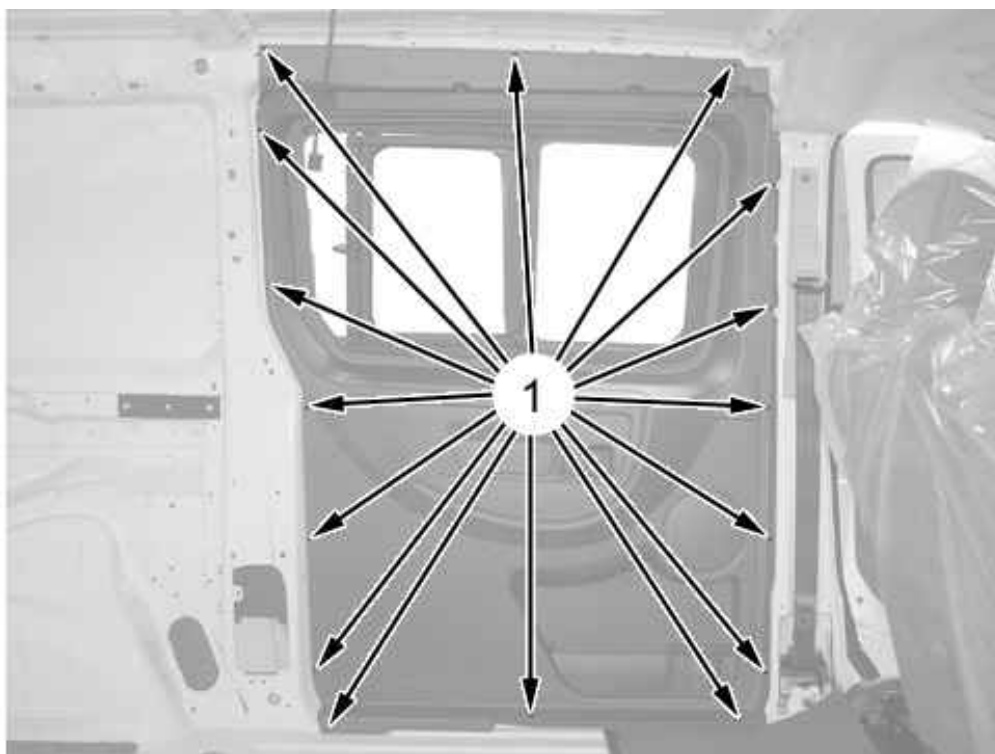


Figure : C5GG16ED

Remove the bolts (1).

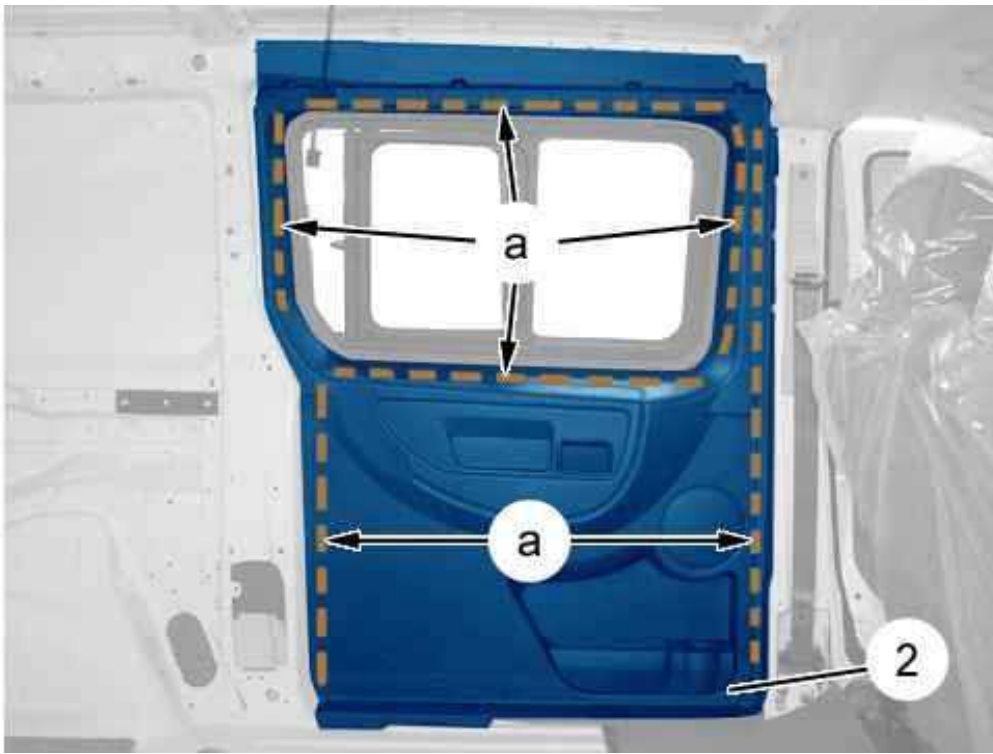


Figure : C5GG16FD

Detach : The left-hand interior panel trim (2) (at "a").

Remove : The left-hand interior panel trim (2).

Level the bead of adhesive remaining on the vehicle.

Clean the areas where there is adhesive ; Using degreaser index "J1".

N.B. : Replace the left-hand interior panel trim if damaged.

3. Refitting

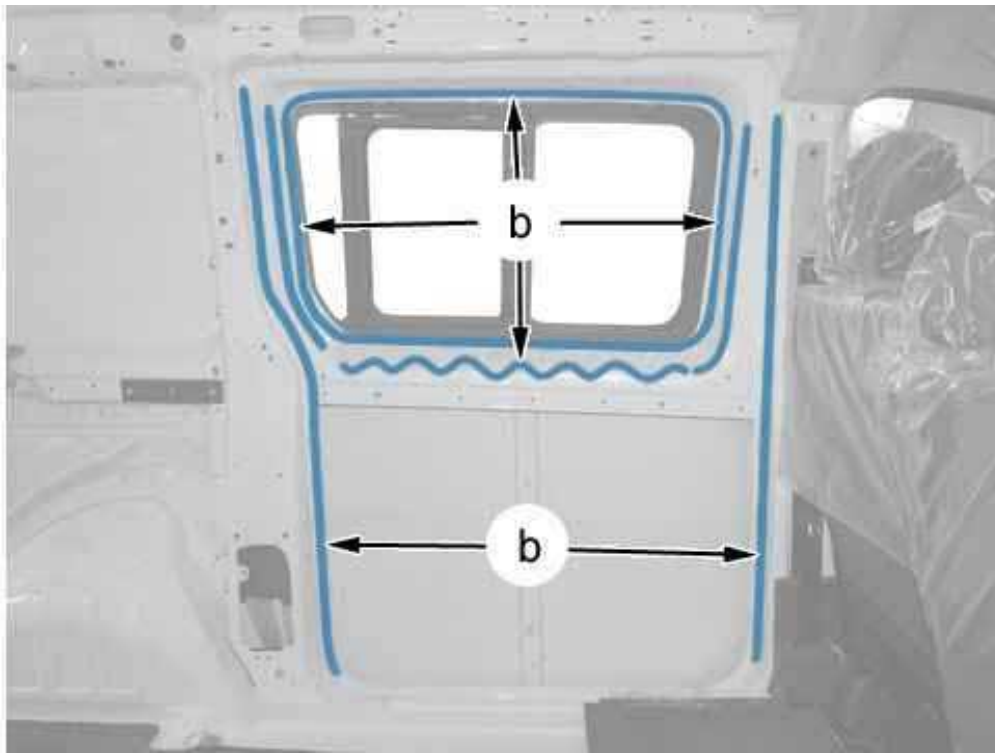


Figure : C5GG16GD

Degrease the zones to be bonded on the left-hand interior panel trim ; Using degreaser index "J1".

Apply a multi-use adhesive strip, index "A6" (at "b").

Fit : The left-hand interior panel trim (2).

Tighten the bolts (1).

Proceed in the reverse order to removal.

REMOVING - REFITTING : REAR SEAT BELT (CREW CAB)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Preliminary operation

Remove the rear seat ⓘ .

2. Removing

2.1. Rear seat belt (Left hand - Central unit)

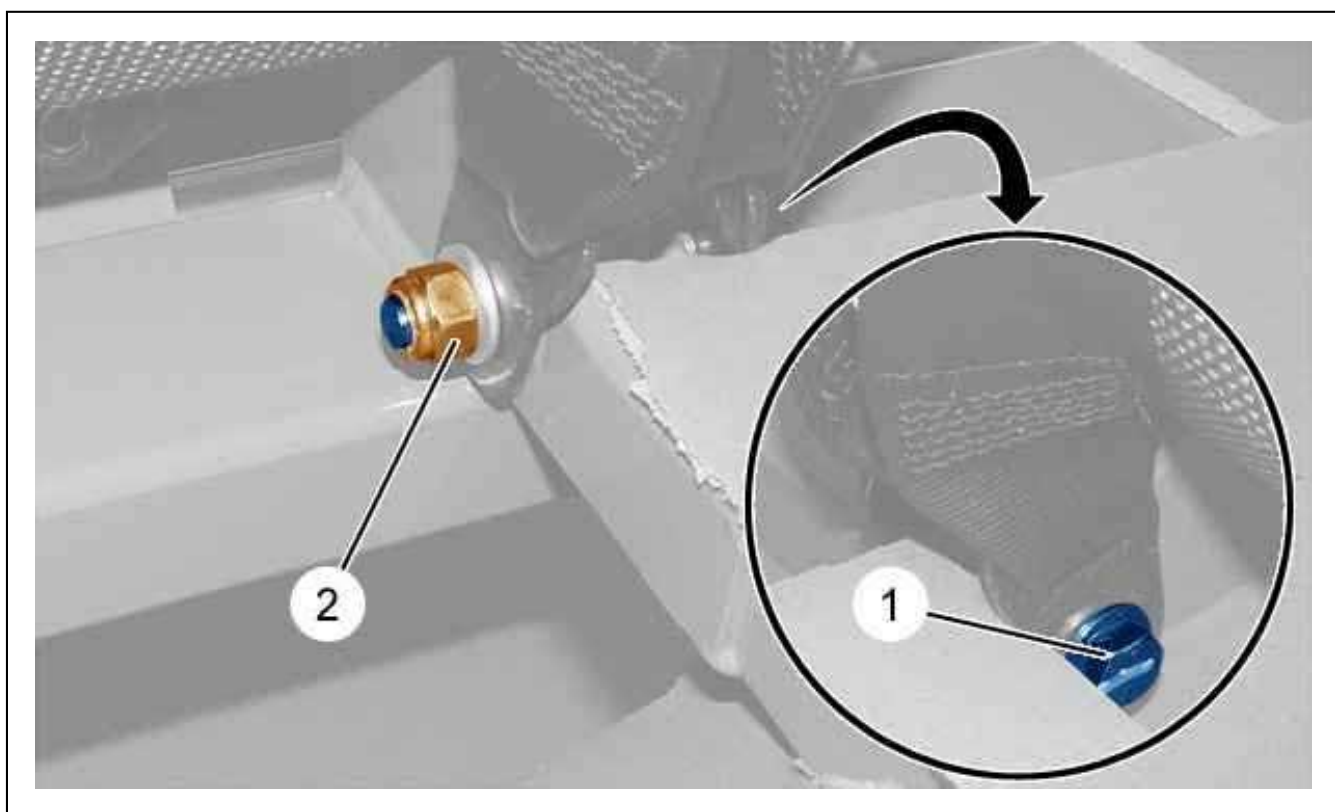


Figure : C5JG0UXD

Remove the nut (2) and the bolt (1) (Simultaneously).

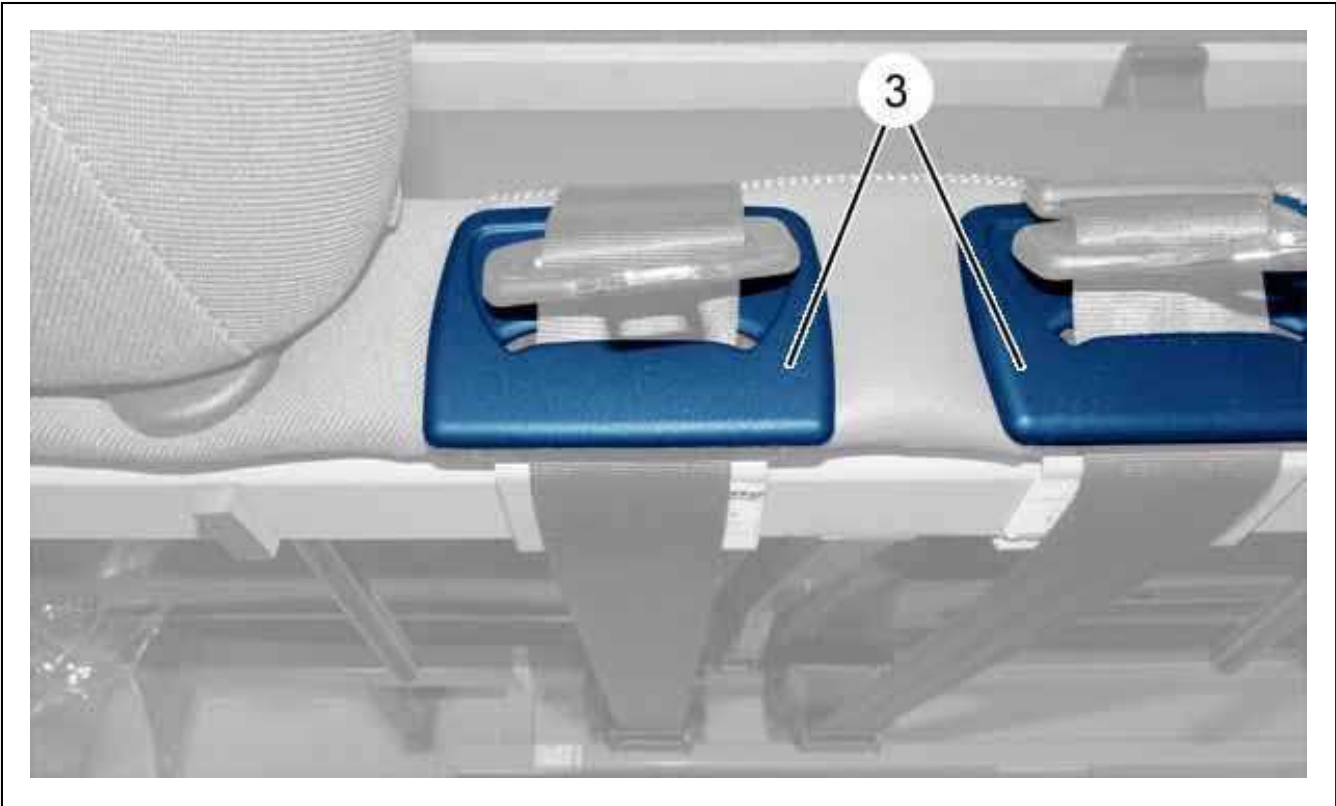


Figure : C5JG0UYD

Remove the shields (3) (Rear seat belt).

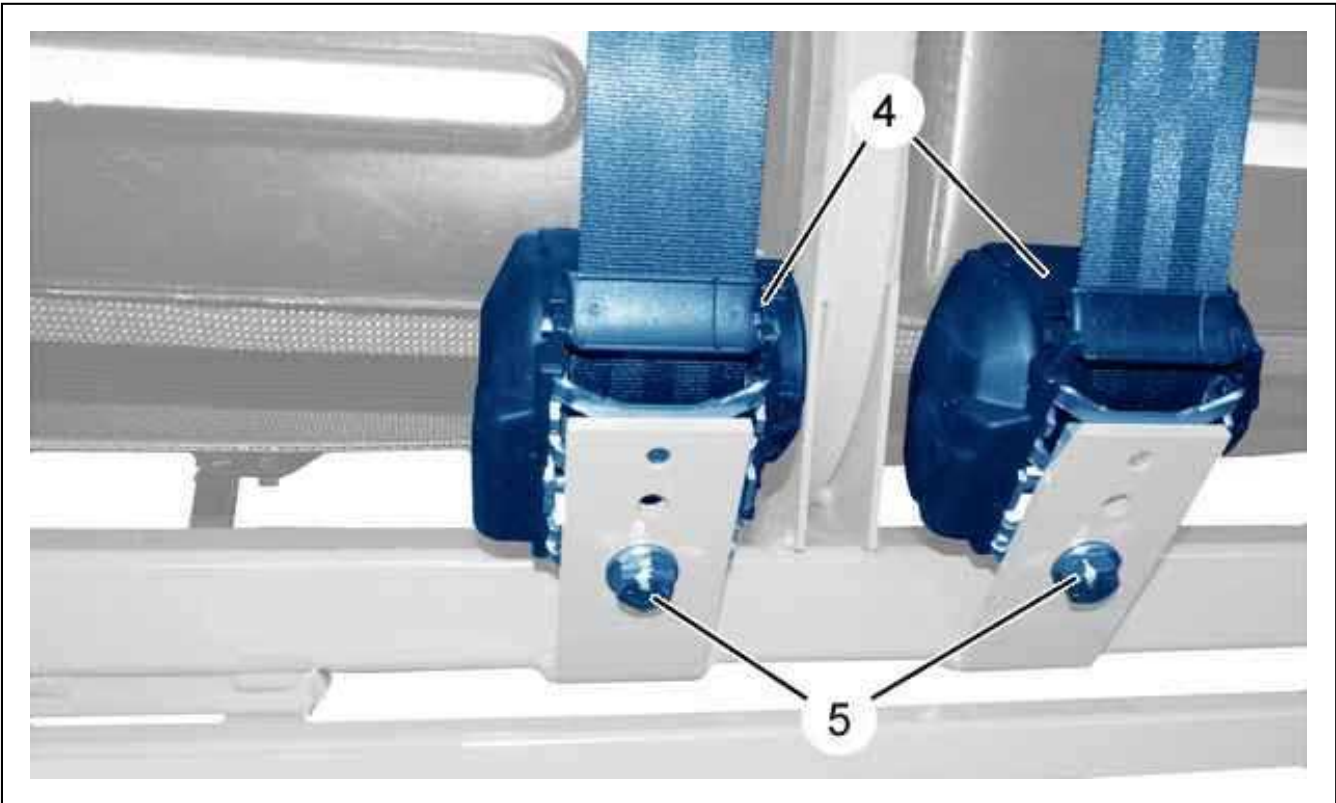


Figure : C5JG0UZD

Remove :

- The bolts (5)

- The rear seat belts (4)

2.2. Rear right seat belt

Proceed in the same way for the left and centre seat belts.

2.3. Seatbelt stalks



Figure : C5JG0V0D

Remove :

- The (7) bolt
- The seat belt buckle (6)

N.B. : Carry out the same operation of the other seatbelt stalks.

3. Refitting

Proceed in the reverse order to removal.

Tighten the bolts (1, 5, 7) to 4 daN.m.

ESSENTIAL : Observe the safety and cleanliness recommendations .

ESSENTIAL : Apply the airbag safety procedures .

ESSENTIAL : Apply the procedure for switching off the central airbag system .

CAUTION : Release and disconnect : The connectors ; When connecting, ensure that the harnesses are correctly routed and clipped correctly.

CAUTION : The connectors must be disconnected without exerting any stress on the harnesses and the connectors (No pulling on the harnesses is permitted).

1. Tooling

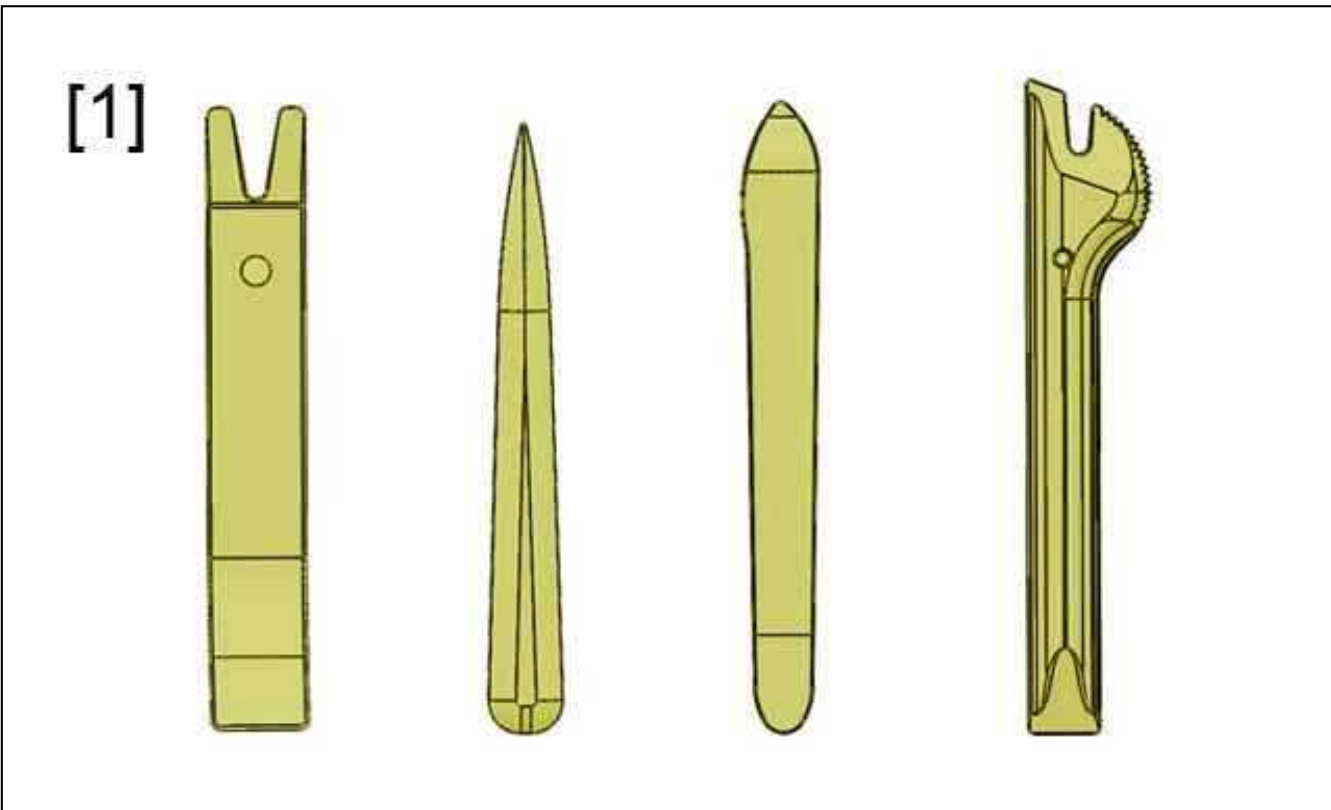


Figure : E5AP30WD

[1] Stripping tools (-).1350-ZZ.

2. Removing

Disconnect the battery .

N.B. : Wait 10 minutes in the case of abnormal operation of the airbag warning lamp.

2.1. Outer front seat belt

Re

N.B · (*) Applies only to the outer seat belt on the passenger side (according to equipment).

Unclip :

- The centre pillar lower trim (Combi version)
- The centre pillar lower trim (Utility version)

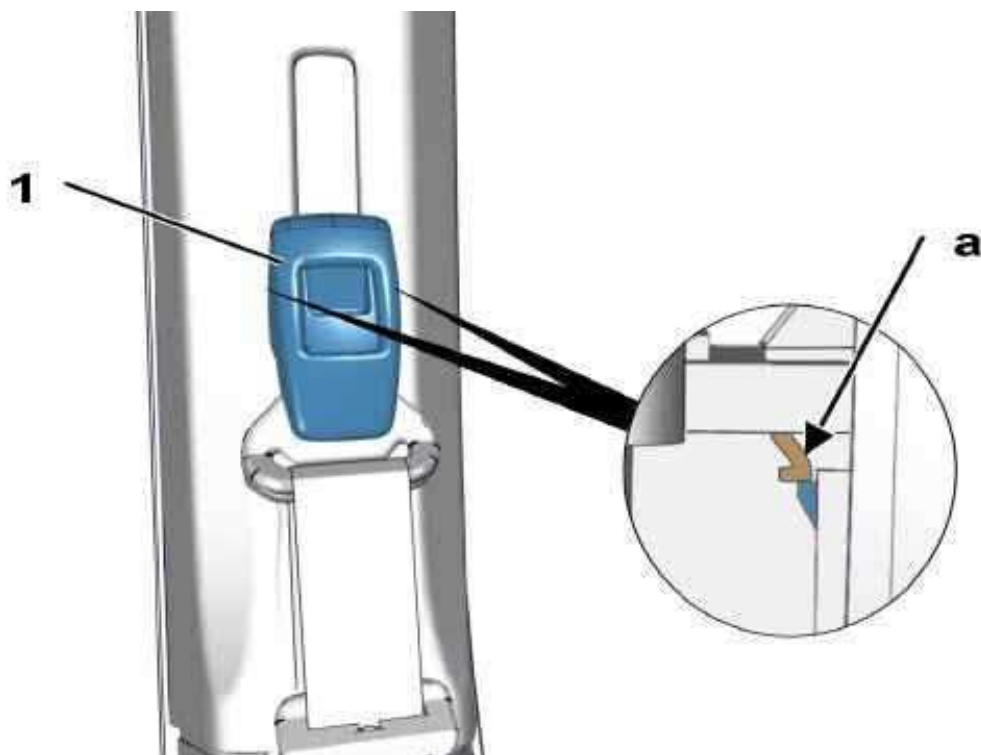


Figure : C5JP0J4D

Move aside the cover (1).

Unclip the locks (at "a") towards the outside of the vehicle ; Using tool [1].

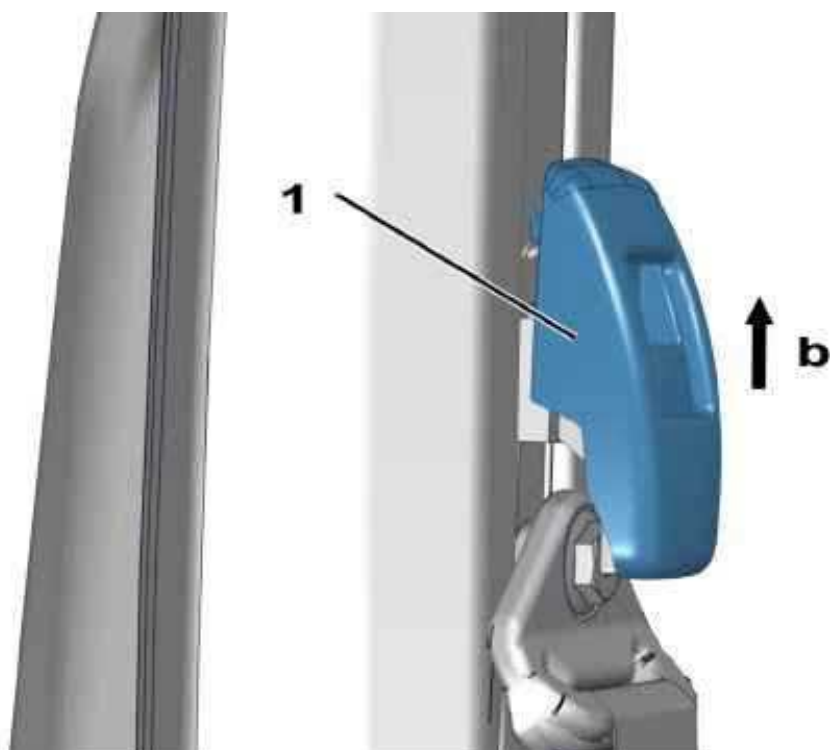


Figure : C5JP0J5D

Detach the cover (1) (at "b").
Remove the cover (1).

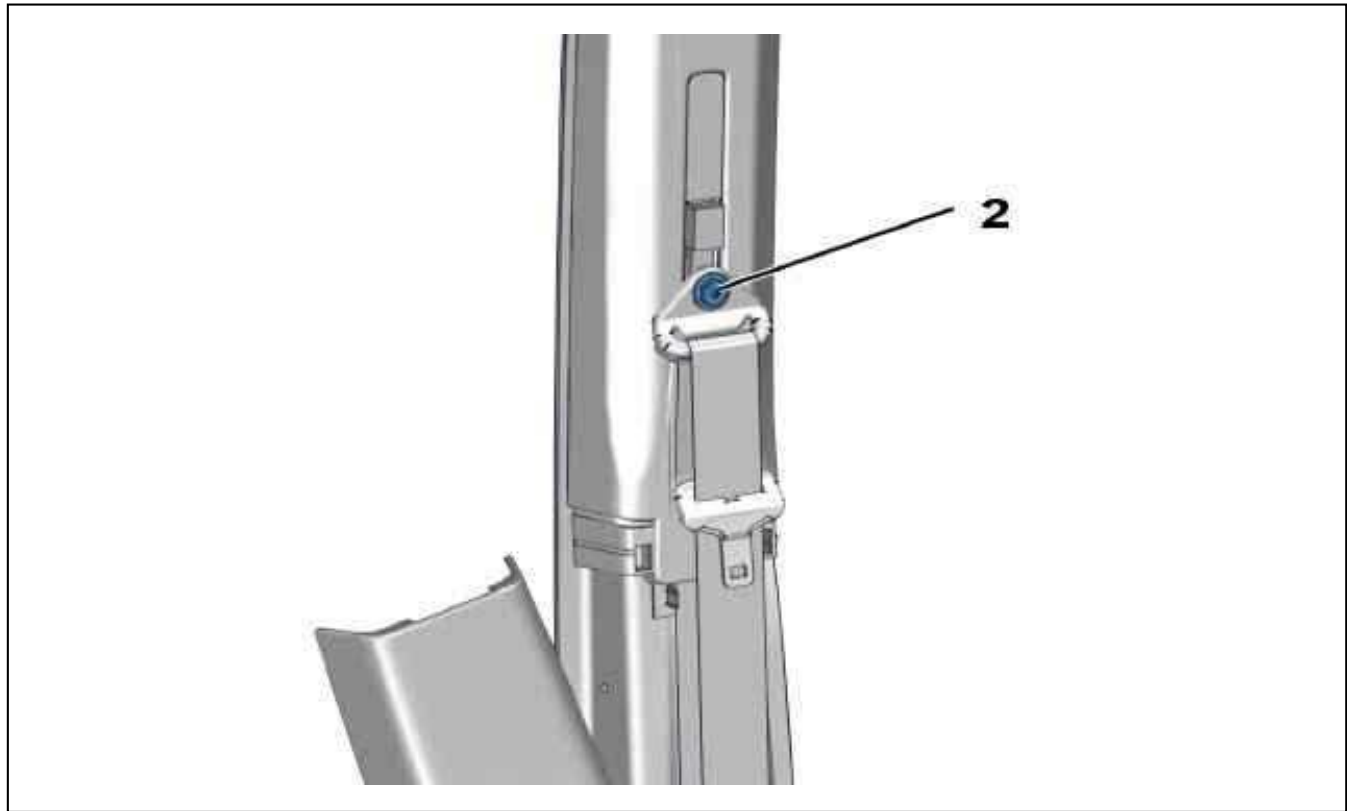


Figure : C5JP0J6D

Remove bolts (2).

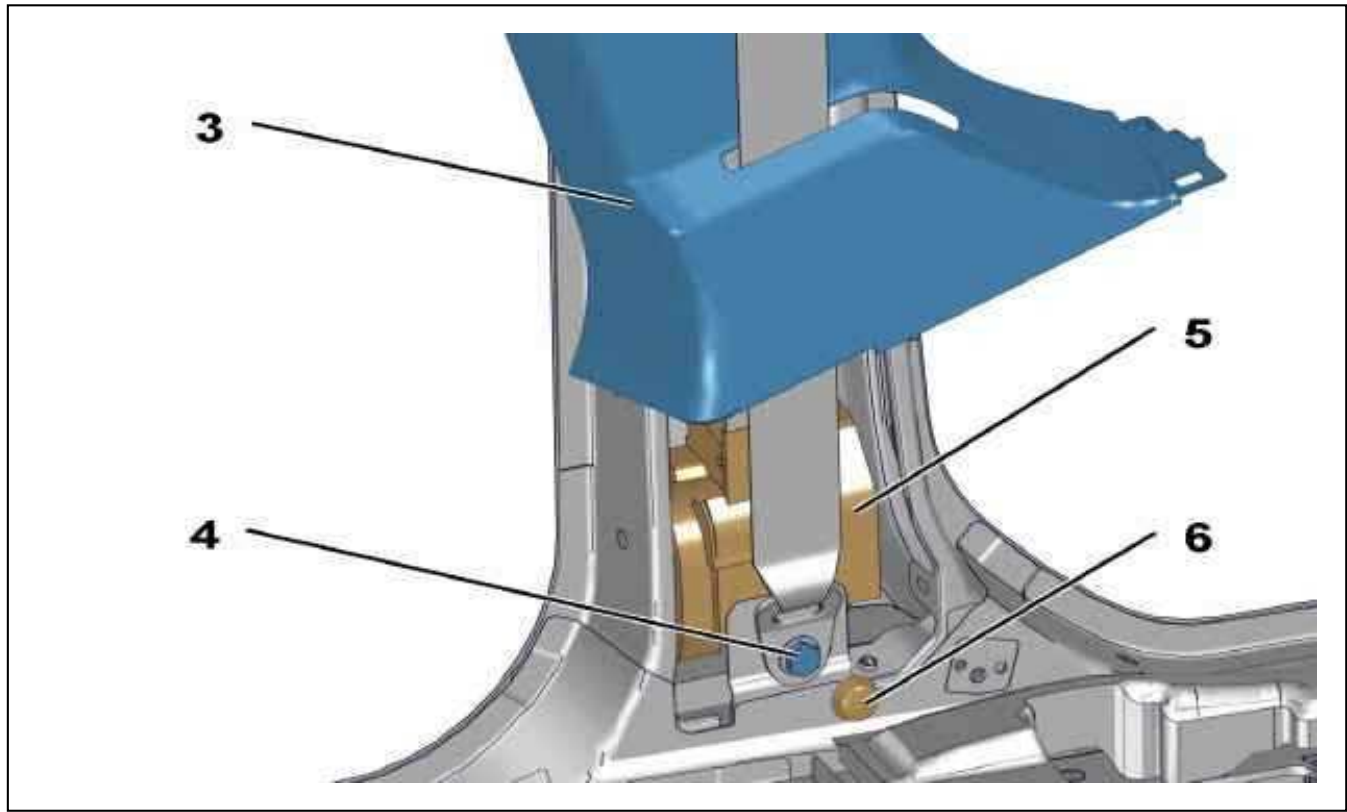


Figure : C5JP0J7D

Re

- The cover (6)

- The (4) bolt

Detach :

- The centre pillar lower trim (3)
- The inertia reel (5)

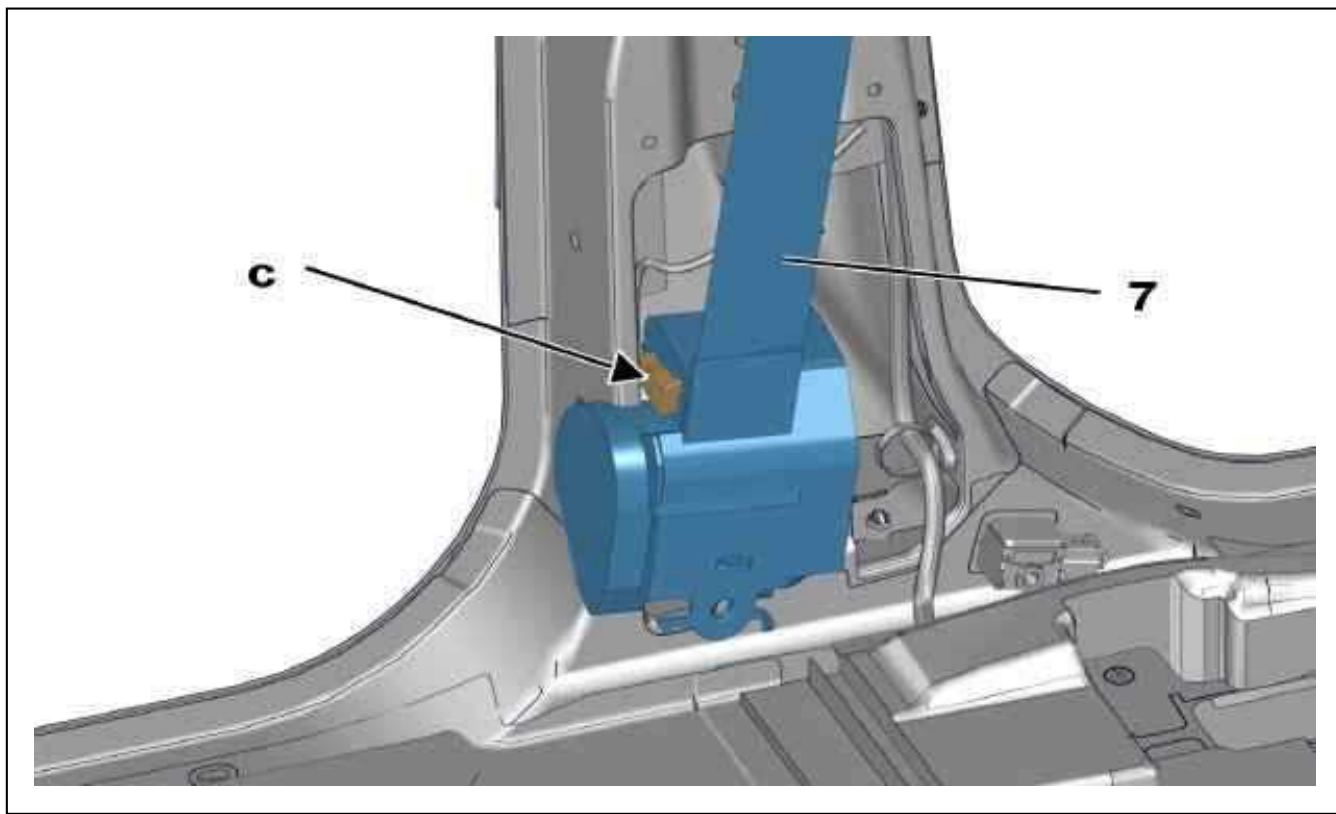


Figure : C5JP0J8D

Disconnect the connector (at "c").

Remove the outer front pyrotechnic seat belt (7).

ESSENTIAL : Apply the procedure for destruction of the pyrotechnic components .

ESSENTIAL : Apply the procedure for replacing the pyrotechnic components , after triggering the airbags and the seat belts .

2.2. Front centre seat belt

N.B. : According to equipment.

Remove the front benchseat .

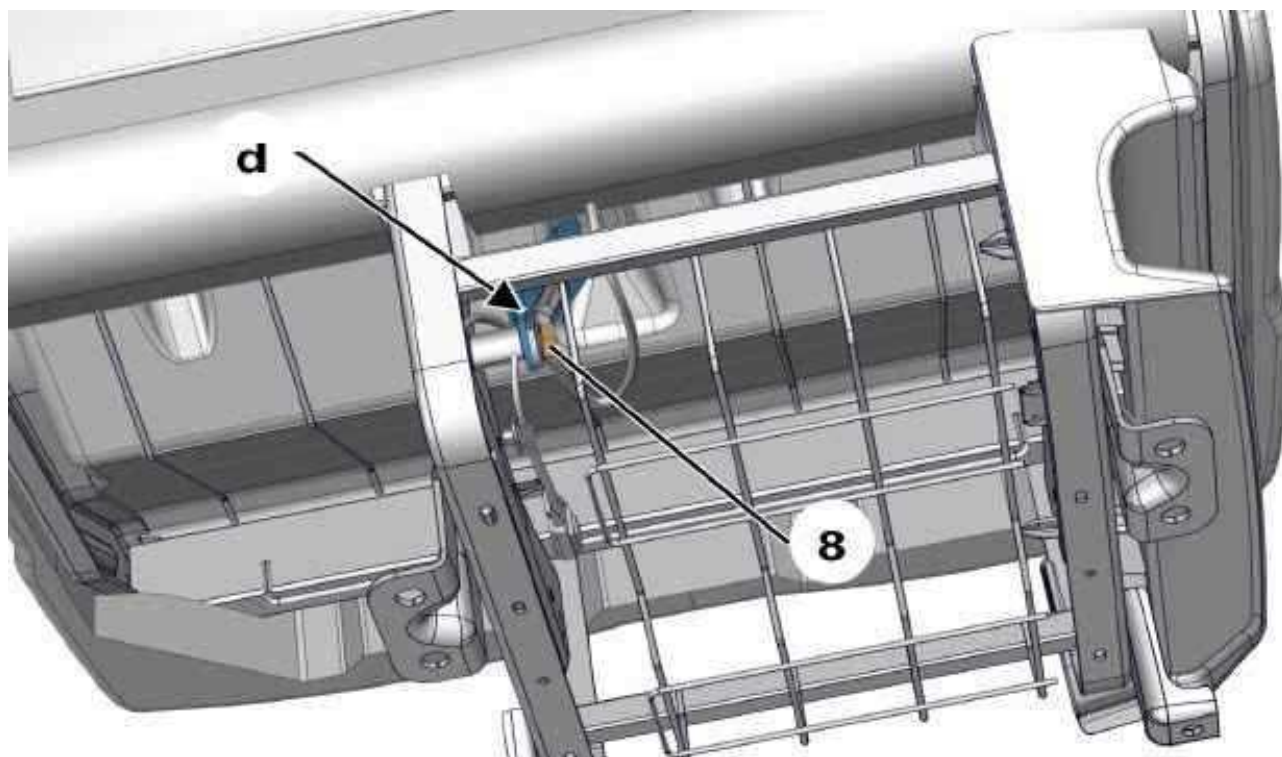


Figure : C5GP0XKD

Remove bolts (8).
 Release the lower part of the seat belt (at "d").
 Remove the seat back of the front bench seat

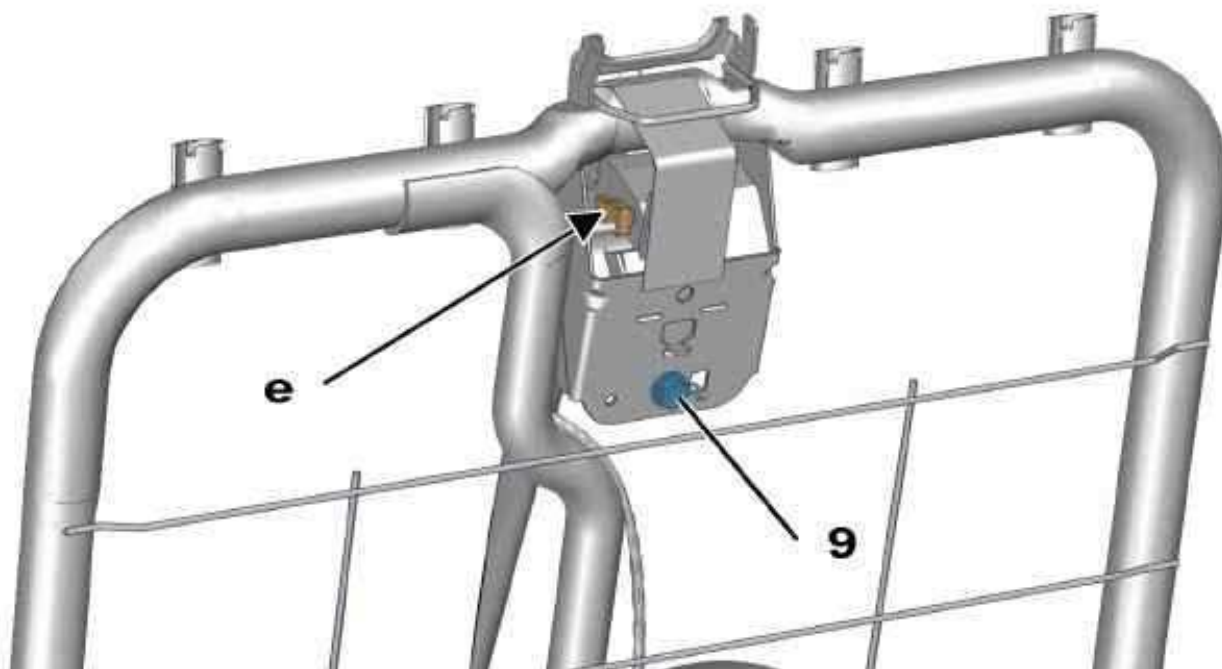


Figure : C5GP0XLD

ESSENTIAL : When removing the reel, disconnect the supply connector first.

Disconnect the connector (at "e").

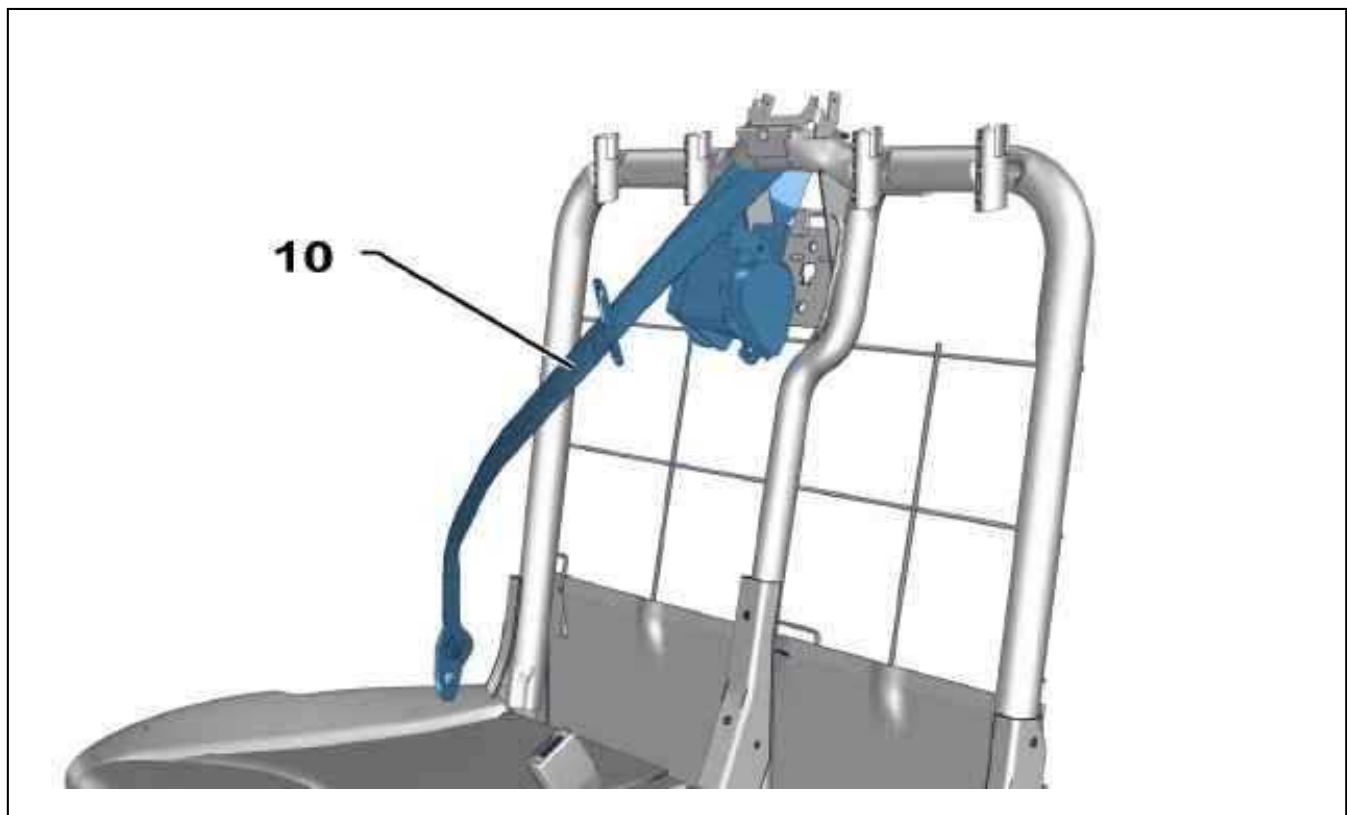


Figure : C5GP0XMD

Remove the central front pyrotechnic seat belt (10).

ESSENTIAL : Apply the procedure for destruction of the pyrotechnic components .

ESSENTIAL : Apply the procedure for replacing the pyrotechnic components , after triggering the airbags and the seat belts .

2.3. Outer front seat belt top mounting

N.B. : First remove the outer front seat belt.

Unclip :

- The centre pillar lower trim (Combi version)
- The centre pillar lower trim (Utility version)

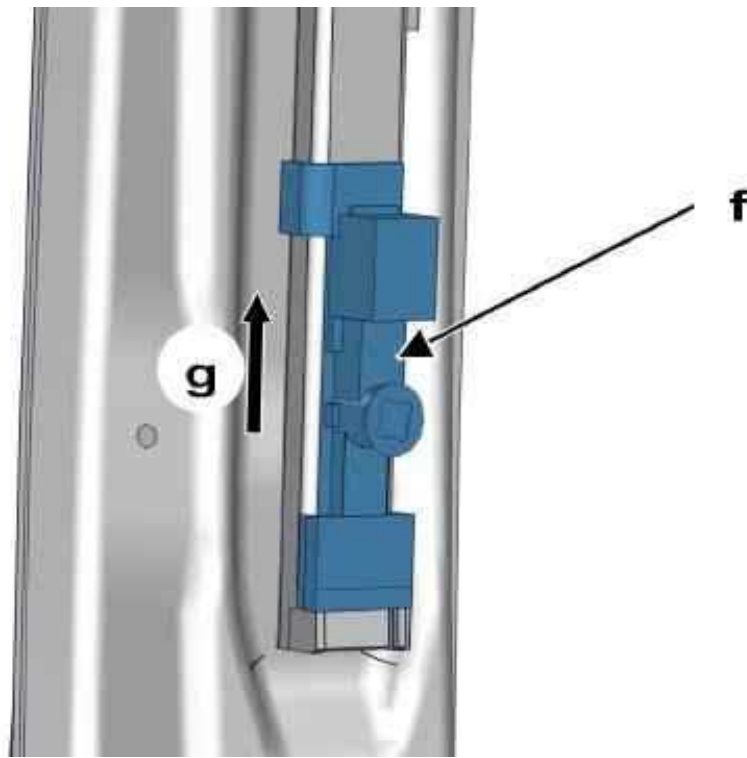


Figure : C5JP0J9D

Release the adjustable part of the upper seat belt mounting (at "f") (Upwards (at "g")).

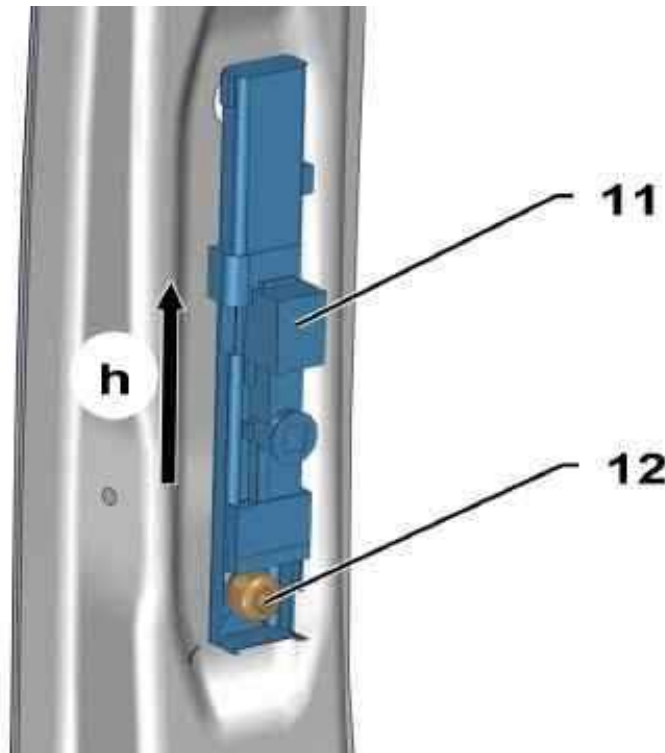


Figure : C5JP0JAD

Remove bolts (12).

Unclip the upper seat belt mounting (11) (at "h").

Remove the upper seat belt mounting (11).

3. Refitting

Proceed in the reverse order to removal.

Tighten

- The bolts (2), (4), (8), (9) to 3 da.Nm
- The screw (12) to 2 m.daN

Reconnect the battery.

CAUTION : Apply the procedure to deactivate the centralised airbag and seat belt system .

Check all the equipment works.

REPLACEMENT : PYROTECHNIC COMPONENTS (FOLLOWING TRIGGERING OF THE AIR BAGS AND SEAT BELTS) ; INSTRUCTION FOR REPLACEMENT OF FAULTY PARTS AND REPAIRABILITY OF THE HARNESS

Replace (In the event of impacts and following each triggering) :

- Gas generator connectors (If damaged)
- The central control unit
- The elements listed below (according to equipment)

1. Parts required

Regardless of the activation of the pyrotechnic equipment (impact or accidental triggering), the triggering unit of this equipment (or air bag ECU) must be changed.

CAUTION : The special gas generator connectors must be replaced if they are damaged.

1.1. Triggering with impact

Pyrotechnic devices activated	Compulsory replacements	Optional replacements
Driver's airbag	Airbag module - The steering wheel - Rotary connector / Control on the steering column	Steering column
Passenger air bag under facing or withcapping	Airbag module - Dashboard	Check the fitting, the fits and clearances and the condition of the surrounding parts (Replace any defective parts)
Curtain air bag	Headlining - Impact side : Satellite ; Airbag module; Mouldings (Windscreen pillar - Centre pillar upper trim - Rear quarter panel trim - Grab handles - Sun visor) Pre-tensioning or non-pre-tensioning stalk strap	Impact side : Door seal ; Shunts ; Various parts which may have been damaged during the deployment - Seat belt adjustment
Front chest side air bag (Visible or under cover)	Impact side : Satellite ; Complete seat (including buckle strap and slide sensors) - Pre-tensioning or non-pre-tensioning stalk strap	Impact side : Seat belt adjustment Inertia reel seat belt
Rear chest side air bag in door trim pad under cover (Triggering combined with front chest)	Impact side : Satellite ; Airbag module ; Door panel ; Door	Impact side : Glass ; seal; Window motor ; Door harness and other damaged accessories
driver's knee airbag(Triggering combined with driver and passenger air bag)	Airbag module; Dashboard	steering column covers ; Lower components of the fascia
ASA (Active Anti-Submarining)	Airbag module	Frame and trims if damaged ; If necessary surrounding parts (mat, connector, housing, etc.)
Pre-tensioning buckle (Simultaneous driver and passenger operation)	Pre-tensioning buckle strap (If seat belt worn : Inertia reels ; Return adjustment)	Pre-tensioning buckle strap (If seat belt worn : Stalk strap ; Return adjustment)

Pre-tensioning stalk (Simultaneous driver and passenger operation)	Pre-tensioning stalk - Return adjustment (If seat belt worn : Stalk strap)	If seat belt worn : Seat-belt stalk (If damaged) - If seat belt not worn, no changing of the buckle strap (Non pre-tensioning)
Strap return on stalk strap	Reel and belt return assembly (If seat belt worn : Return adjustment ; Seat-belt stalk)	If seat belt not worn, no changing of the buckle strap
Strap return on seat	Reel and belt return assembly (If seat belt worn : Return adjustment ; Seat-belt stalk)	If seat belt not worn, no changing of the buckle strap
Active pedestrian impact bonnet	Pedestrian impact sensor, pedestrian impact accelerometer sensor, pedestrian impact ECU, actuators, hinges, hinge covers (according to equipment)	Check the electrical harnesses and connectors
Rear, protective, pop-up roll-over hoops (Coupe cabriolet)	Rear, protective, pop-up roll-over hoops cassette ; Roll-over ECU	-

N.B. : In the case of a vehicle fitted with 2 satellites (front and rear), change the 2 satellites even if one of the modules was not triggered.

1.2. Accidental triggering without impact

Pyrotechnic devices activated	Compulsory replacements	Optional replacements
Driver's airbag	Airbag module- Rotary connector / Control on the steering column	-
Passenger air bag under facing or withcapping	Airbag module- In the case of an air bag under facing : Dashboard In the case of an air bag with capping : Check the fitting, the fits and clearances, the condition of the fascia ; If there are no anomalies, retain the fascia	Check the fitting, the fits and clearances and the condition of the surrounding parts (Replace any defective parts)
Curtain air bag	Headlining (Triggering side : Satellite which caused the triggering ; Airbag module ; Mouldings (Windscreen pillar - Centre pillar upper trim - Rear quarter panel trim - Sun visor))	Triggering side : Door seal ; Shunts ; Various parts which may have been damaged during the deployment ; Grab handles ; Seat belt adjustment
Front chest side air bag visible or under cover	Triggering side : Satellite which caused the triggering ; Airbag module ; Seat cover and padding (If under cover)	Triggering side : Frame
Rear chest side air bag in frame under cover	Triggering side : Satellite which caused the triggering ; Frame with air bag module	Triggering side : Door seal ; Wheel arch lining (If damaged)
Rear chest side air bag in door trim pad under cover	Triggering side : Satellite which caused the triggering ; Airbag module: Door panel	Triggering side : Door ; Door seal ; Window motor ; Door harnesses and other accessories (If damaged)
driver's knee airbag	Airbag module	Check the fitting, the fits and clearances (Free of anomalies : No replacement of the fascia) Surrounding components damaged
ASA (Active Anti-Submarining)	Airbag module	Frame and trims if damaged ; If necessary surrounding parts (mat, connector, housing, etc.)

Pre-tensioning buckle	Pre-tensioning buckle strap (If seat belt worn : Stalk strap ; Return adjustment)	If seat belt not worn, no changing of the stalk straps ; Return adjustment
Pre-tensioning stalk	Pre-tensioning stalk strap (If seat belt worn : Seat-belt stalk ; Return adjustment)	If seat belt not worn, no changing of the stalk straps ; Return adjustment
Strap return on stalk strap	Reel and belt return assembly(If seat belt worn : Return adjustment ; Seat-belt stalk)	If seat belt not worn, no changing of the buckle strap
Strap return on seat	Replacement of the triggered component (If seat belt worn : Return adjustment ; Seat-belt stalk)	If seat belt not worn, no changing of the buckle strap
Active pedestrian impact bonnet	Actuators, pedestrian impact ECU, hinges, hinge covers (according to equipment)	Check the electrical harnesses and the connectors, the pedestrian impact sensor, the pedestrian impact accelerometer sensor
Rear, protective, pop-up roll-over hoops (Coupe cabriolet)	Rear, protective, pop-up roll-over hoops cassette ; Unit if triggered by pyrotechnic lock	In the case of mechanical triggering, the rear, protective, pop-up roll-over hoops can be reset

2. Visual methods for checking whether a component has been deployed

2.1. Pre-tensioning seat belt reel(s)

The triggering of an inertia reel is indicated by :

- Lighting of the side airbag warning light on the instrument panel
- A fault code recorded and read using the diagnostic equipment
- A characteristic noise of balls noticed following removal of the inertia reel

2.2. Passenger air bag neutralisation switch



Figure : C5JM0C3D

The status of the disarming switch for the passenger airbag is activated in the on position, or de-activated in the off position, by means of the ignition key :

- The on position triggers the airbag in the case of a frontal impact
- The displaying of this function is enhanced for use by an indicator light on the instrument panel

3. Instructions for replacement of parts

The parts replaced will be deployed in the following cases :

- Parts to be destroyed
- Parts which have passed their validity date

CAUTION : Therefore, all warranty return parts required will be returned without being deployed.

4. Conditions for transporting explosive components

The packaging recovered from the replacement part must be used to transport the parts.

5. Repairability of the harness

The repair of all of the harnesses is permitted using strictly RAYCHEM welded unions observing the operating procedure.

Compulsory method of repair : Equipment (RAYCHEM).

CAUTION : Repair of the wires must be carried out with heat shrink sleeves and outer covers : [1228] kit.

Replace the generator connecting harness if the connector is damaged following triggering.

In the case of a module supplied with a harness, the whole will be replaced.

6. Check after operation

CAUTION : After any work performed on the central airbags system, carry out a fault reading with the diagnostic equipment .

1. Deactivation

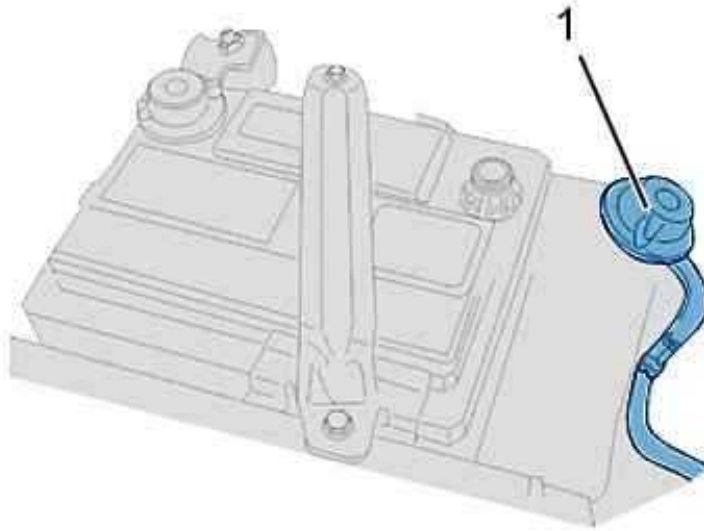


Figure : D1AP03CD

Disconnect the battery negative cable (1).
Protect the cable and the negative terminal in order to prevent any contact.

CAUTION : Wait for at least 5 minutes before performing any operations (discharging of the airbag ECU power reserve).

CAUTION : The ECU must not be removed with the connector still connected under any circumstances.

Disconnect the airbag ECU connector.

2. Activation

ESSENTIAL : The area of the airbags and pyrotechnic seat belts should be kept clear, both of objects and of people.

Ignition off : Connect the airbag ECU connector.

Connect the battery negative cable.

On the driver's side, door open, ignition on, keeping the steering wheel module activation area clear.

Check the system is operating correctly by checking the airbag fault LEDs.

N.B. : After disconnecting the battery, some electronic systems (injection, safety auto-reverse system ...) need an initialisation procedure ; Perform the appropriate initialisation procedures.

DACTIVATION / ACTIVATION : PYROTECHNIC SYSTEMS (TECHNICAL NOTE)

1. Deactivation

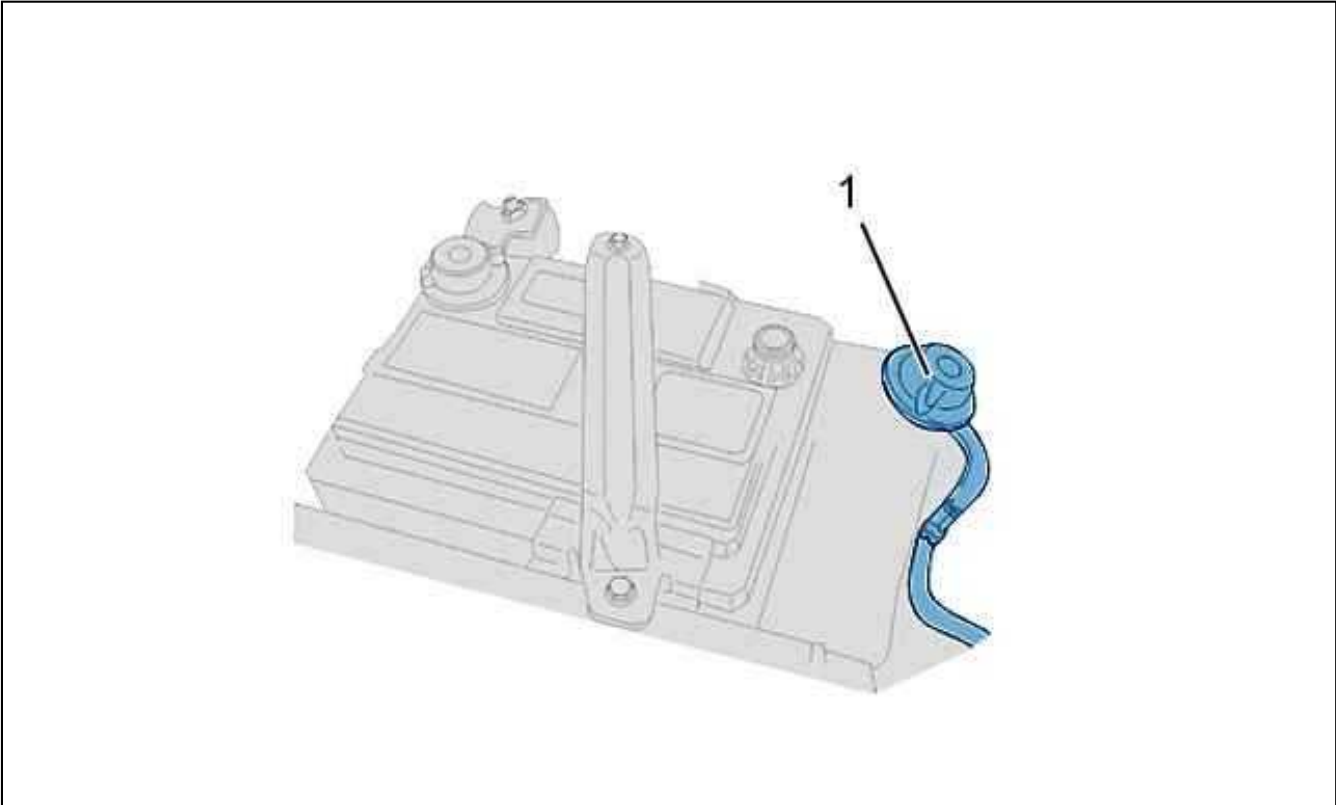


Figure : D1AP03CD

Disconnect the battery negative cable (1).

Protect the cable and the negative terminal in order to prevent any contact.

CAUTION : Wait for at least 5 minutes before performing any operations (discharging of the airbag ECU power reserve).

CAUTION : The ECU must not be removed with the connector still connected under any circumstances.

Disconnect the airbag ECU connector.

2. Activation

ESSENTIAL : The area of the airbags and pyrotechnic seat belts should be kept clear, both of objects and of people.

Ignition off : Connect the airbag ECU connector.

Connect the battery negative cable.

On the driver's side, door open, ignition on, keeping the steering wheel module activation area clear.

Check the system is operating correctly by checking the airbag fault LEDs.

N.B. : After disconnecting the battery, some electronic systems (injection, safety auto-reverse system ...) need ar

initialisation procedure ; Perform the appropriate initialisation procedures.

REMOVING - REFITTING : ALTERNATOR

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Removing

Remove :

- The passenger compartment air inlet manifold
- The engine cover

Disconnect the battery.

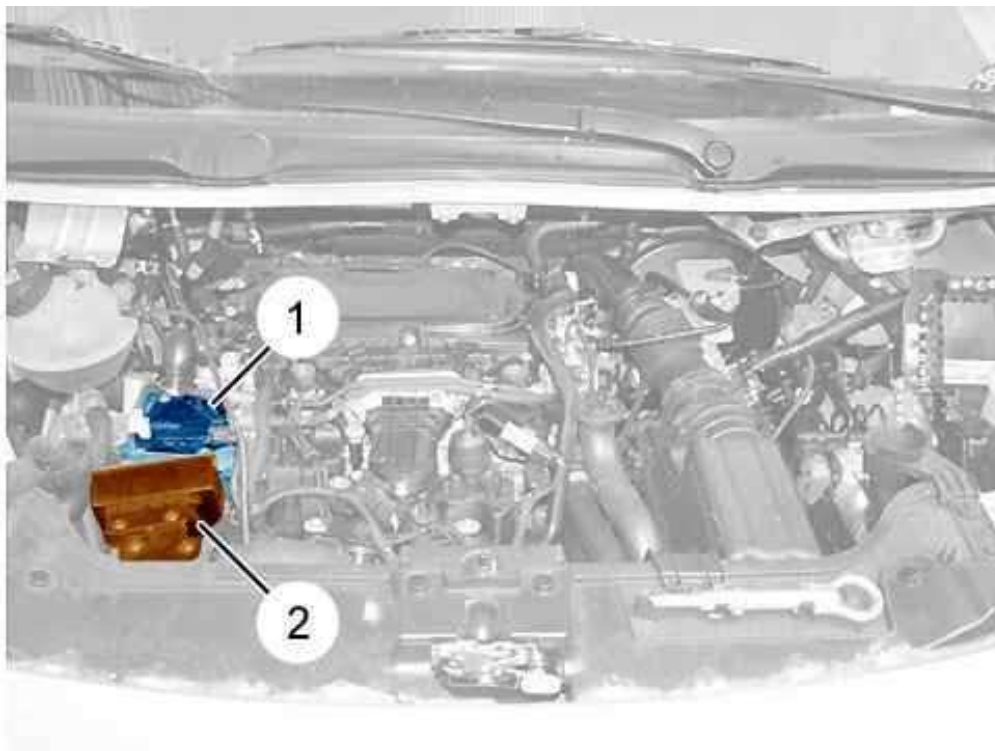


Figure : B1BG1KGD

Remove :

- The cooling fan control relay unit (2)
- The fuel filter (1) (complete) with its mounting ⓘ

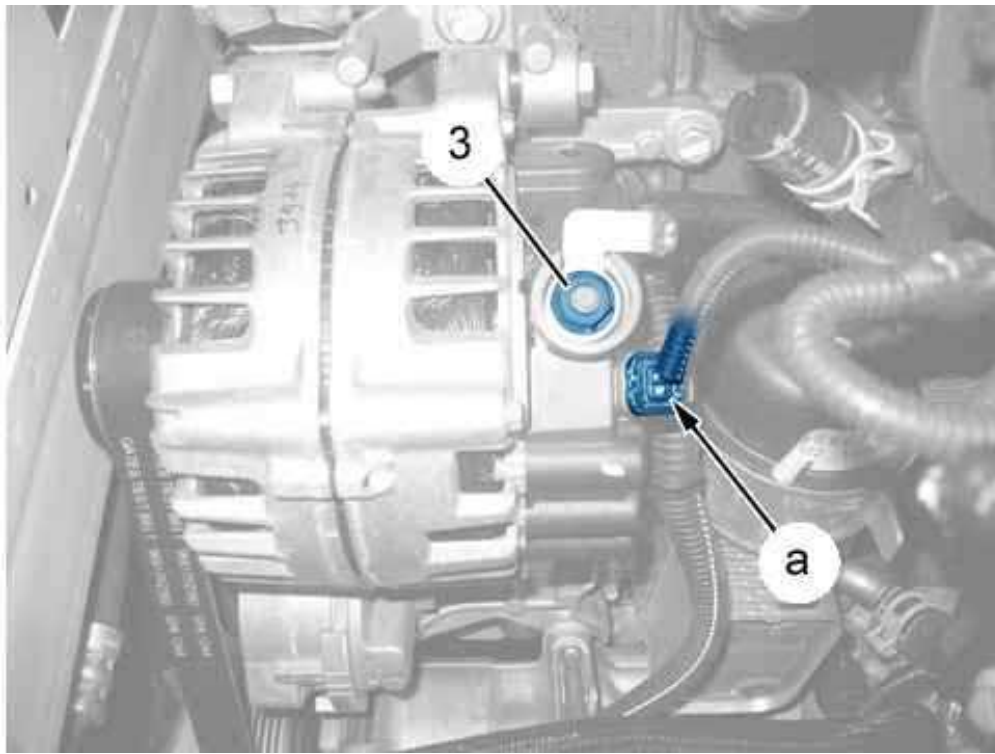


Figure : D1CG008D

Disconnect the connector (as "a").

Remove the nut (3).

Release : The alternator supply wire .

CAUTION : Mark the direction of rotation of the ancillary drive belt before removing it.

Remove the accessories drive belt ⓘ .

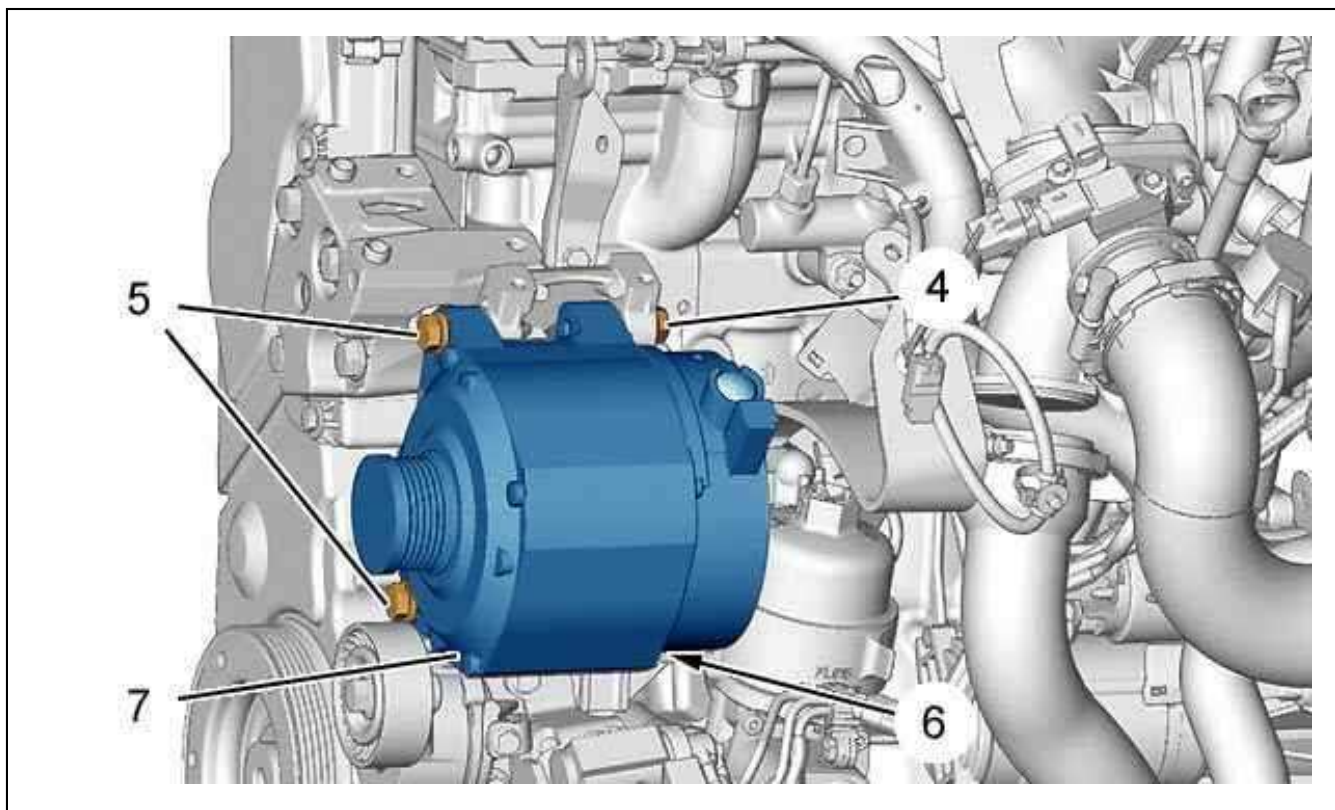


Figure : D1CG007D

Remove :

- The conical screw (4)
- The bolts (5)
- The (6) bolt

Tilt the alternator (7) towards the front of the vehicle.

Remove the alternator (7).

2. Checking

Make the following checks :

- Check that the alternator's declutchable pulley is working correctly (7) : The pulley drives the rotor clockwise only
- Confirm the absence of points of resistance, noise and traces of grease on the dynamic tensioner and accessory pulleys

Replace any defective parts.

3. Refitting

CAUTION : Adhere to the tightening torques .

Reposition the alternator (7) opposite its fixings.

Refit :

- The conical screw (4)
- The bolts (5)
- The (6) bolt

Reposition : The alternator supply wire (7).

Refit the nut (3).

Reconnect the connector (as "a").

Refit :

- The accessories drive belt ⓘ
- The fuel filter (1) (complete) with its mounting ⓘ
- The cooling fan control relay unit (2)

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Reconnect the battery.

Refit :

- The engine cover
- The passenger compartment air inlet manifold

REMOVING - REFITTING : ANCILLARIES BATTERY CHARGE STATUS CONTROL UNIT

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Location

1.1. Installation on the vehicle

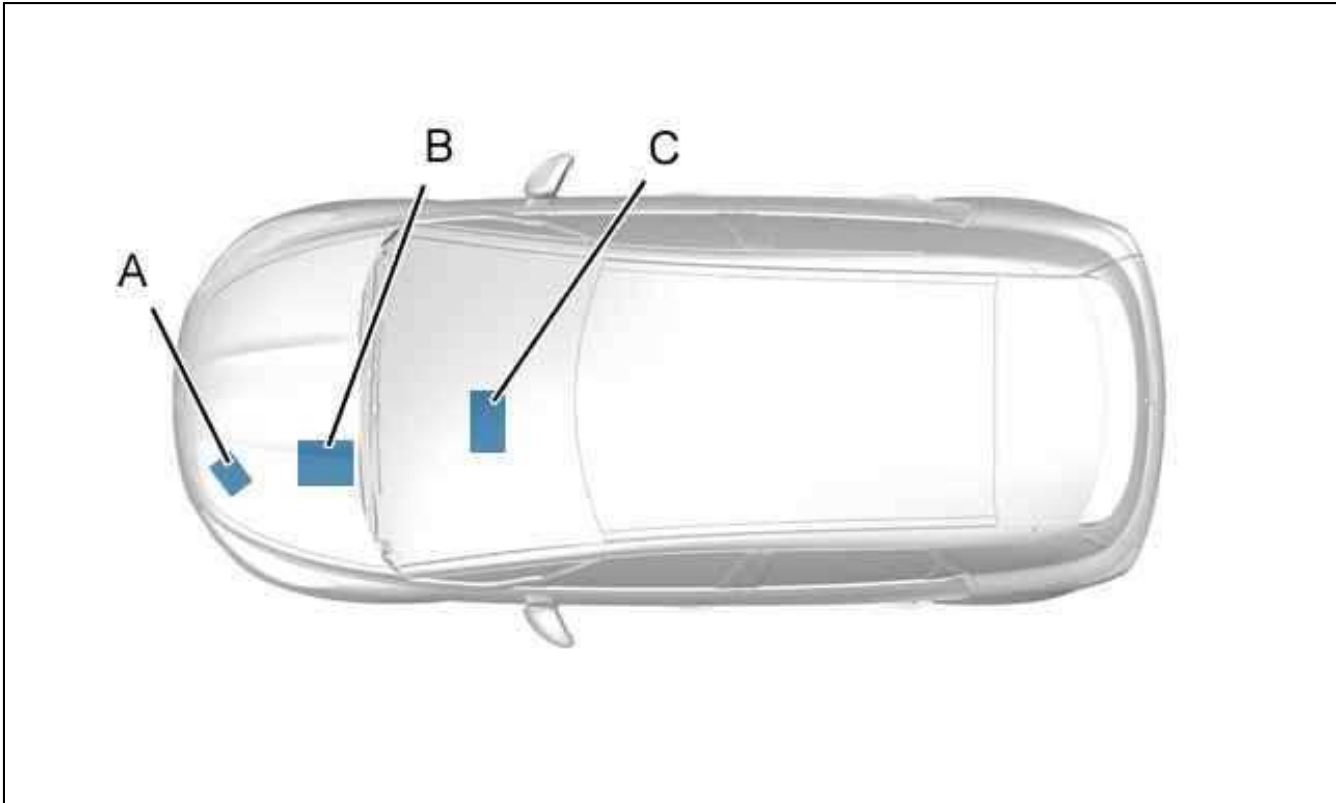


Figure : D1AG0U5D

The ancillaries battery is located under the bonnet.

"A" assembly : Front L.H. side.

"B" assembly : Bulkhead side.

The ancillaries battery is located in the passenger compartment.

"C" assembly : Driver's footwell.

1.2. Location of the ancillaries battery

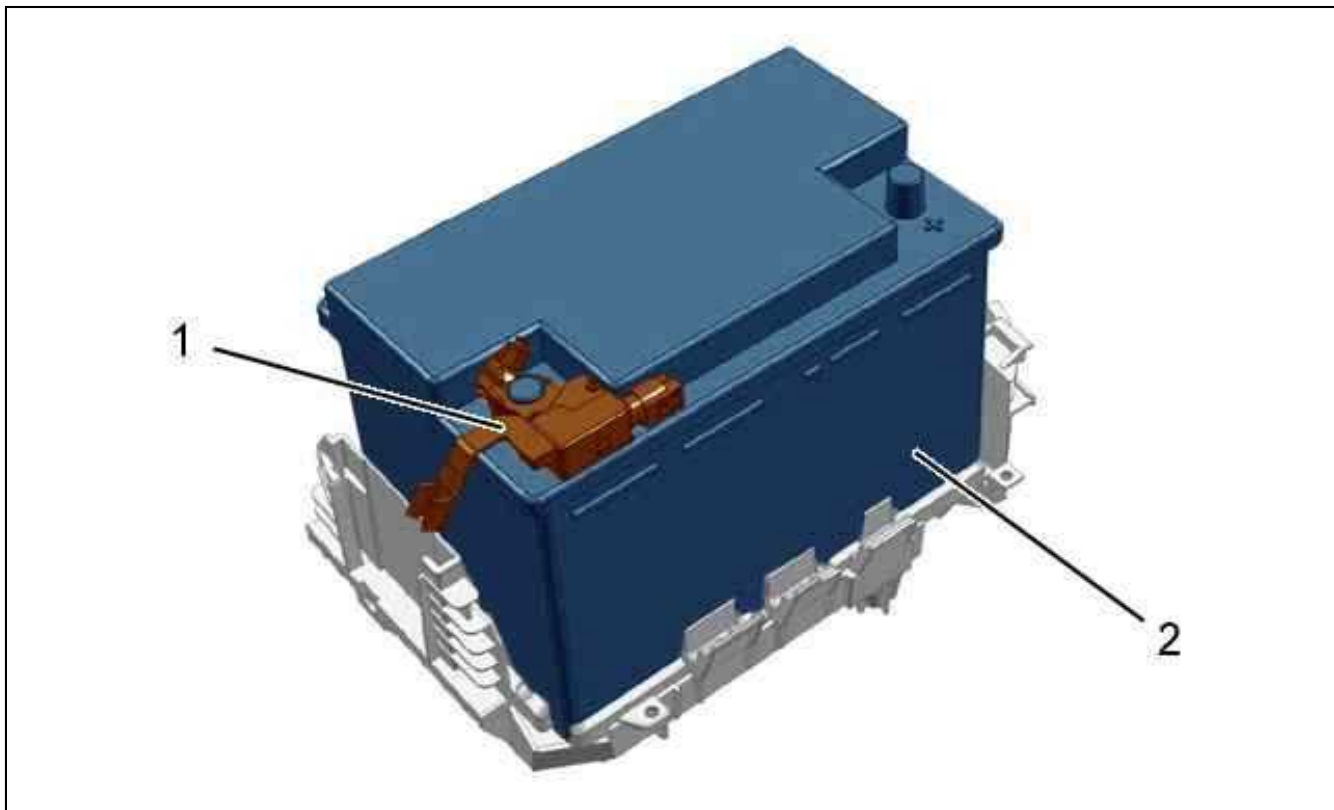


Figure : D1CM003D

(1) Ancillaries battery charge status control unit.

(2) Service battery.

2. Description

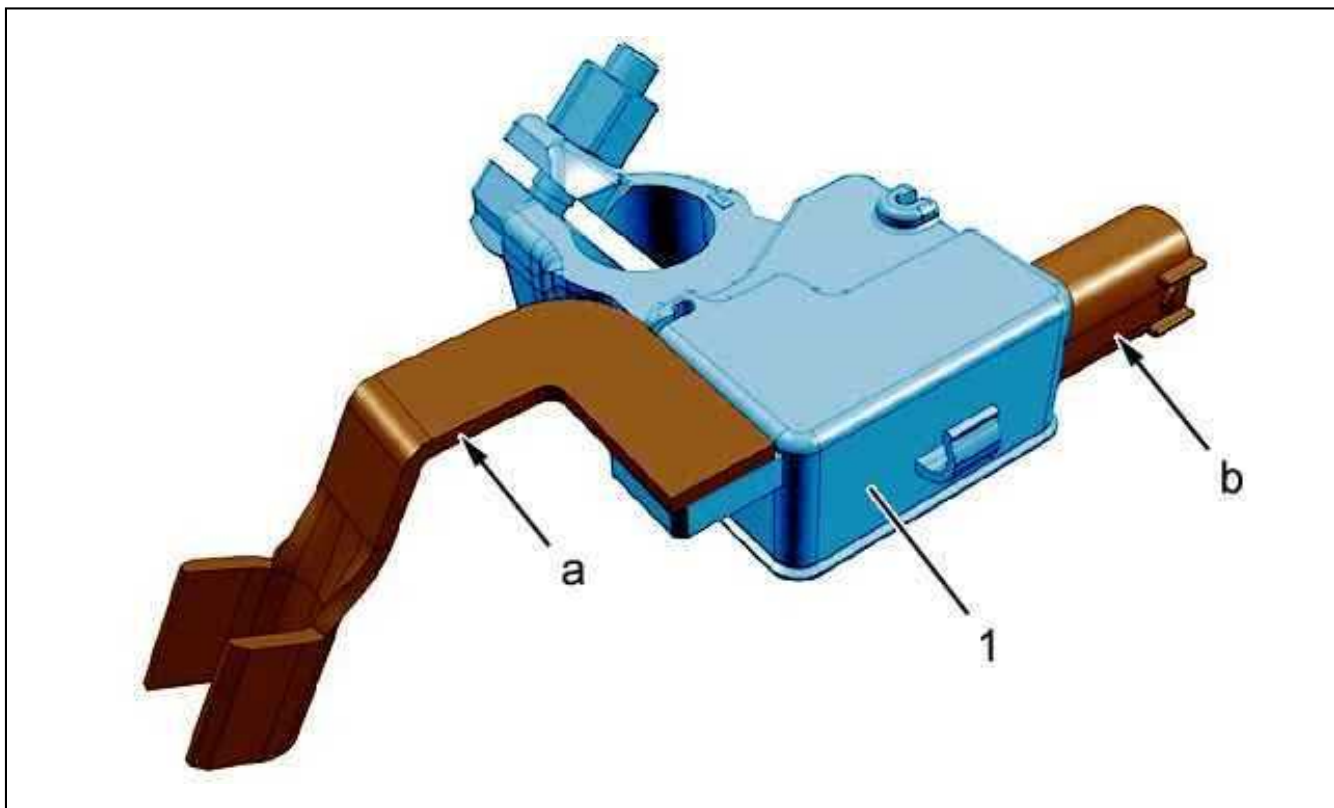


Figure : D4AM02XD

(1) Ancillaries battery charge status control unit.

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located).

"b" Electrical connector.

N.B. : The ancillaries battery charge status control unit (1) incorporates a voltage sensor and a power sensor.

3. Removing

3.1. "A" assembly

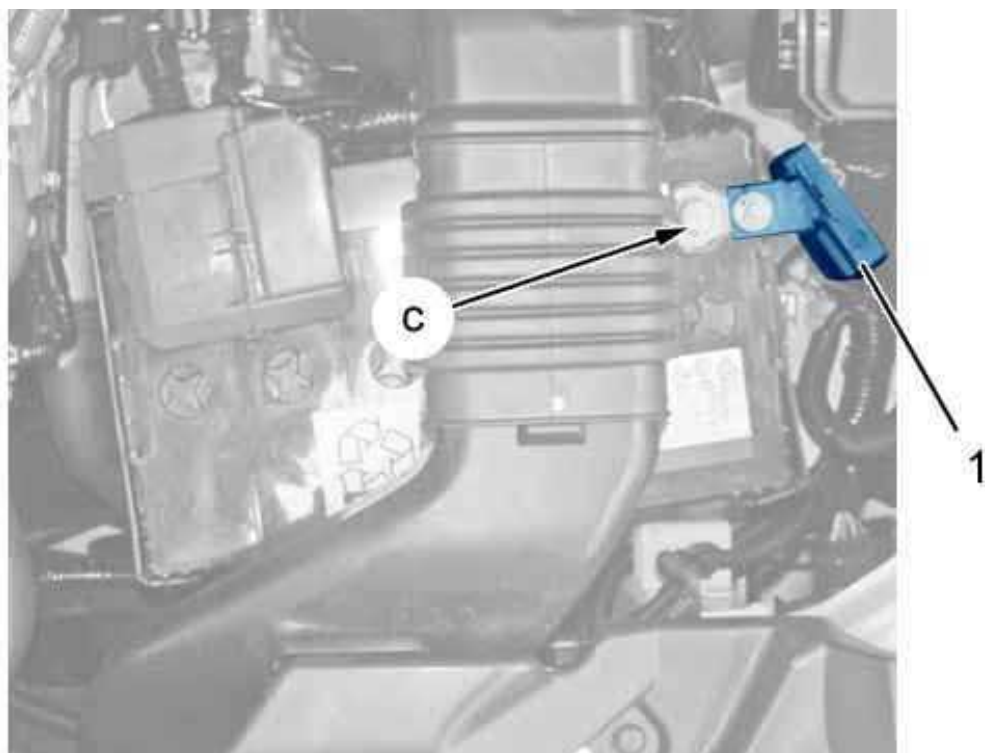


Figure : D1AG00SD

Disconnect the negative terminal of the service battery (at "c").

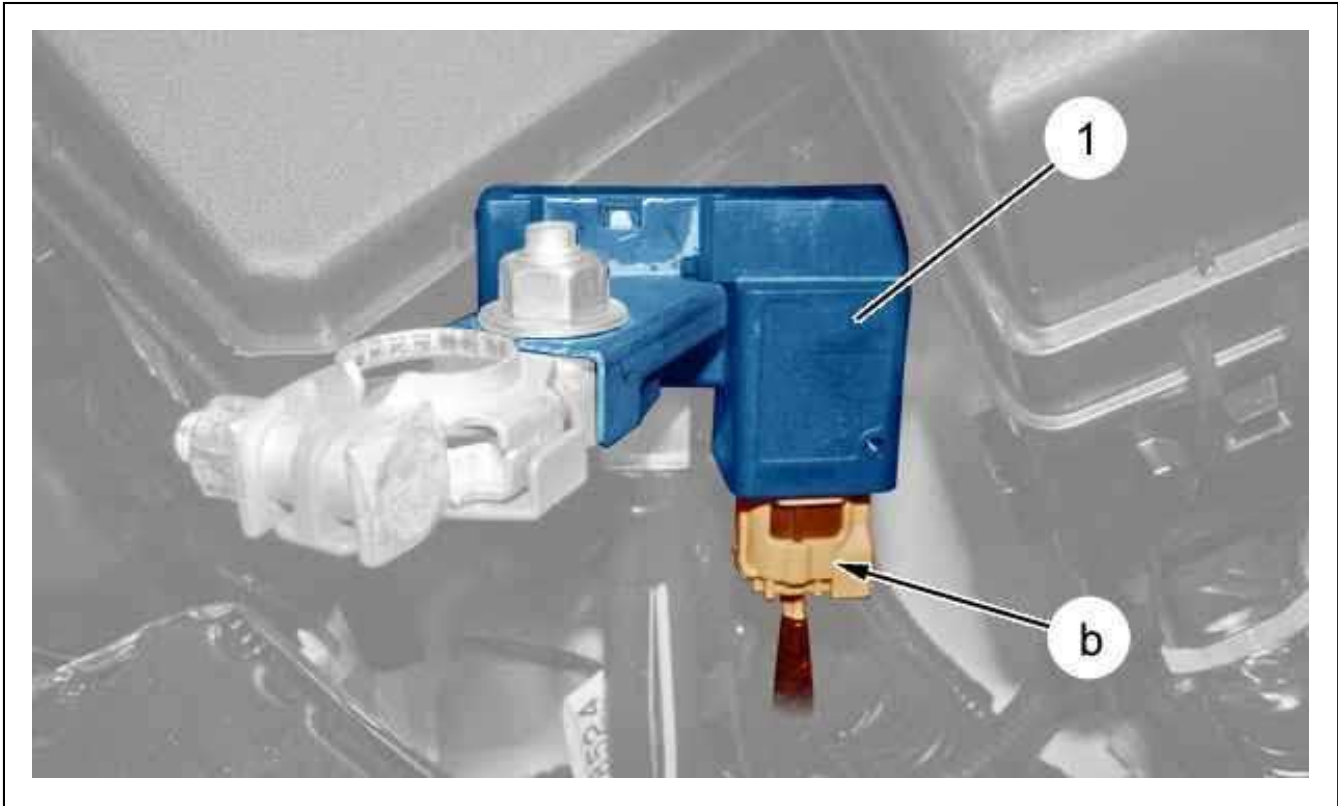


Figure : D1AG00TD

Disconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

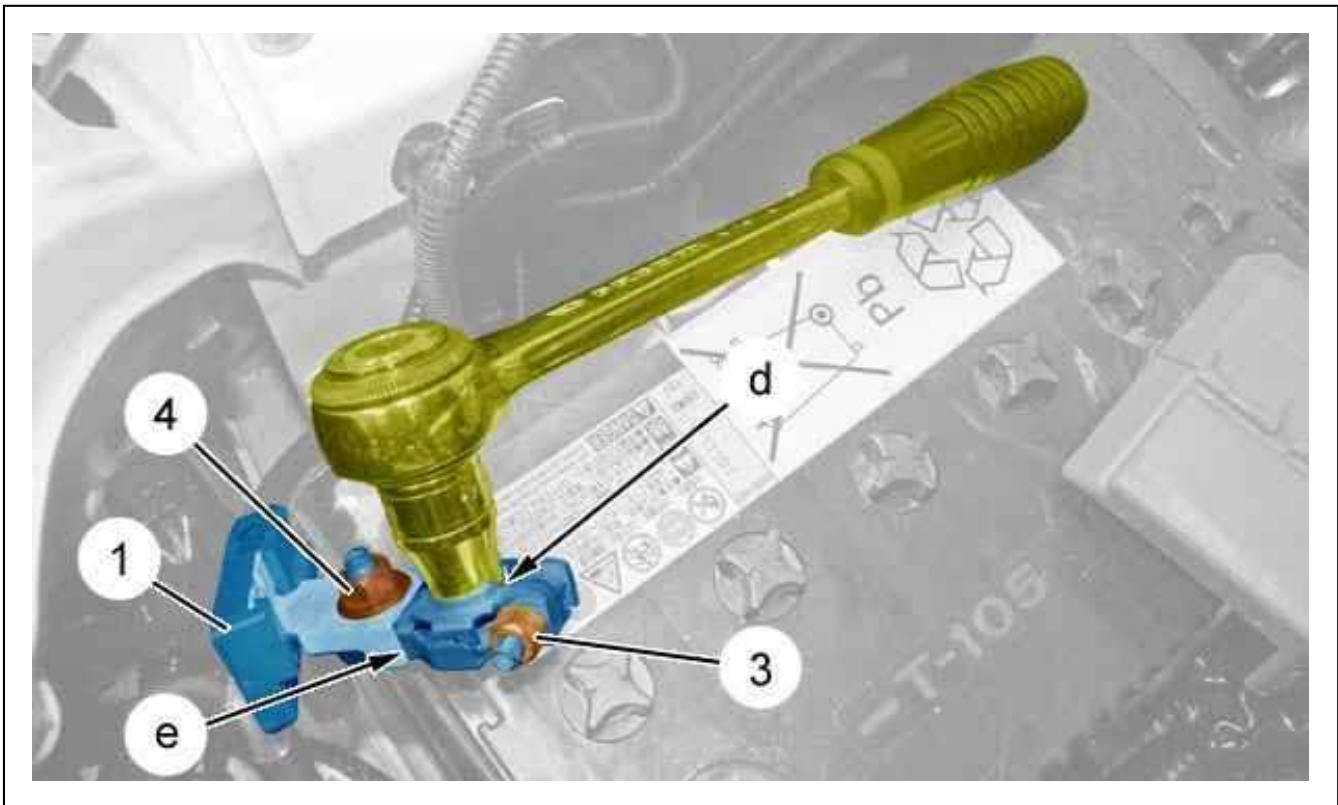


Figure : D1AG0U6D

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating :

- Place a socket [FACOM - S-11H] inside the ancillaries battery negative terminal "e" (at "d")

- Tighten the nut (3) of the ancillaries battery negative terminal

Remove :

- The nut (4) of the negative cable of the ancillaries battery charge status control unit (1)
- The ancillaries battery charge status control unit (1)

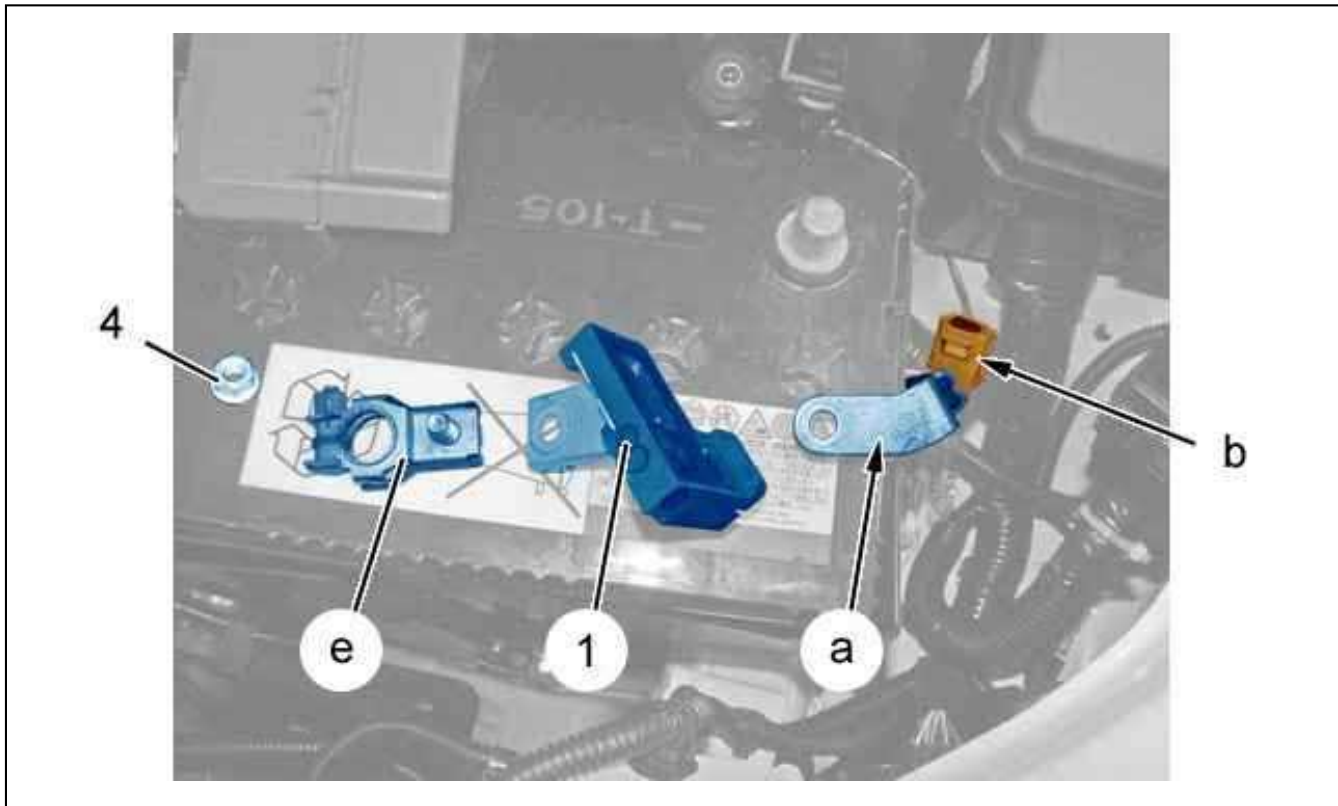


Figure : D1AG0U7D

(1) Ancillaries battery charge status control unit.

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located).

"b" Electrical connector.

"e" Fixing terminal.

(4) Nut of the negative cable of the ancillaries battery charge status control unit (1).

3.2. "B" assembly

Disconnect the positive terminal of the ancillaries battery .

Remove the air intake resonator (*).

Remove the spoiler (*).

Unclip and slide the electrical supplies management and protection control unit (*).

N.B. : (*) According to equipment.

Remove the ancillaries battery style cover.

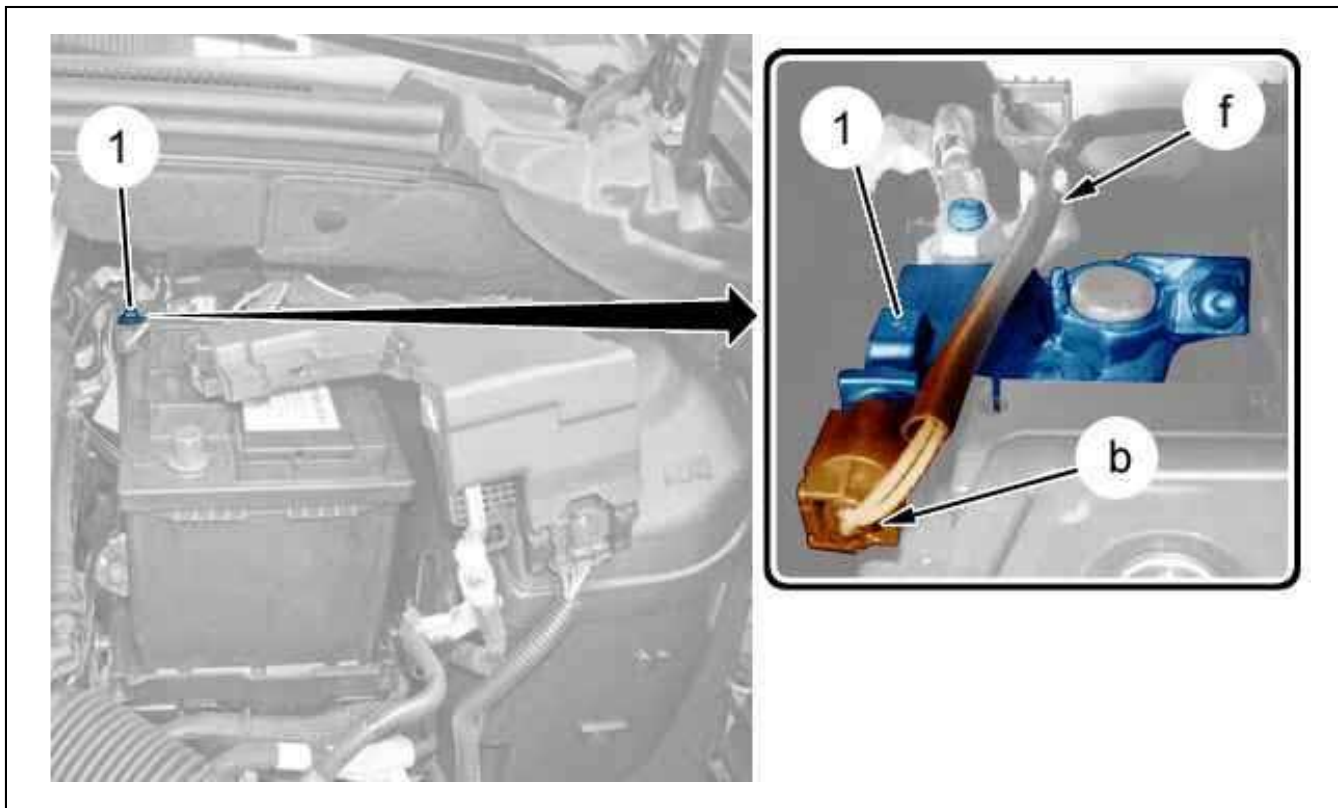


Figure : D1AG00WD

Detach and move aside the harness of the ancillaries battery charge status control unit (1) (at "f").
 Disconnect the connector of the ancillaries battery charge status control unit (1) (at "b").
 Disconnect the negative terminal of the service battery.
 Remove the ancillaries battery .

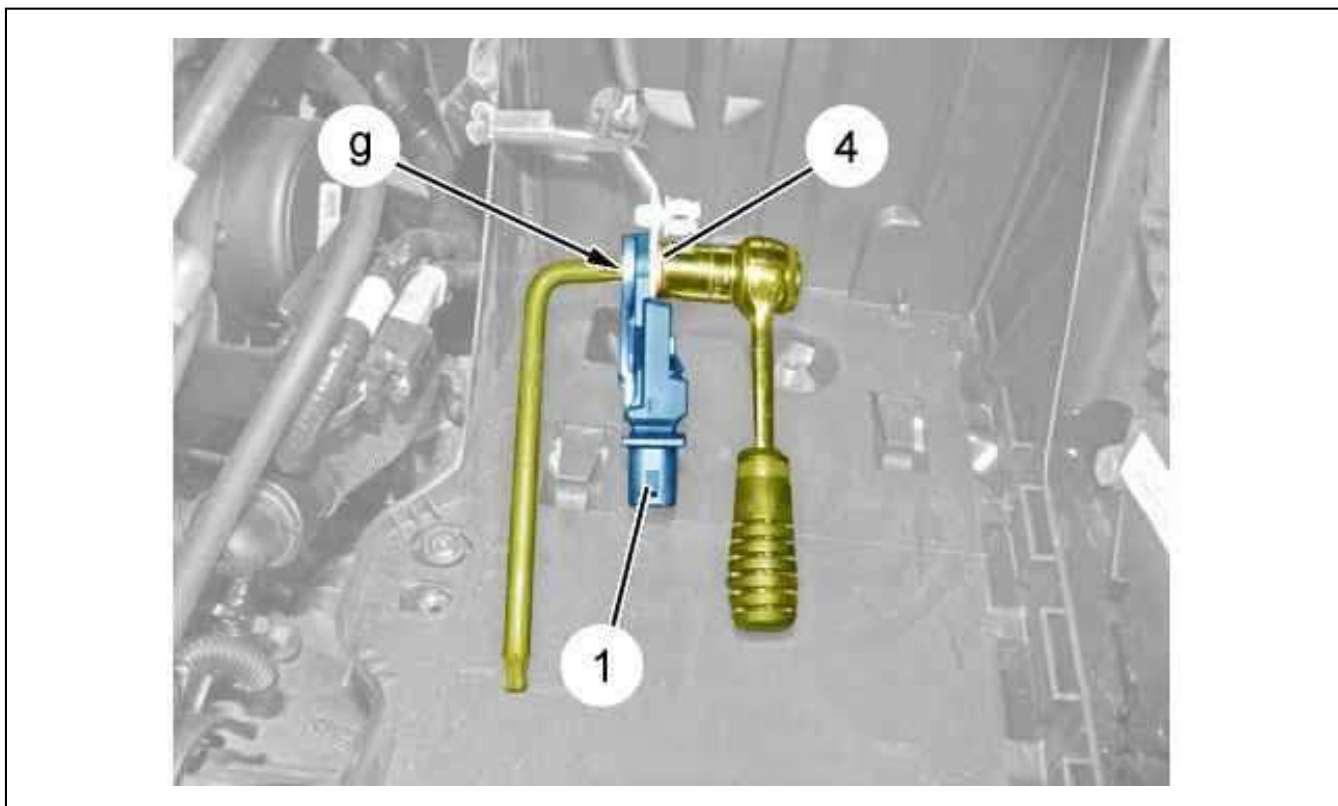


Figure : D1AG00XD

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating ; Using a Torx spanner with extension (at "g").

Remove :

- The nut (4) of the negative cable of the ancillaries battery charge status control unit (1)
- The ancillaries battery charge status control unit (1)

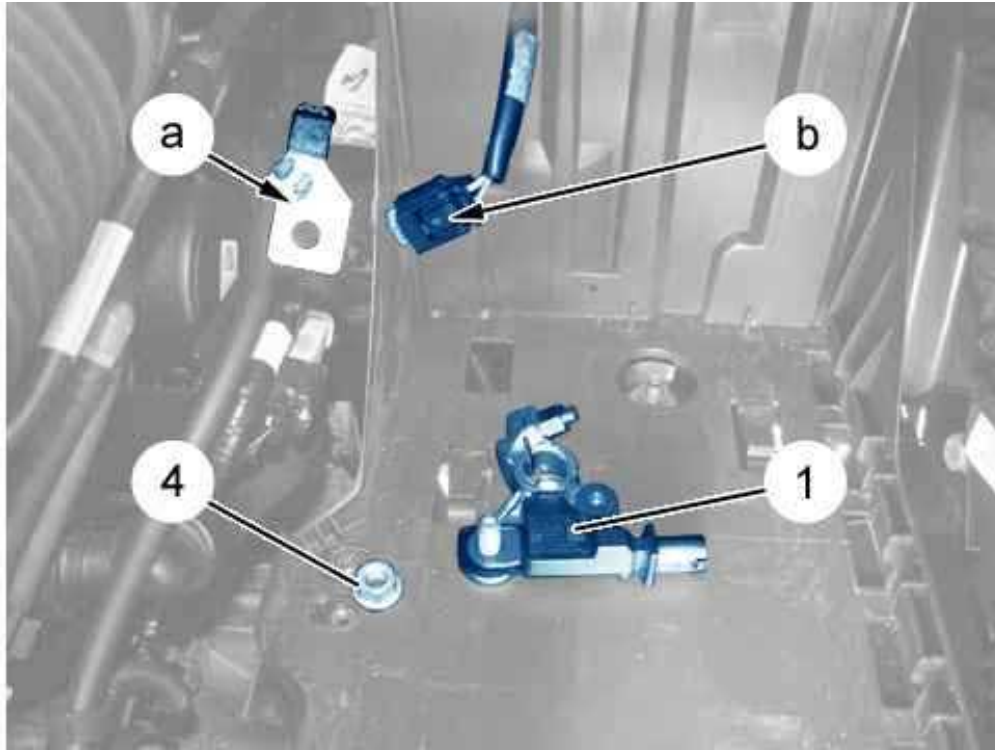


Figure : D1AG00YD

(1) Ancillaries battery charge status control unit.

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located).

"b" Electrical connector.

(4) Nut of the negative cable of the ancillaries battery charge status control unit (1).

3.3. "C" assembly



Figure : D1AG0U9D

Remove the ancillaries battery access flap (5).

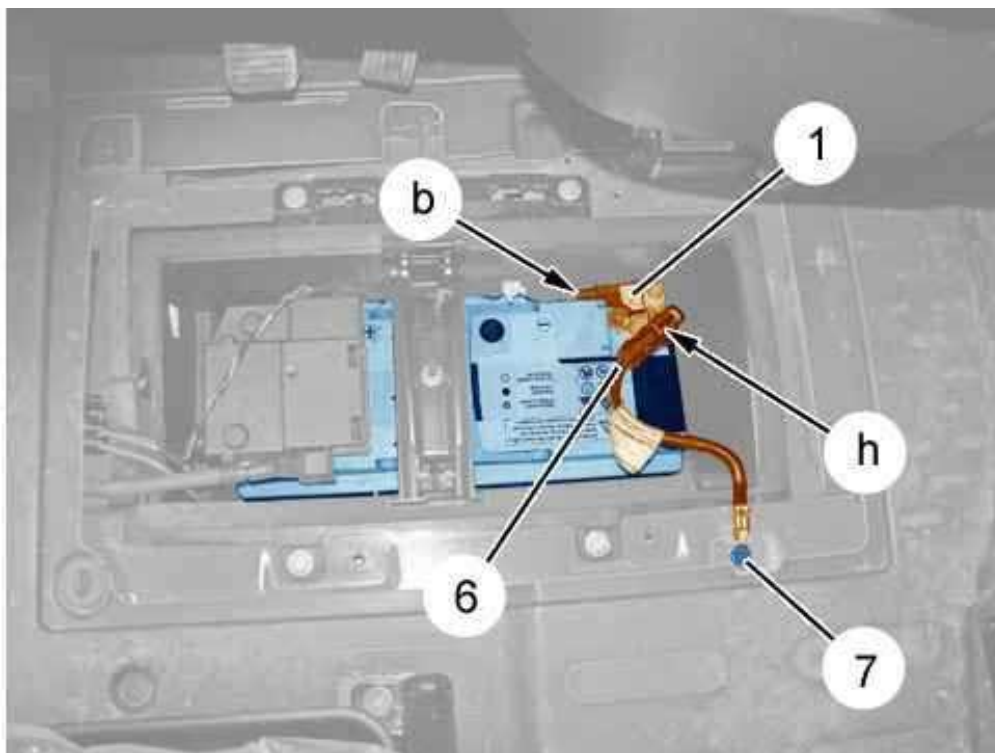


Figure : D1AG0UAD

Disconnect the connector of the ancillaries battery charge status control unit (1) (at "b").
Disconnect the earth cable (6) (at "h").

Disconnect the negative terminal of the service battery.

Remove :

- The ancillaries battery charge status control unit (1) and ancillaries battery negative terminal assembly
- The (7) bolt
- The earth cable (6)

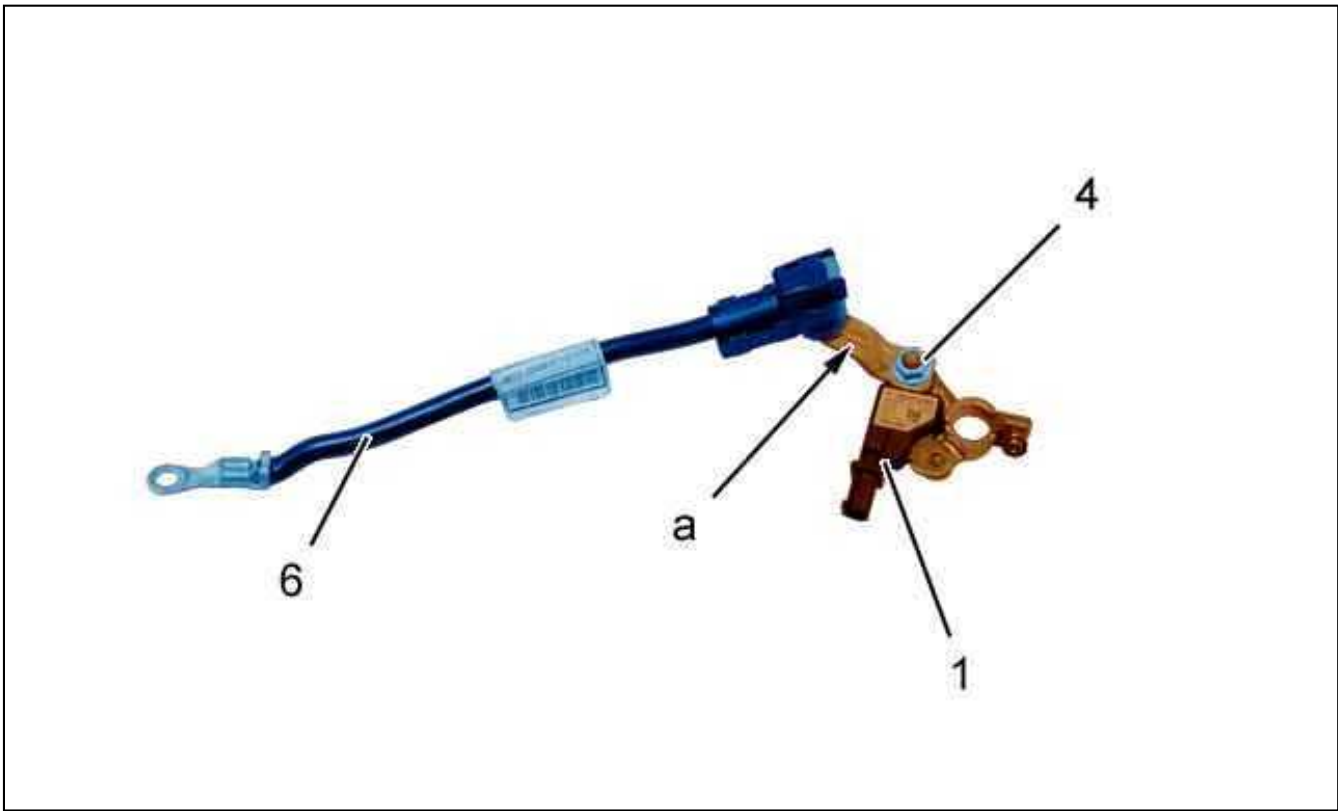


Figure : D1AG0UBD

N.B. : The assembly of ancillaries battery charge status control unit (1), ancillaries battery negative terminal and ancillaries battery earth cable (6) is not divisible.

(1) Ancillaries battery charge status control unit.

(6) Earth cable.

(4) Nut of the negative cable of the ancillaries battery charge status control unit (1).

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located).

4. Refitting

CAUTION : Adhere to the tightening torques.

Tightening torques :

- Nut of the negative cable of the ancillaries battery charge status control unit (1) : Tightening to 2 m.daN
- Negative terminal nut (3) : Tightening to 0,6 m.daN

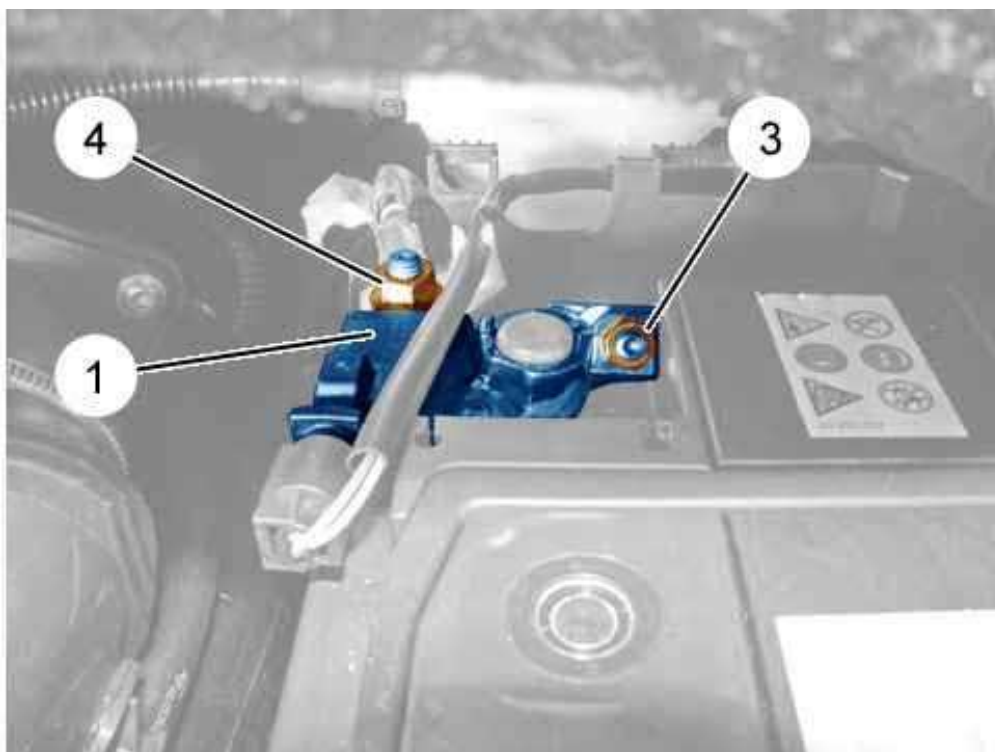


Figure : D1AG00ZD

4.1. "A" assembly

Refit the ancillaries battery charge status control unit (1).

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating :

- Place a socket [FACOM - S-11H] inside the ancillaries battery negative terminal (at "d")
- Tighten the nut (3) of the ancillaries battery negative terminal

Tighten the nut (4).

Reconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

Reconnect the ancillaries battery negative terminal.

4.2. "B" assembly

Refit the ancillaries battery charge status control unit (1).

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating ; Using a Torx spanner with extension (at "g").

Tighten the nut (4).

Refit the ancillaries battery .

Reconnect the ancillaries battery negative terminal.

Reconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

Fasten the harness of the ancillaries battery charge status control unit (1) (at "f").

Refit the ancillaries battery style cover.

Clip the electrical circuit supplies management protection unit (*).

Refit the air spoiler (*).

Refit the air intake resonator (*).

Reconnect the positive terminal of the ancillaries battery (at "c").

N.B. : (*) According to equipment.

4.3. "c" assembly

Refit :

- The earth cable (6)
- The bolt (7)
- The ancillaries battery charge status control unit (1) and ancillaries battery negative terminal assembly

Reconnect the ancillaries battery negative terminal.

Reconnect the earth cable (6) (at "h").

Reconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

Refit the ancillaries battery access flap (5).

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Location

1.1. Installation on the vehicle

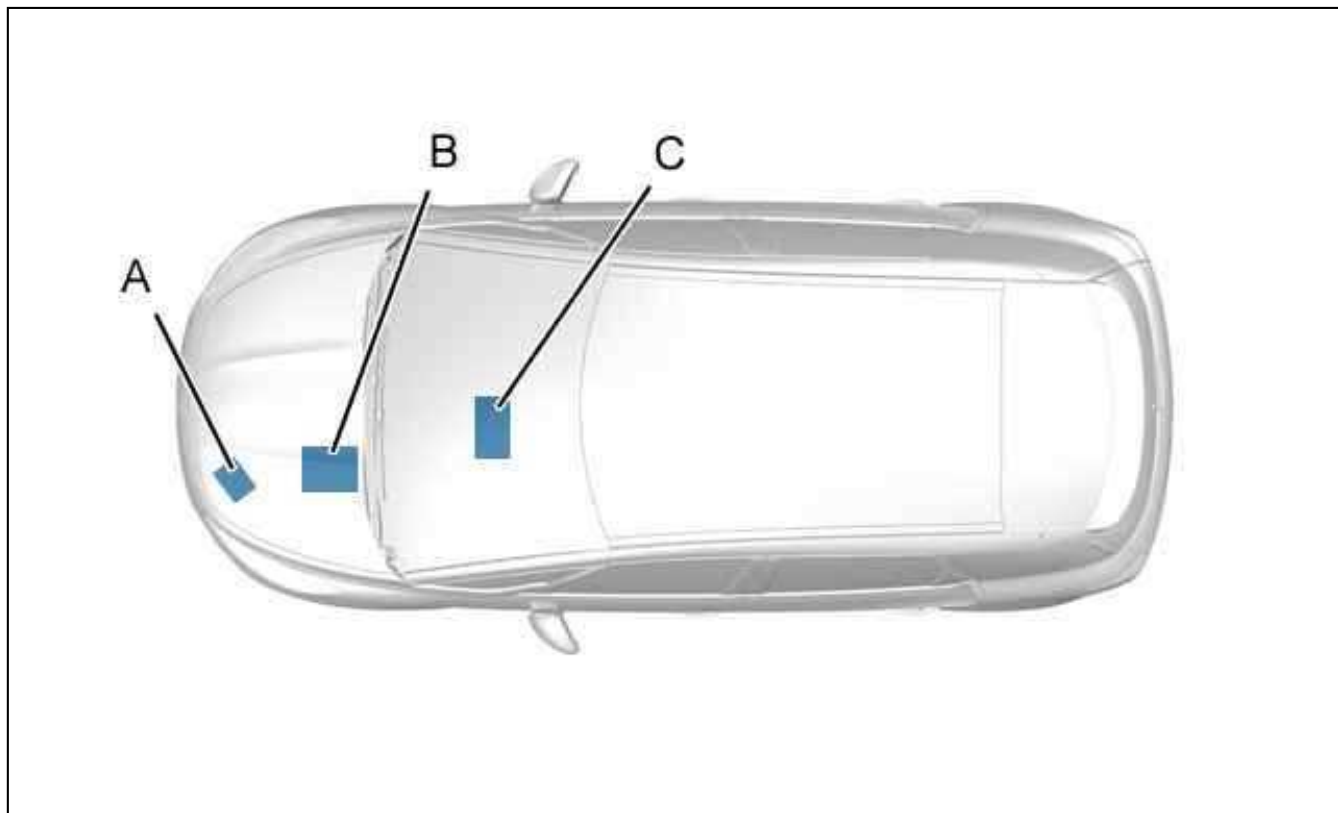


Figure : D1AG0U5D

The ancillaries battery is located under the bonnet.

"A" assembly : Front L.H. side.

"B" assembly : Bulkhead side.

The ancillaries battery is located in the passenger compartment.

"C" assembly : Driver's footwell.

1.2. Location of the ancillaries battery

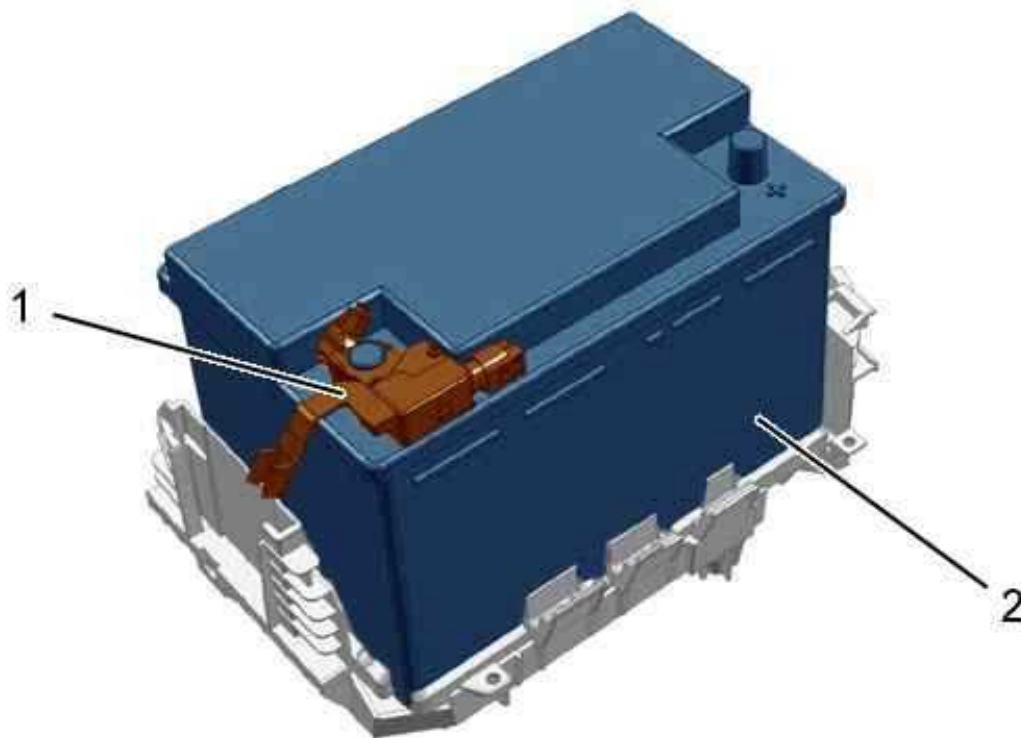


Figure : D1CM003D

- (1) Ancillaries battery charge status control unit.
- (2) Service battery.

2. Description

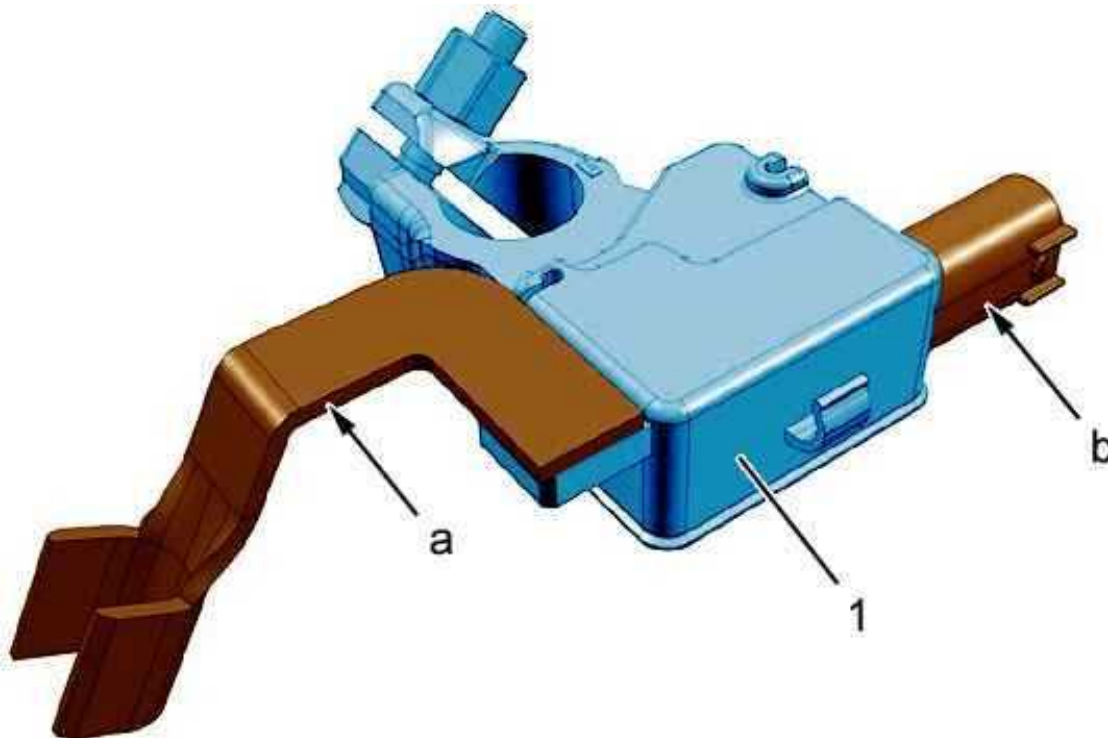


Figure : D4AM02XD

- (1) Ancillaries battery charge status control unit.
- "a"

it depending on where the ancillaries battery is located

"b" Electrical connector.

N.B. : The ancillaries battery charge status control unit (1) incorporates a voltage sensor and a power sensor.

3. Removing

3.1. "A" assembly

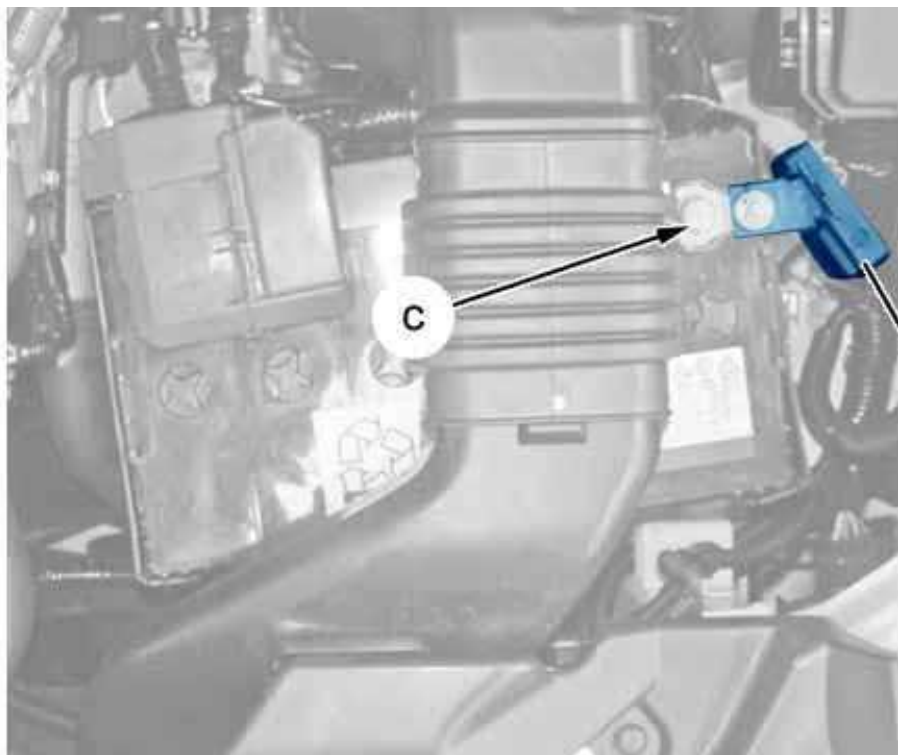


Figure : D1AG00SD

Disconnect the negative terminal of the service battery (at "c").

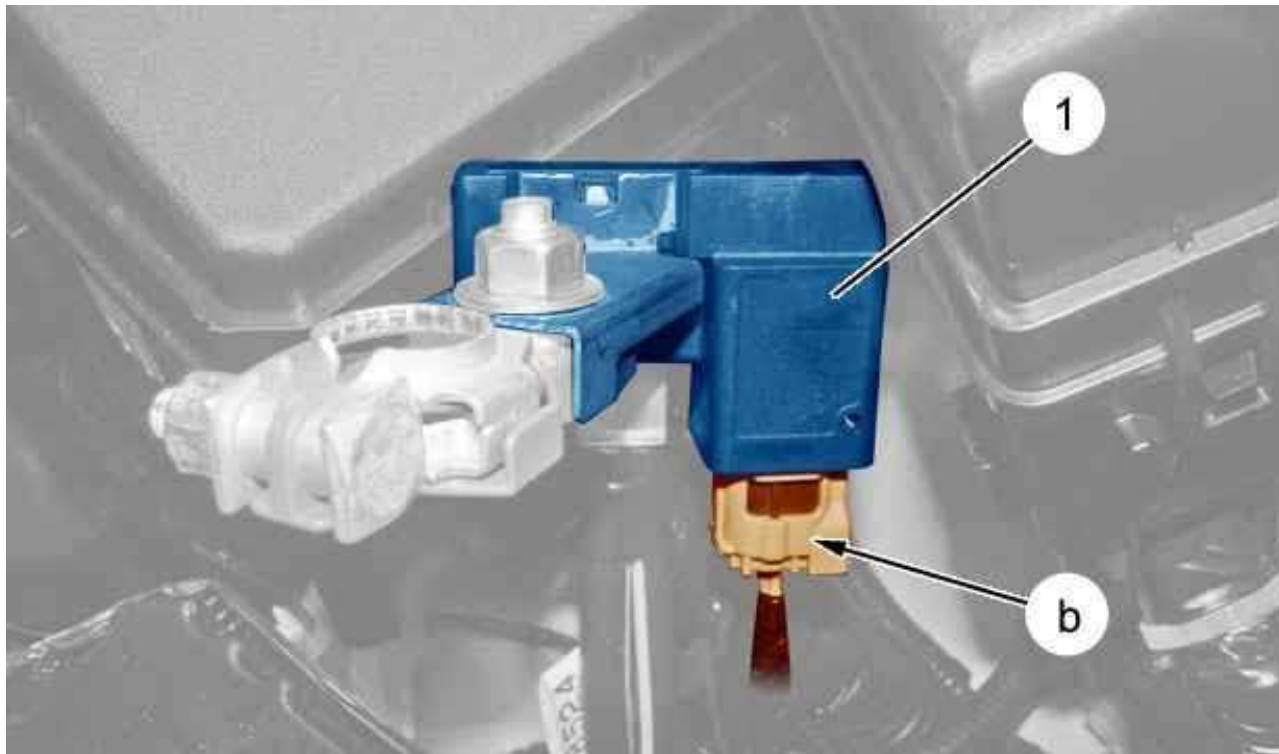


Figure : D1AG00TD

Disconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

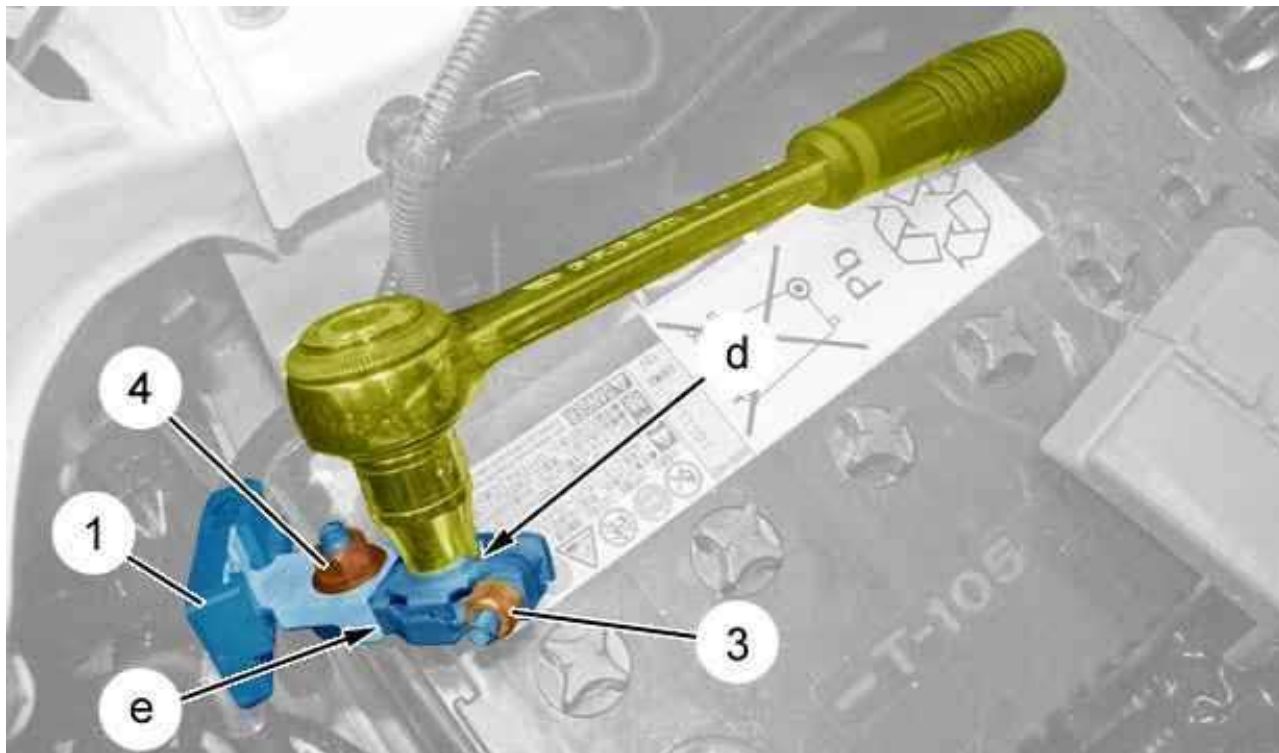


Figure : D1AG0U6D

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating :

- Place a socket [FACOM - S-11H] inside the ancillaries battery negative terminal "e" (at "d")
- Tighten the nut (3) of the ancillaries battery negative terminal

Remove :

s control unit (1)

- The ancillaries battery charge status control unit (1)

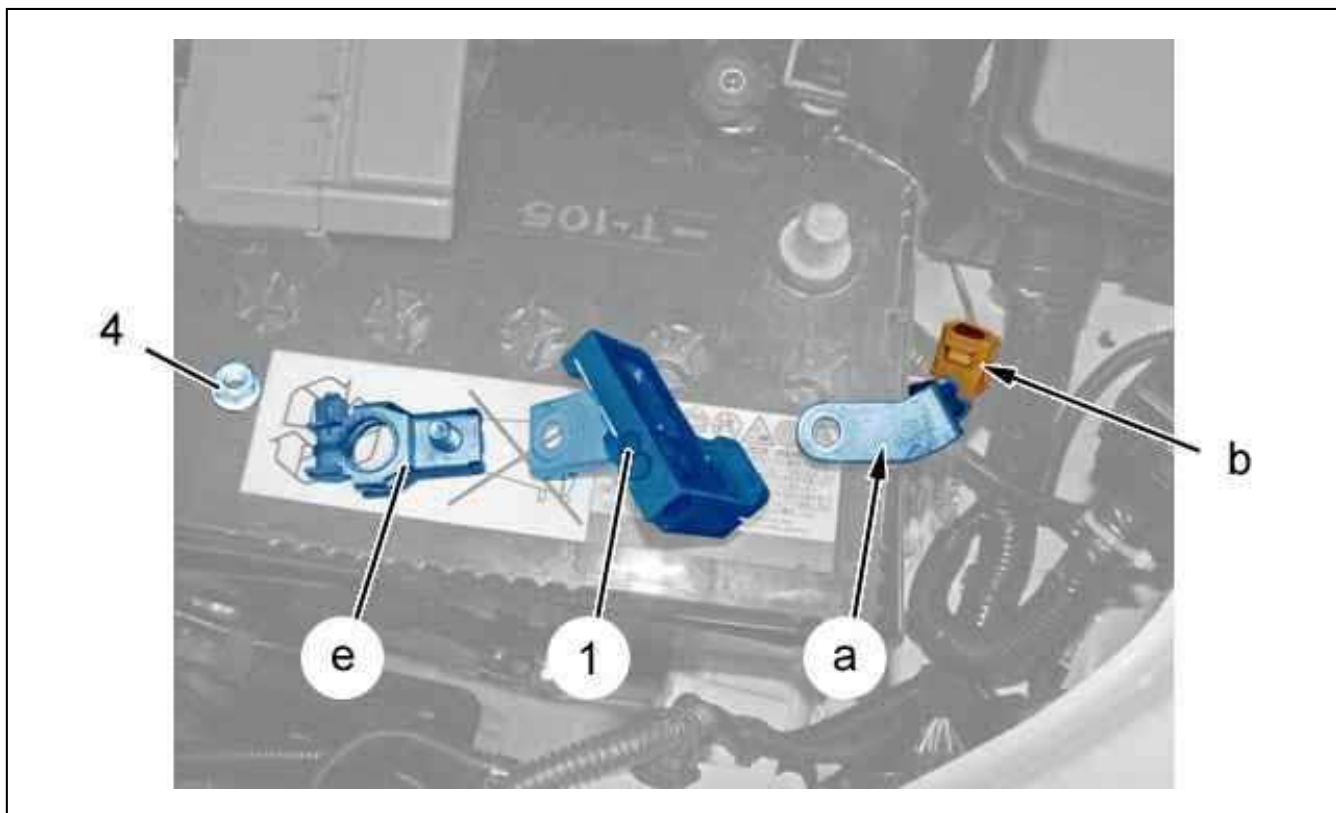


Figure : D1AG0U7D

(1) Ancillaries battery charge status control unit.

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located)

"b" Electrical connector.

"e" Fixing terminal.

(4) Nut of the negative cable of the ancillaries battery charge status control unit (1).

3.2. "B" assembly

Disconnect the positive terminal of the ancillaries battery .

Remove the air intake resonator (*).

Remove the spoiler (*).

Unclip and slide the electrical supplies management and protection control unit (*).

Remove the ancillaries battery style cover (*).

N.B. : (*) According to equipment.

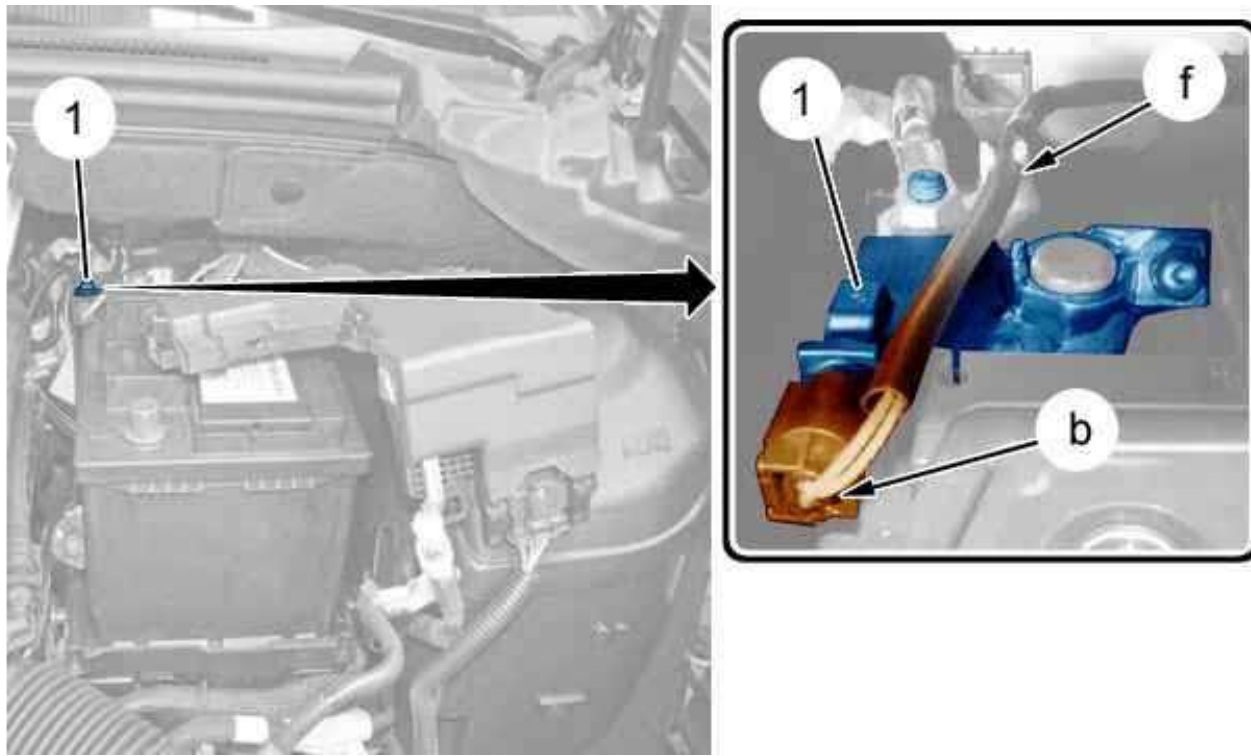


Figure : D1AG0OWD

Detach and move aside the harness of the ancillaries battery charge status control unit (1) (at "f").
 Disconnect the connector of the ancillaries battery charge status control unit (1) (at "b").
 Disconnect the negative terminal of the service battery.
 Remove the ancillaries battery .

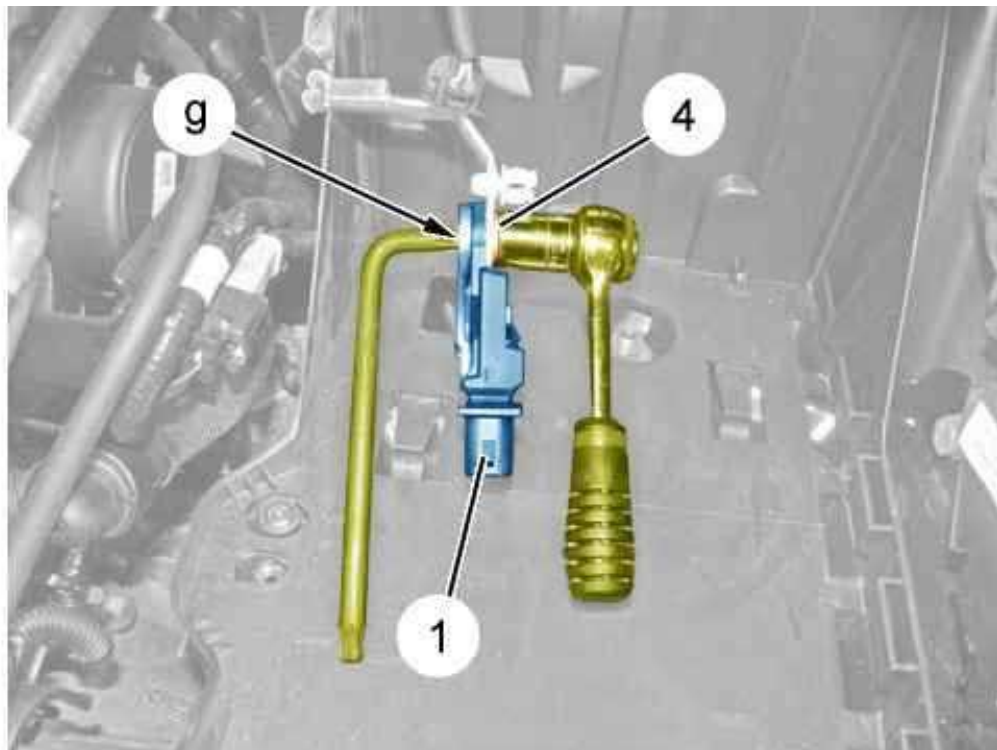


Figure : D1AG0OXD

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating ; Using a Torx spanner with extension (at "d")
 Remove .

- The nut (4) of the negative cable of the ancillaries battery charge status control unit (1)
ancillaries battery charge status control unit (1)

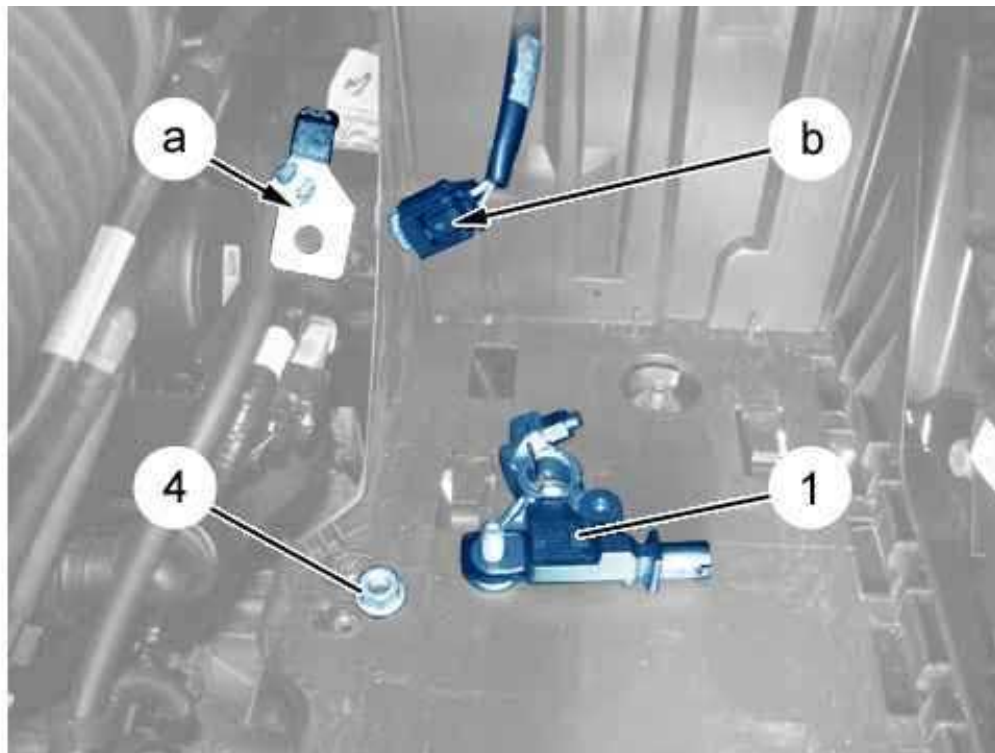


Figure : D1AG00YD

(1) Ancillaries battery charge status control unit.

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located)

"b" Electrical connector.

(4) Nut of the negative cable of the ancillaries battery charge status control unit (1).

3.3. "C" assembly



Remove the ancillaries battery access flap (5).

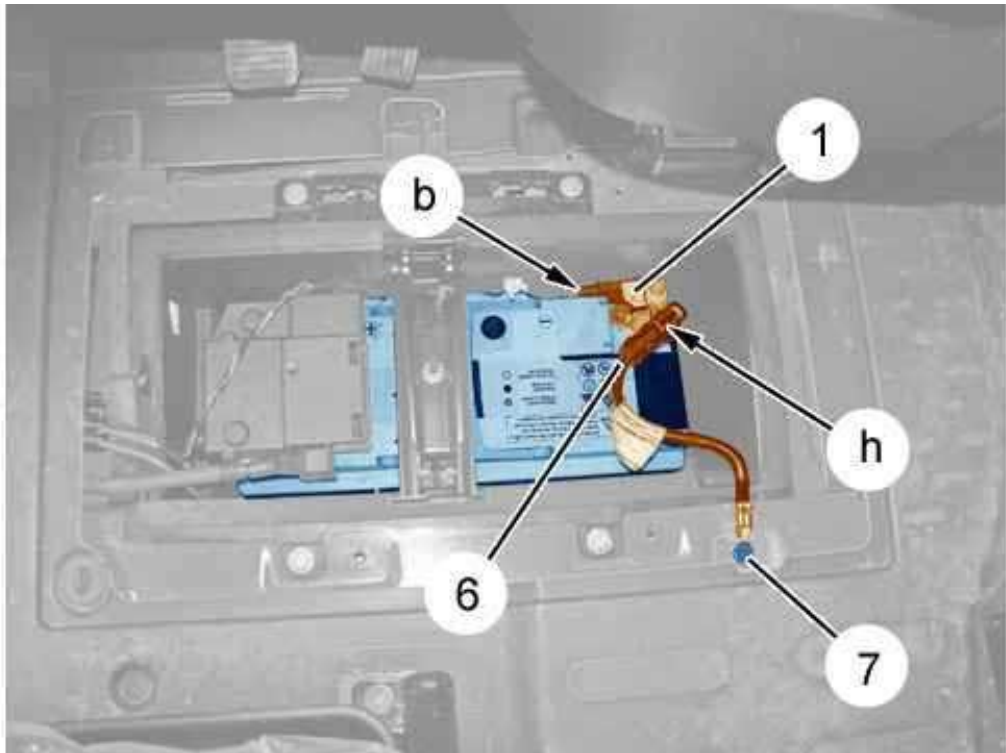


Figure : D1AG0UAD

Disconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

Disconnect the earth cable (6) (at "h").

Disconnect the negative terminal of the service battery.

Remove :

- The ancillaries battery charge status control unit (1) and ancillaries battery negative terminal assembly
- The (7) bolt
- The earth cable (6)

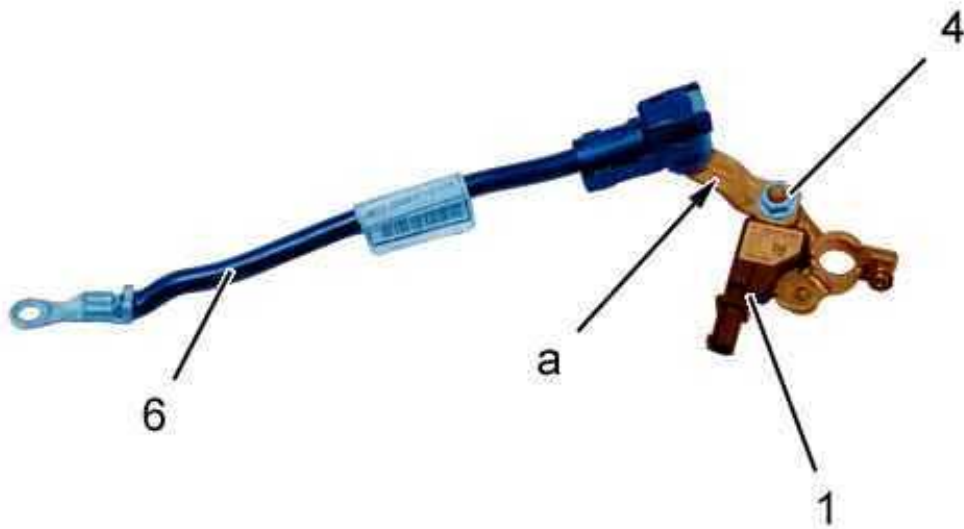


Figure : D1AG0UBD

N.B. : The assembly of ancillaries battery charge status control unit (1), ancillaries battery negative terminal and ancillaries battery earth cable (6) is not divisible.

(1) Ancillaries battery charge status control unit.

(6) Earth cable.

(4) Nut of the negative cable of the ancillaries battery charge status control unit (1).

"a" Earth cable fixing terminal (The earth cable fixing terminal may be different depending on where the ancillaries battery is located).

4. Refitting

CAUTION : Adhere to the tightening torques.

Tightening torques :

- Nut of the negative cable of the ancillaries battery charge status control unit (1) : Tightening to 2 m.daN
- Negative terminal nut (3) : Tightening to 0,6 m.daN

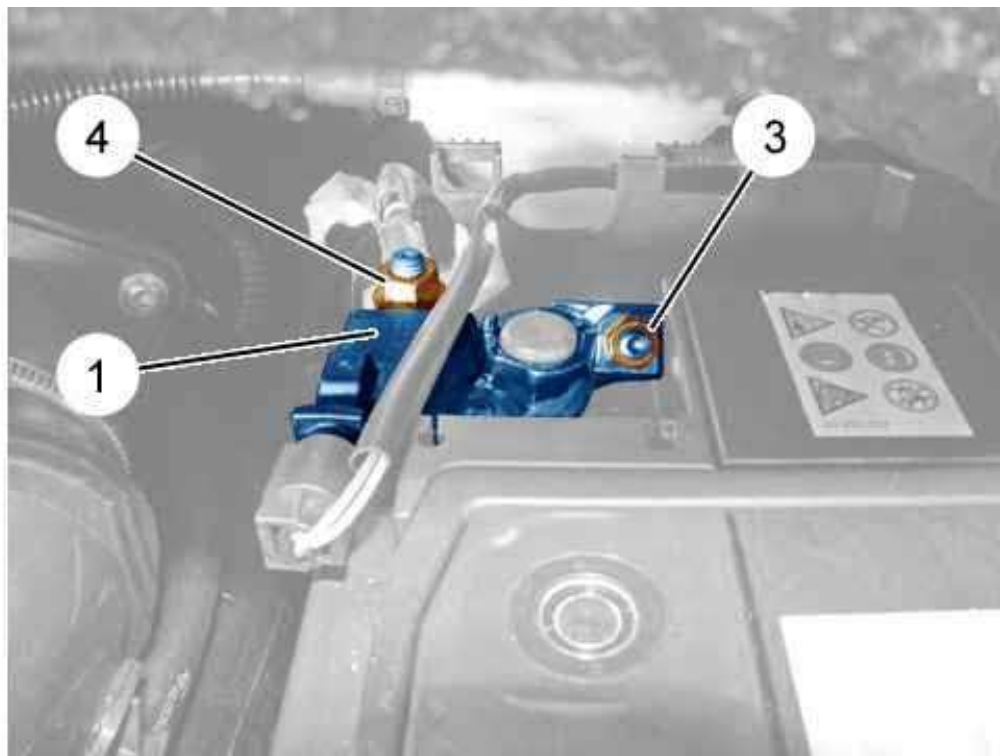


Figure : D1AG0OZD

4.1. "A" assembly

Refit the ancillaries battery charge status control unit (1).

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating :

- Place a socket [FACOM - S-11H] inside the ancillaries battery negative terminal (at "d")
- Tighten the nut (3) of the ancillaries battery negative terminal

Tighten the nut (4).

Reconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

CAUTION : Perform the operations that are required following a reconnection of the ancillaries battery.

Reconnect the ancillaries battery negative terminal.

4.2. "B" assembly

Refit the ancillaries battery charge status control unit (1).

Apply a counter-torque to prevent the ancillaries battery charge status control unit (1) from rotating ; Using a Torx spanner with extension (at "g").

Tighten the nut (4).

Refit the ancillaries battery .

Reconnect the ancillaries battery negative terminal.

Reconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

Fasten the harness of the ancillaries battery charge status control unit (1) (at "f").

Refit the ancillaries battery style cover (*).

Clip the electrical circuit supplies management protection unit (*).

Refit the air spoiler (*).

Refit the air intake resonator (*).

CAUTION : Perform the operations that are required following a reconnection of the ancillaries battery.

Reconnect the positive terminal of the ancillaries battery (at "c").

4.3 "h" assembly

Refit :

- The earth cable (6)
- The bolt (7)
- The ancillaries battery charge status control unit (1) and ancillaries battery negative terminal assembly

CAUTION : Perform the operations that are required following a reconnection of the ancillaries battery.

Reconnect the ancillaries battery negative terminal.

Reconnect the earth cable (6) (at "h").

Reconnect the connector of the ancillaries battery charge status control unit (1) (at "b").

Refit the ancillaries battery access flap (5).

REMOVING - REFITTING : STARTER

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Removing

Disconnect the battery.

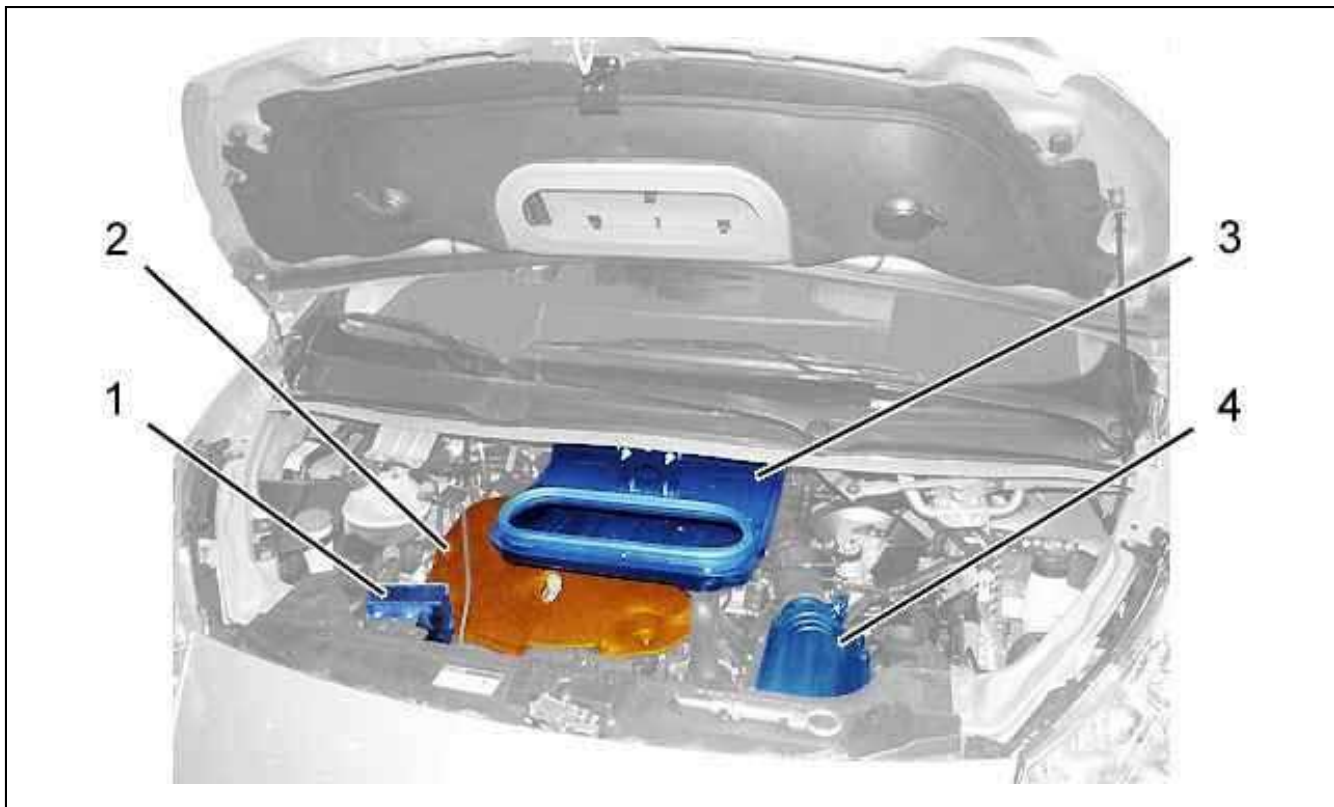


Figure : B1BG1J7D

Remove :

- The cooling fan control relay unit (1)
- The passenger compartment air inlet manifold (3)
- The engine cover (2)
- The air filter housing with the flow meter (4)
- The air mixer unit ⓘ

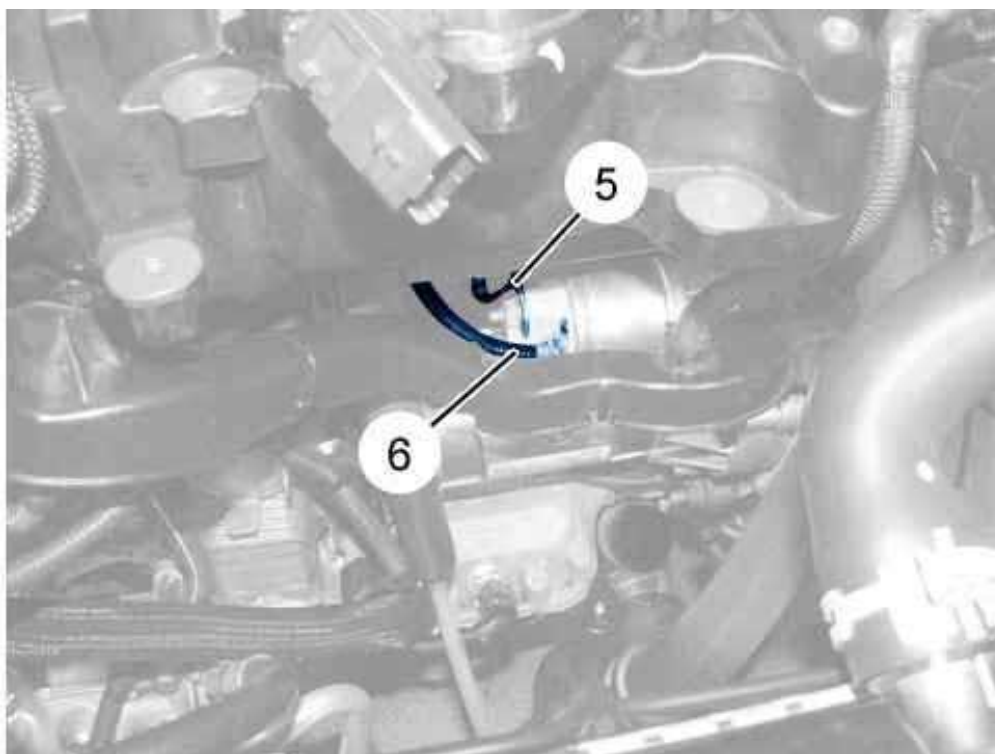


Figure : D1BG005D

Disconnect :

- The starter supply wire (5)
- The solenoid energising wire (6)

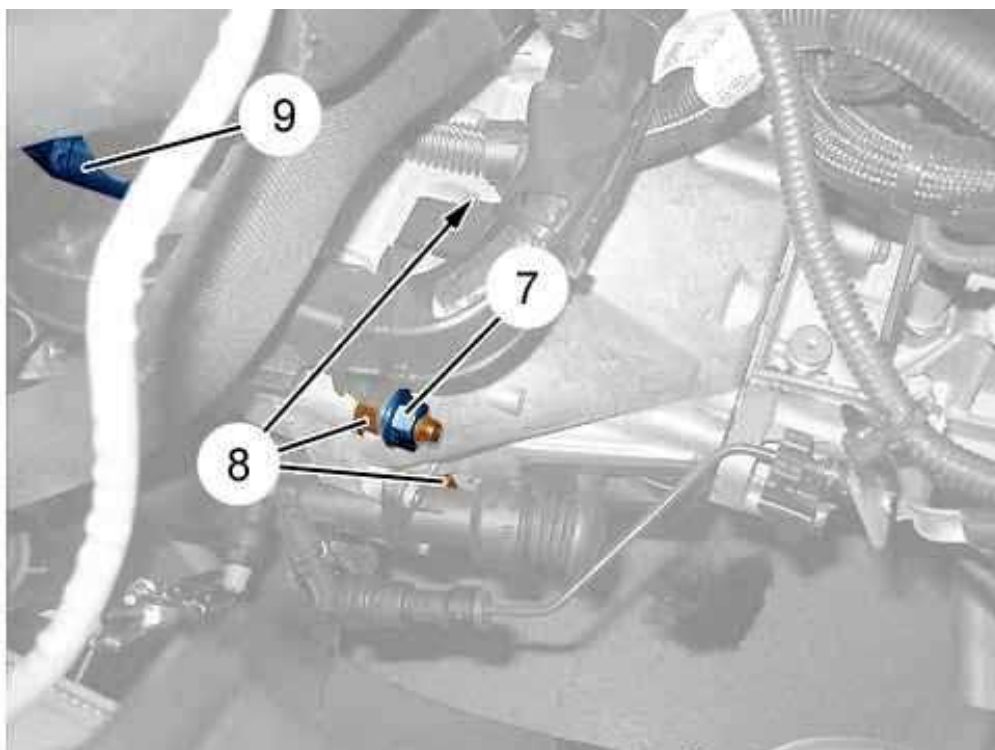


Figure : D1BG008D

Remove :

- The fixing nut (7) of the electrical harness duct support
- The electrical harness duct support
- The bolts (8)
- The starter motor (9)

2. Refitting

CAUTION : Adhere to the tightening torques  .

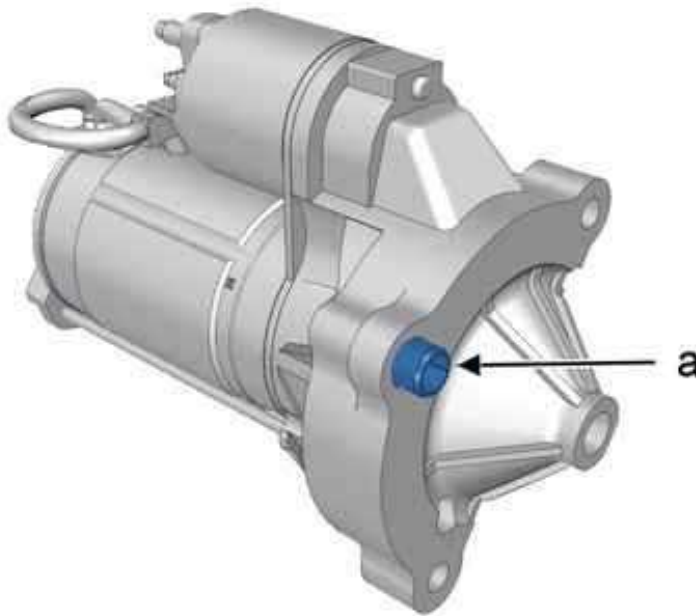


Figure : D1BG00JD

CAUTION : Check that the centring pin is present (at "a").

Refit :

- The starter motor (9)
- The bolts (8)
- The electrical harness duct support
- The fixing nut (7)

Reconnect :

- The solenoid energising wire (6)
- The starter ((9)) supply wire ((5))

Refit :

- **The air mixer unit** 
- The air filter housing with the flow meter (4)
- The engine cover (2)
- The passenger compartment air inlet manifold (3)

- The cooling fan control relay unit (1)

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Reconnect the battery.

REMOVING - REFITTING : BUILT-IN SYSTEMS INTERFACE

1. Preliminary operations

Perform the following operations :

- Remove the ignition key
- Wait at least 3 minutes before disconnecting the battery
- Disconnect the battery negative terminal

Slide the passenger seat as far back as possible.

2. Removing

Remove the lower right hand side of the dashboard .

2.1. Built-in systems interface

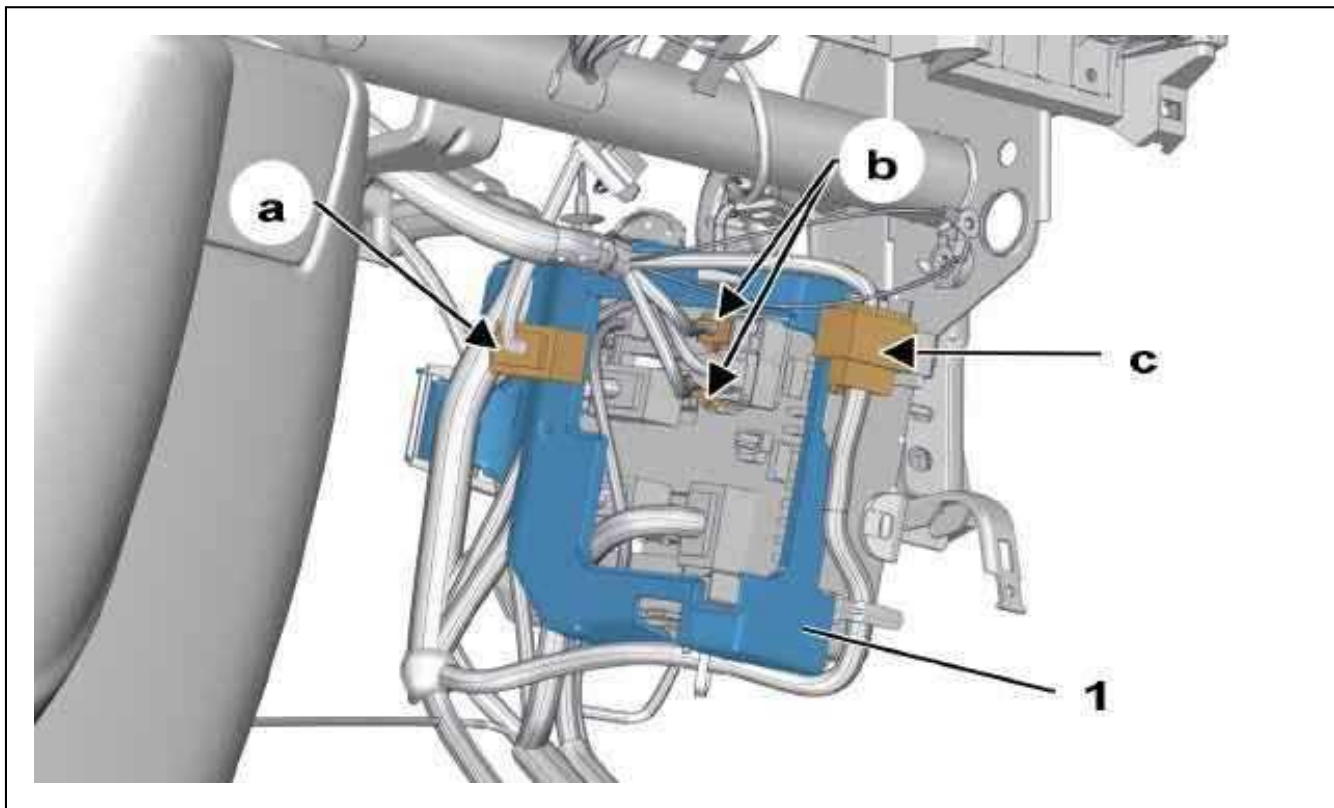


Figure : D4EP146D

Unclip the connectors from the BSI cover (1) (as "a", "c").

Disconnect the connectors (as "b", "c").

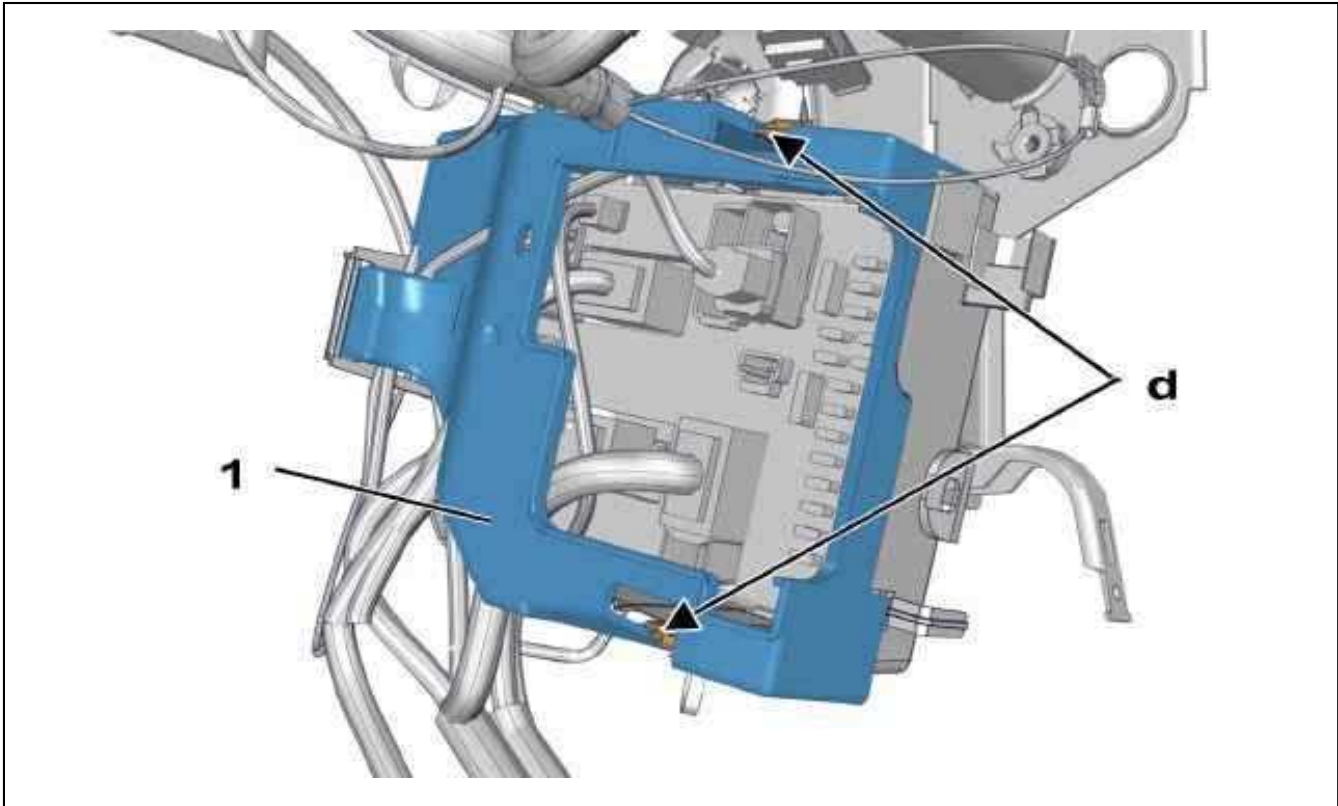


Figure : D4EP147D

Detach the cover of the BSI (1) (as "d").
Remove the cover of the BSI (1).

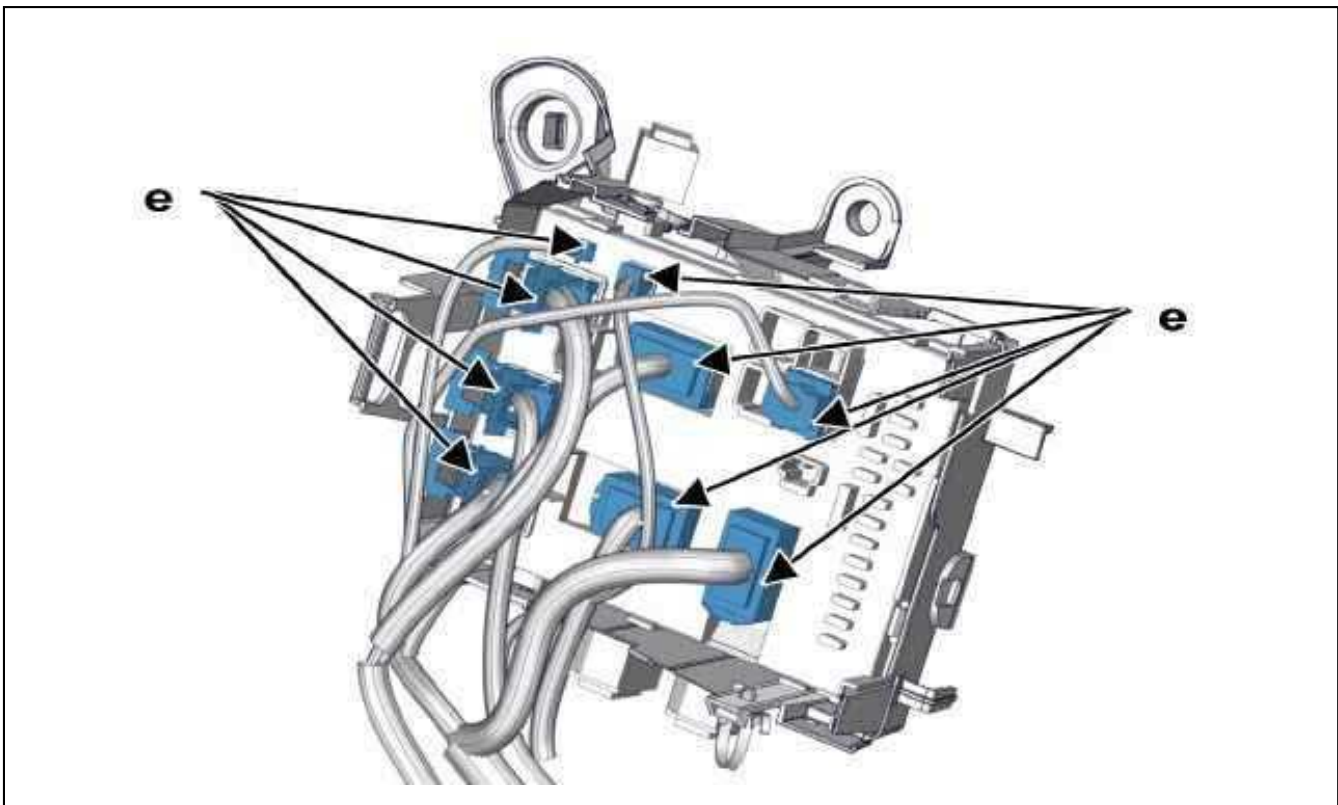


Figure : D4EP148D

Disconnect the connectors (as "e").

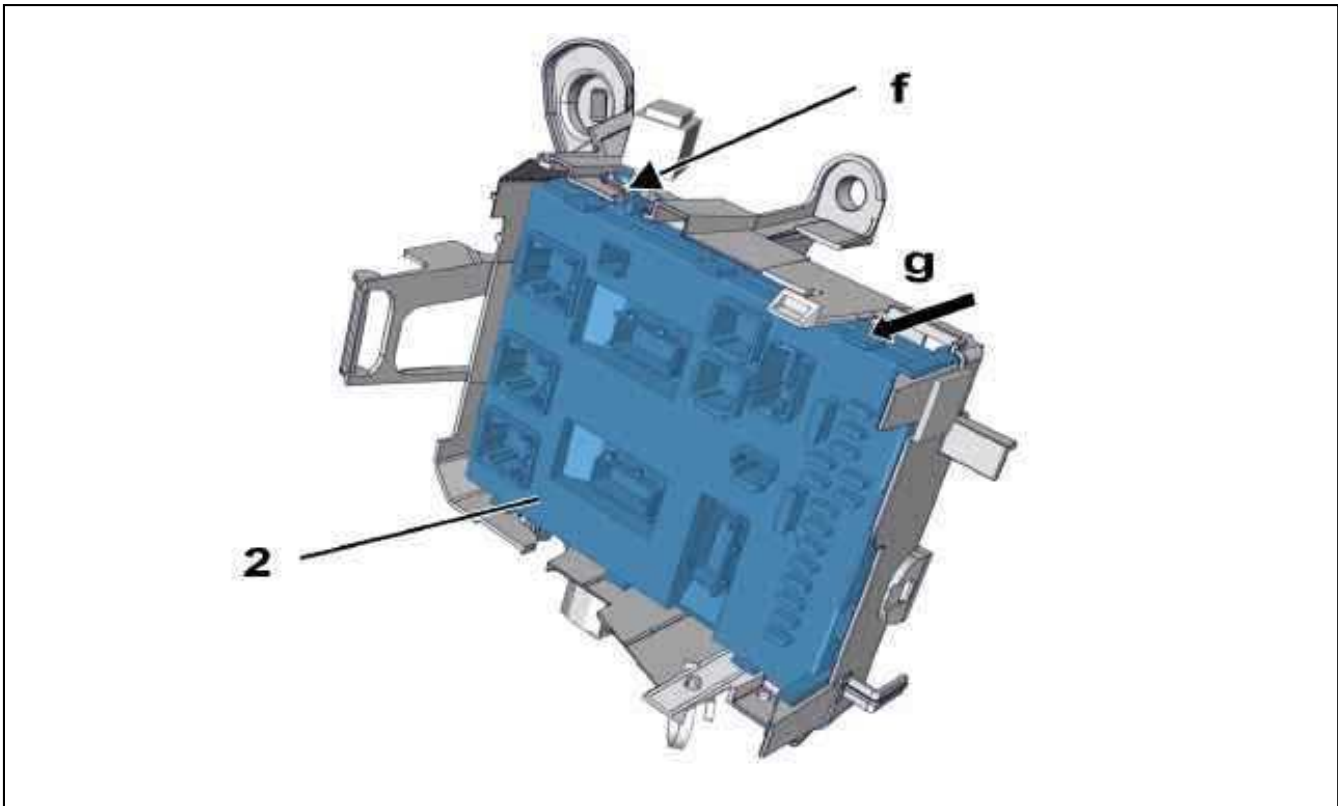


Figure : D4EP149D

Disengage the BSI (At "g").

Unclip the built-in systems interface (f) (as "f").

Remove the built-in systems interface (2).

2.2. BSI support

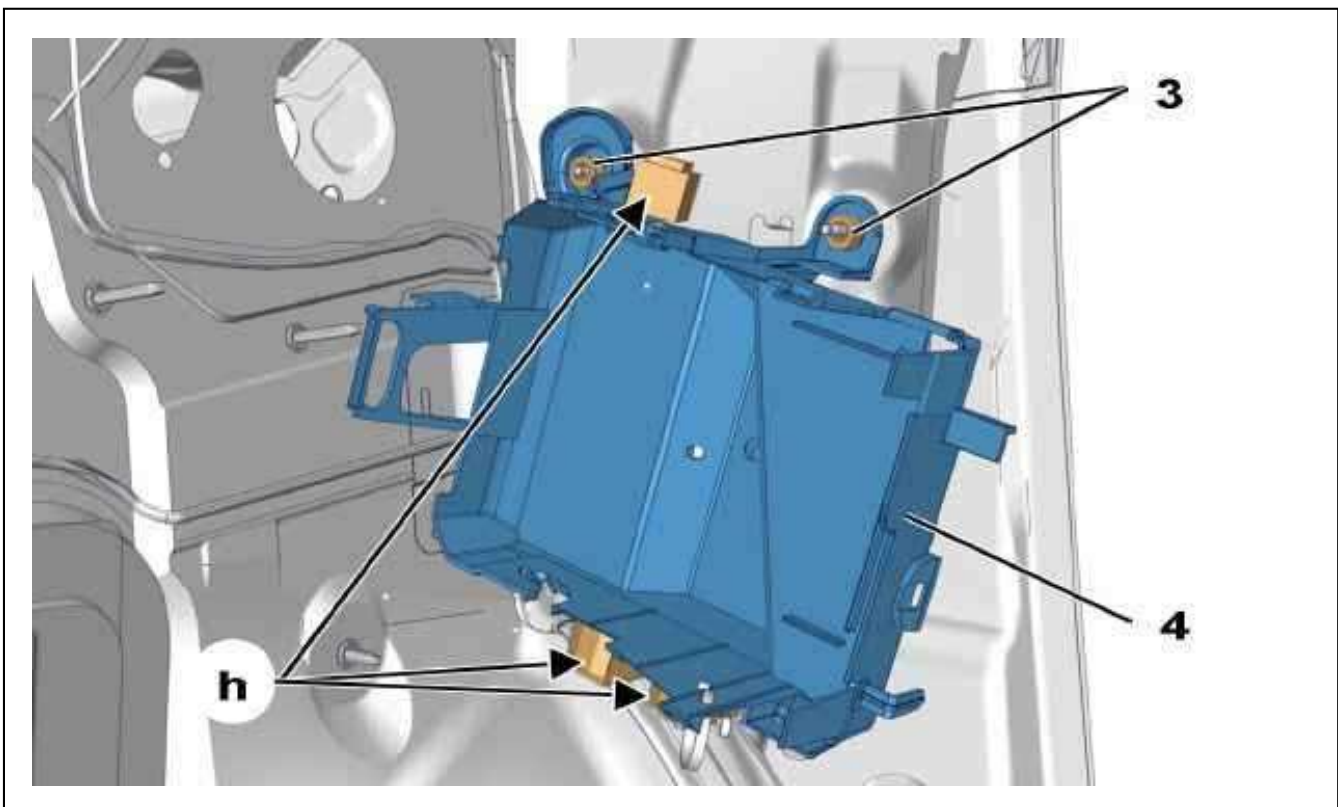


Figure : D4EP14AD

Unclip the connectors (as "h").

Remove :

- The bolts (3)
- The BSI support (4)

3. Refitting

Proceed in the reverse order to removal.

CAUTION : Perform the operations to be carried out following reconnection of the battery  .

Reconnect the battery.

Check the electrical operation of the equipment.

REPAIR : ELECTRICAL HARNESSSES

The aim of this document is to define the rules for carrying out repairs or work on the electrical harnesses.

This document consists of 2 main parts :

- The first part describes the general repair methods
- The second part describes the circumstances of use of these methods in relation to the failures detected

1. Recommendations prior to carrying out the operation

The repairs must only be carried out by trained and authorised personnel.

ESSENTIAL : Disconnect the battery before carrying out any repairs or work on an electrical harness (electric battery, ancillaries battery, traction battery, etc.).

ESSENTIAL : Take into account the manufacturer's instructions before carrying out any work on the pyrotechnic functions (available on the computer equipment or on the marque's technical information internet site).

2. Tooling

tool	Reference	Designation
[1296]  Figure : E5AMXYRT	[1296]	Connection repair kit
[2005] 	[2005]	Warm air generator

Figure : E5AMXYST		
	[1296-S]	Wire strippers
Figure : E5AMXYTT		

3. Terminology

3.1. Usable wire

A wire is usable if its length is sufficient to permit repair without causing any tensile stress which could alter the sealing of the connection, the crimping resistance or result in a break over time (too taut).

N.B. : The wire is usable if its graspable length is more than 30 mm.

3.2. Unusable wire

A wire is unusable if its length is not sufficient to permit repair without causing tensile stress which could alter the sealing of the connection or result in a break over time (too taut).

A wire is unusable if it is stripped, pulled out, crushed over a considerable length or burnt.

N.B. : The wire is unusable if its graspable length is less than 30 mm.

4. General rules

General rules to be heeded :

- The repairs must only be carried out by trained and authorised personnel
- After repair, all of the electrical functions affected by the harness must be checked
- The connection of 2 conductors by tin soldering is prohibited (rigidity, breakage)
- The optical fibres and the screened wires must always be replaced if they are bent or broken
- After analysing the fault, eliminate its cause
- The twisted wires can be repaired

ESSENTIAL : Take into account the manufacturer's instructions before carrying out any work on the pyrotechnic functions (available on the computer equipment or on the marque's technical information internet site).

ESSENTIAL : All repairs or work on electrical harnesses are carried out with the battery disconnected (Including the service battery if present).

5. Repair procedures

5.1. Method for checking a wire

The aim of the wire checking method is to determine whether the repair can be carried out directly on the damaged wire or whether part of the wire must be replaced.

A wire is declared unusable in the following cases :

- The wire is not of sufficient length to permit repair without causing traction stresses which could alter the sealing of the connection or breakage over time (too taut)
- The wire is stripped, pulled out or crushed over a considerable length
- The wire is burnt
- In the case of a wire leaving an overmoulded connector, if the remaining usable length of wire is less than 30 mm

N.B. : In other cases, the wire is declared usable.

5.2. Method for selecting a wire

If a wire is unusable, the choice of the new wire to be used to carry out the repair must conform to the following characteristics :

- Cross-section of the wire
- Colour of the sleeve

ESSENTIAL : The cross-section of the wire must be equal to or larger than the initial cross-section, but never smaller.

N.B. : Depending on certain factors, a larger wire cross-section may cause interference or even a reduction in current.

It is compulsory for an earth cable to be green and yellow.

The other supply or information cables can be of a different colour.

N.B. : Favour the use of a cable of the same colour for the repair.

5.3. Method for stripping a wire

After cutting the wire, strip it without cutting the strands using approved wire strippers and observing the following length :

- $2,8 \pm 0,5$ mm for crimping of a clip or MQS tab
- 5 ± 1 mm for crimping of a clip or MQS tab
- 8 ± 1 mm for crimping a sleeve
- 15 ± 1 mm for an insertion in a sleeve

5.4. Method for tin soldering

The strengthening of a faulty crimp (electrical resistance too high) by tin soldering is permitted, observing the following procedure.

Tools required :

- Soldering iron with clean bit
- Tin 0,7 mm (60% tin 40% lead) with soldering flux without halogen

Method of operation :

- Melt a little tin on the iron bit
- Apply the iron bit under the crimp, the crimp wings must be visible
- Apply the tin wire to the copper strands at the end of the crimp (Soldering consumption approximately 3 mm)

N.B. : The times indicated are only valid for wires with a cross-section of 0,35 to 0,6 mm². For larger cross-sections increase the time by 2 to 3 seconds.

CAUTION : It is important not to apply too much tin (risk of stiffening of the wire) to avoid damaging the wire insulation and the single-wire seals.

5.5. Method for unclipping a contact

ESSENTIAL : In extremely cold temperatures, the vehicle must be moved into a heated area and left to return to a temperature of approximately 20 °C before any work is carried out.

The contact must only be unclipped using the unclipping tool which is part of the approved kit and in accordance with instructions included.

CAUTION : Take care not to damage the seals, the contact cells, or the contacts to guarantee the sealing of the connector on refitting.

5.6. Method for selecting a contact

When replacing a contact or a spade terminal in a connector, it is imperative that the same components are used (gold-plated or tin-plated clip).

5.7. Method for positioning a contact in its cell

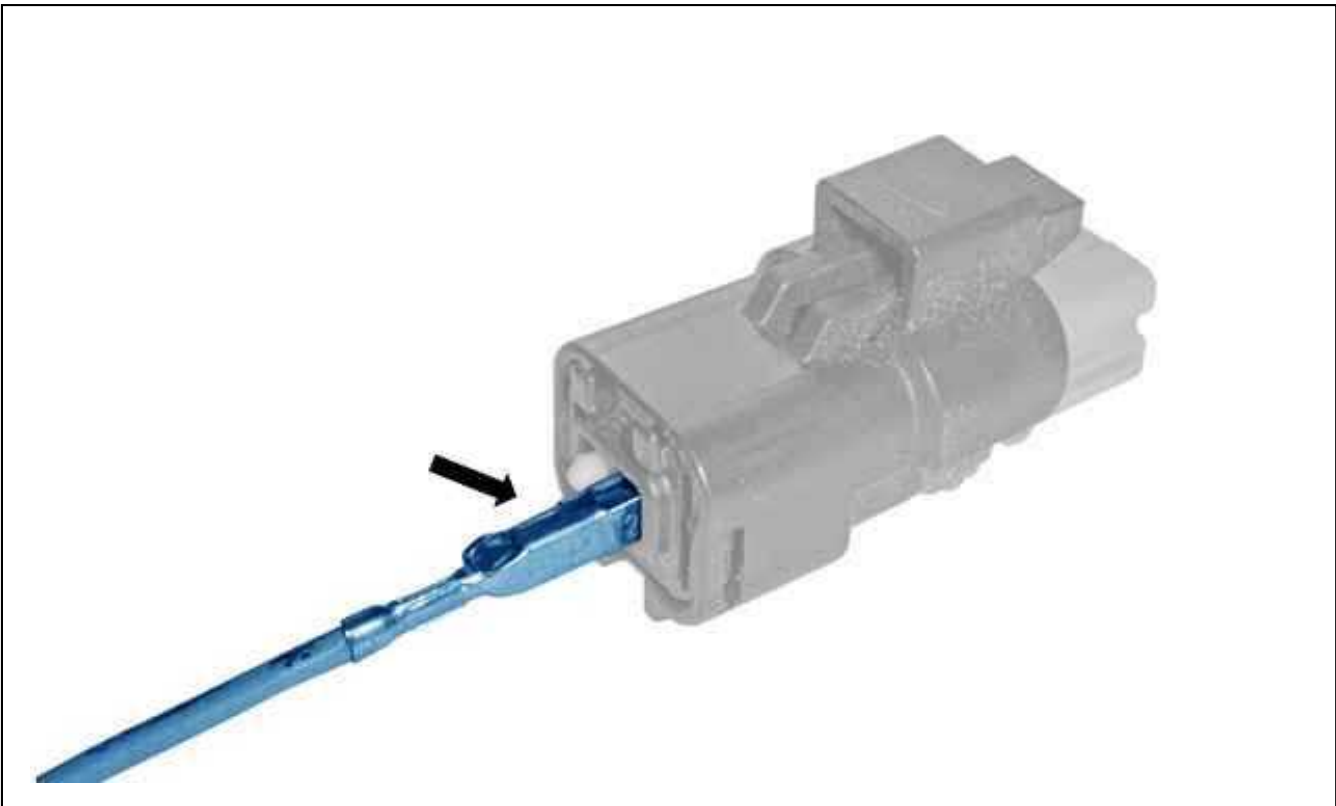


Figure : D6AM03RD

Positioning a contact :

- Visually analyse the condition of the contact
- Insert the contact in its cell
- Put the double lock back in place (according to equipment)

- Pull the wire gently

CAUTION : If the contact is not retained in the cell, the connector must be replaced.

5.8. Method for applying a heat-shrink sleeve

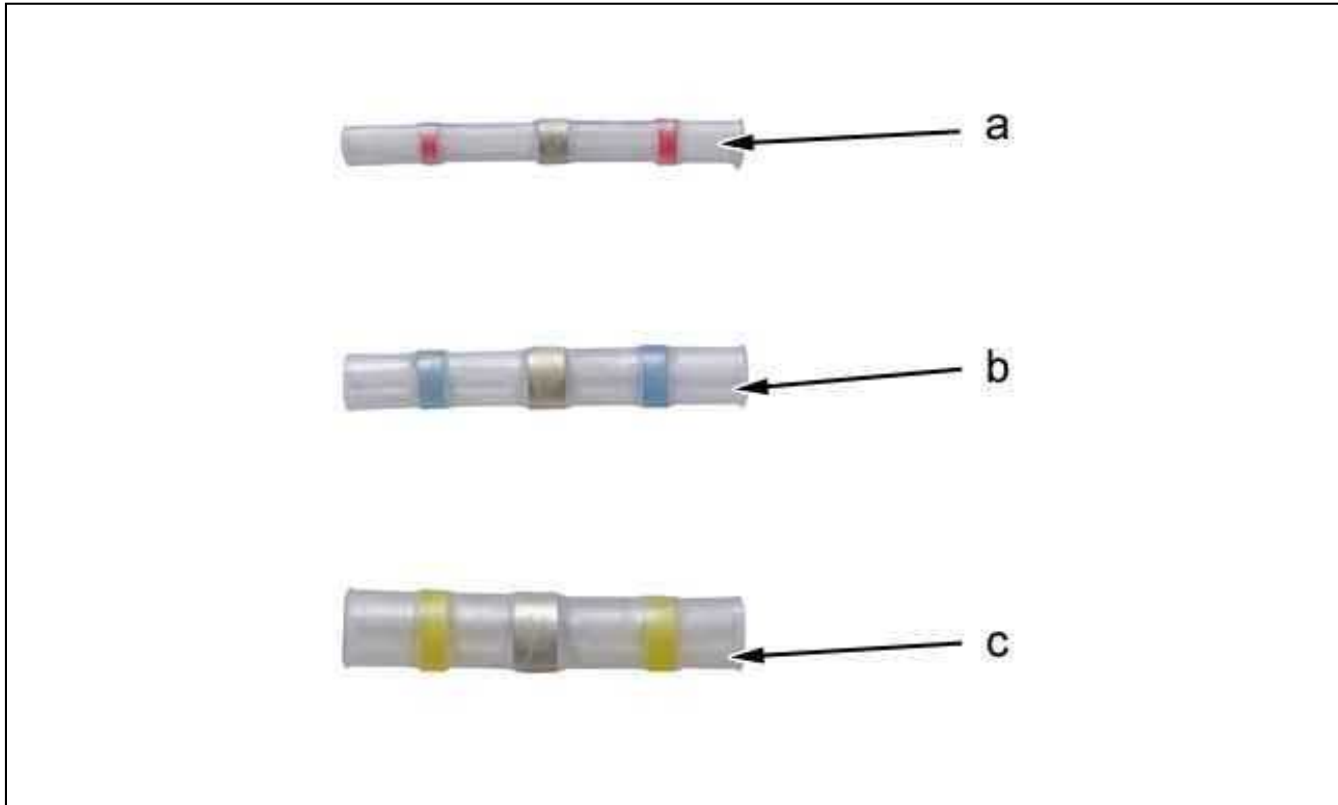


Figure : D6AM03SD

The heat-shrink sleeves must be chosen according to the cross-section of the wire to be repaired :

- "a" Red sleeve : Wire between 0,35 mm² and 1 mm²
- "b" Blue sleeve : Wire between 1 mm² and 3 mm²
- "c" Yellow sleeve : Wire between 3 mm² and 5 mm²

N.B. : Crimp the heat-shrink sleeve using the tools and items in the connection repair kit. If the repair requires the use of several heat-shrink sleeves, stagger them to retain a minimal volume.

5.9. Simple repair (1 Heat-shrink sleeve)

CAUTION : To restore an electrical connection with a heat-shrink sleeve, use only the tools and items in the approved kit.

N.B. : Allow approximately 90 seconds for pre-heating of the hot air generator, one minute heating time depending on the cross-section of the wires and 3 minutes for cooling of the hot air generator.

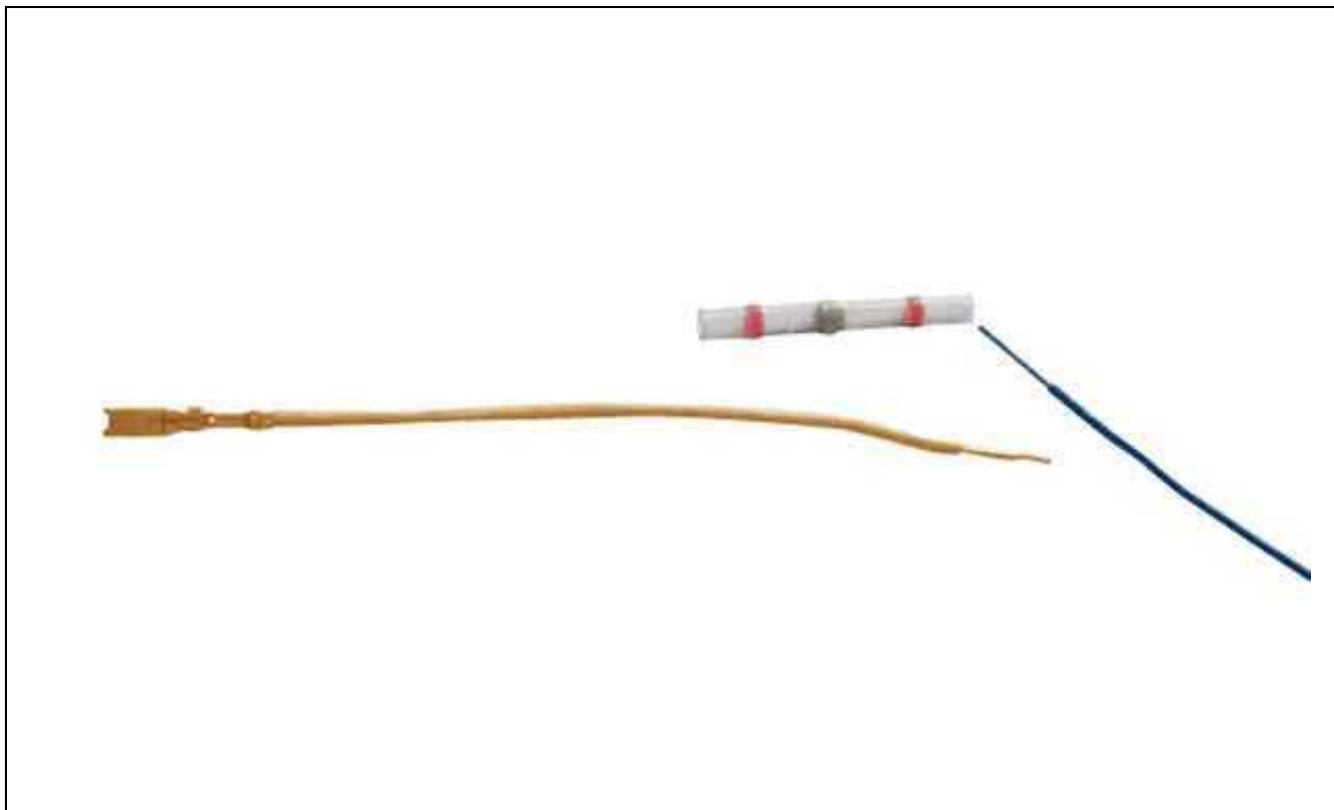


Figure : D6AM03TD

Method of operation (Applicable for a repair of 1 or more wires) :

- Remove any covering from the wire (tape, sleeve, etc.)
- Cut and strip the end of each wire to be repaired ; Using the wire strippers

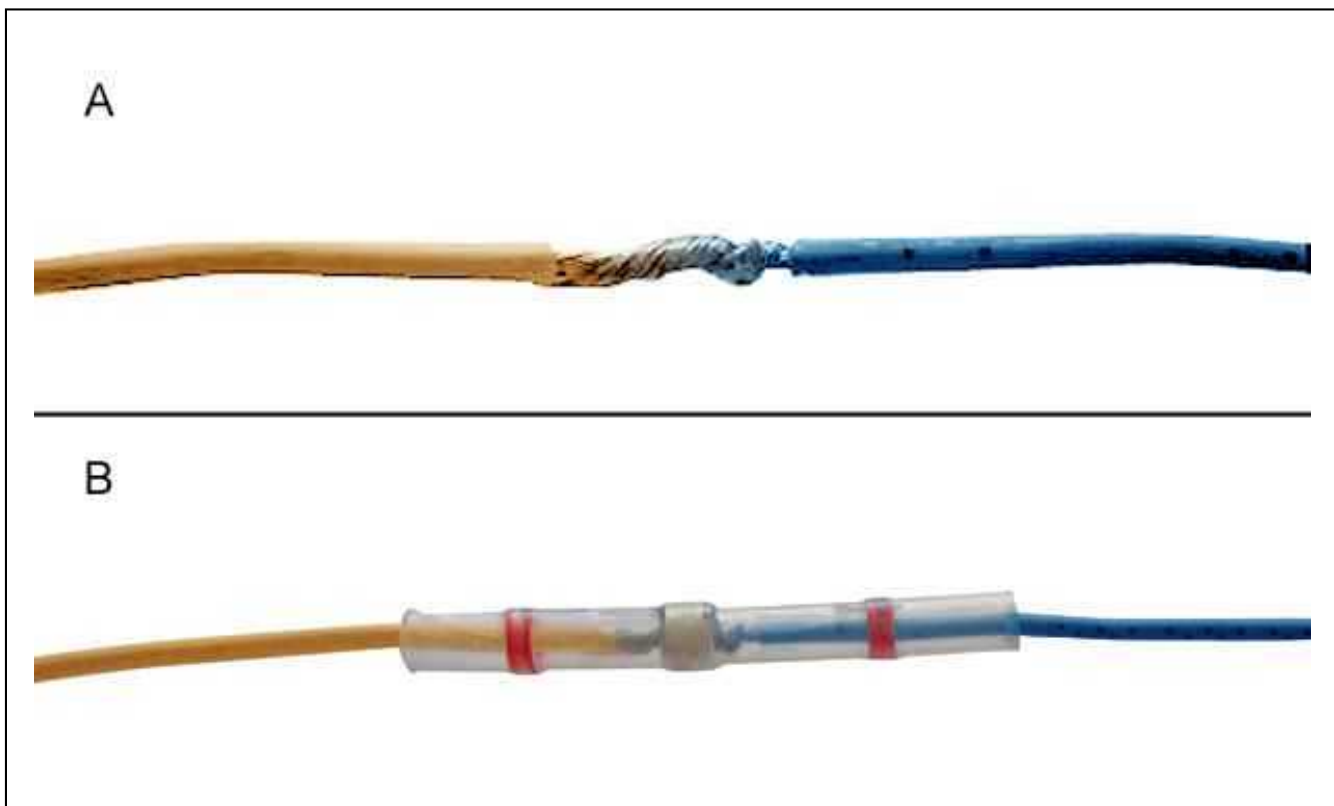


Figure : D6AM03UD

"A" Engage the stripped end of the 2 respective wires in the heat-shrink sleeve, twisting them.

"B" Support the 2 wires and assemble them by heating the sleeve ; Using the hot air generator (see table below).

Diameter of wires	Hot air generator settings	Repair time
2 mm ² wire cross section	Position 6 Ventilation 1	30 seconds
2 mm ² wire cross section	Position 4 Ventilation 2	20 seconds
0,5 mm ² wire cross section	Position 6 Ventilation 1	20 seconds
0,5 mm ² wire cross section	Position 4 Ventilation 2	20 seconds



Figure : D6AM03VD

Sideways movement of the hot air generator may be necessary to obtain uniform heating of the heat-shrink sleeve.

Put the contact in place in the connector.

Visually analyse the condition of the contact.

Insert the contact in its cell.

Gently pull on the wire to check that the contact is locked.

Restore the covering of the wire to guarantee protection at least identical to the existing protection.

N.B. : If the routing of the harness is modified, the harness must be clipped.

CAUTION : The tracks of a connector which are not connected electrically to the vehicle's harness must be fitted with a connection wire and have an end cap fitted using the hot air generator.

CAUTION : If the repair requires the use of several heat-shrink sleeves, take care to stagger them to retain a minima volume.

5.10. Repair using additional wires (2 heat-shrink sleeves), wire unusable

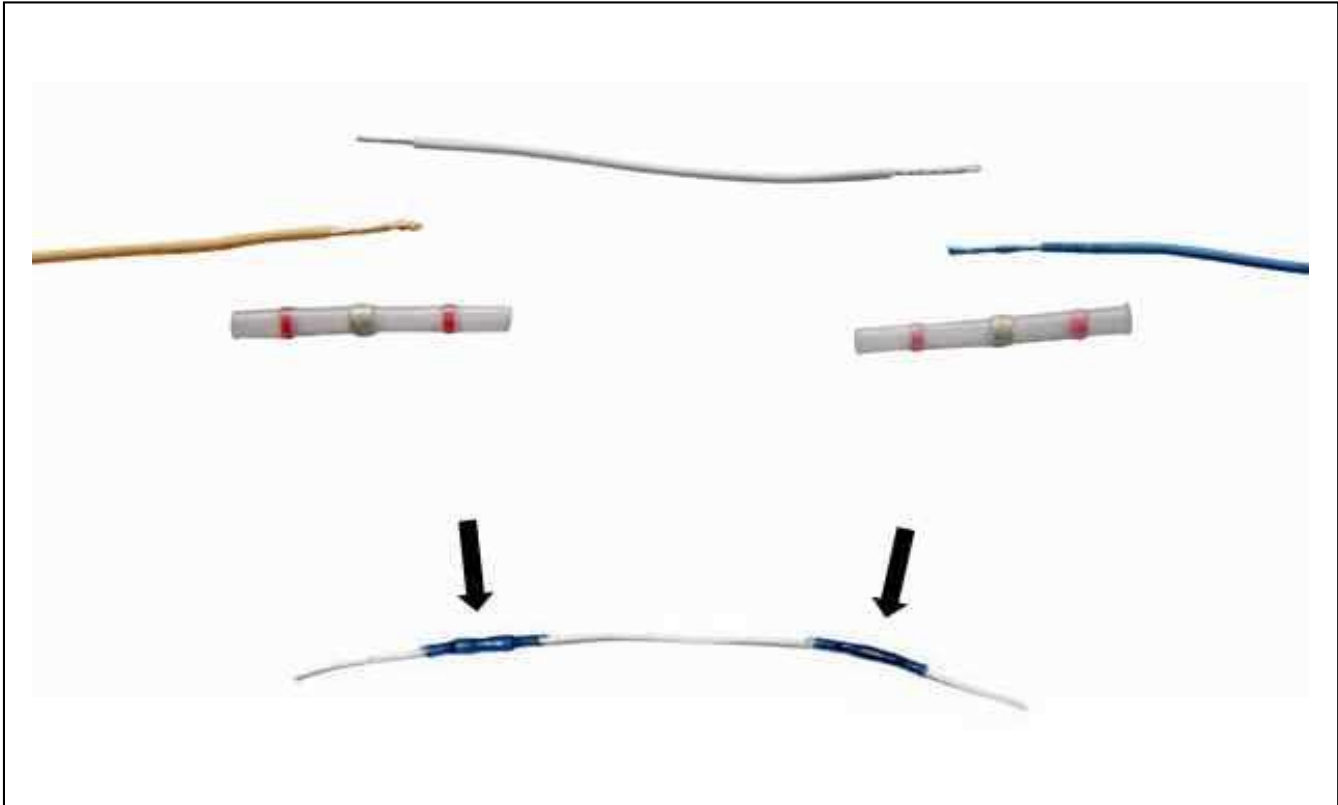


Figure : D6AM03WD

The heat-shrink sleeves must be chosen according to the cross-section of the wire to be repaired :

- Red sleeve : Wire between 0,35 mm² and 1 mm²
- Blue sleeve : Wire between 1 mm² and 3 mm²
- Yellow sleeve : Wire between 3 mm² and 5 mm²

N.B. : Crimp a heat-shrink sleeve using the tools and items in the connection repair kit. If the repair requires the use of several heat-shrink sleeves, stagger them to retain a minimal volume.

Position the wires coming from one side in one sleeve and those coming from the other side in another sleeve taking care that the wires do not move away from each other.

To make it easier to insert the wires in the heat-shrink sleeve, turn the heat-shrink sleeve slightly.

Heat the sleeve using the hot air generator until the tin core melts and the surplus adhesive appears.

5.11. Method for applying a stitch weld sleeve

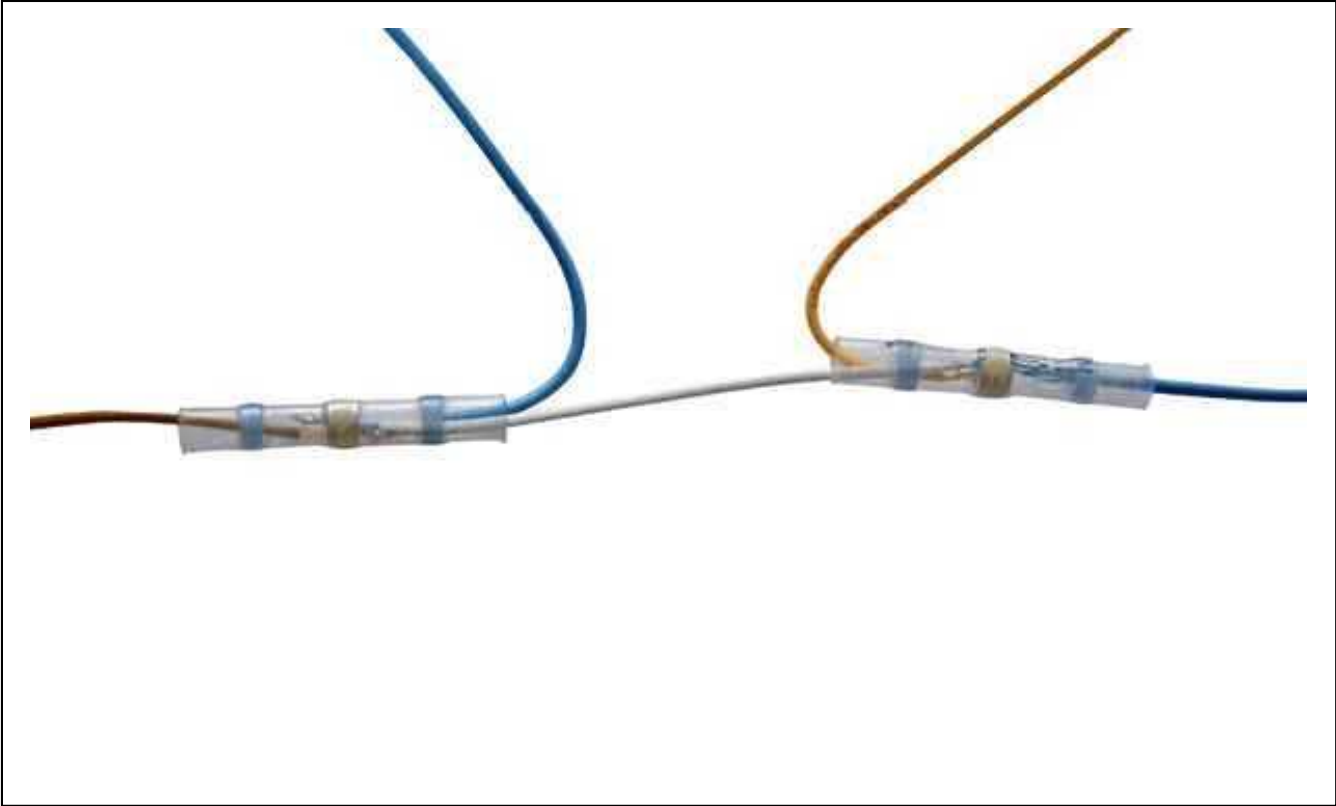


Figure : D6AM03XD

The heat-shrink sleeves must be chosen according to the cross-section of the wire to be repaired :

- Red sleeve : Wire between 0,35 mm² and 1 mm²
- Blue sleeve : Wire between 1 mm² and 3 mm²
- Yellow sleeve : Wire between 3 mm² and 5 mm²

N.B. : Crimp the heat-shrink sleeve using the tools and items in the connection repair kit. If the repair requires the use of several heat-shrink sleeves, stagger them to retain a minimal volume.

Position the wires coming from one side in one sleeve and those coming from the other side in another sleeve taking care that the wires do not move away from each other.

N.B. : Turn the heat-shrink sleeve slightly to insert the wires in the sleeve.

Heat the sleeve using the hot air generator until the tin core melts and the surplus adhesive appears.

Approximately 90 seconds must be allowed for pre-heating of the gun, 1 minute for heating according to the cross-section of the wires and 3 minutes for cooling of the gun.

5.12. Method for restoring the covering

In order to restore the harness covering, guarantee protection at least identical to the existing protection.

If modifications are made to the routing, guarantee a minimum distance of 10 mm between the harness and its environment.

For the taped harnesses, place the repaired part flush against the body of the harness and tape the whole using adhesive tape.

In the case of plastic sleeves, place the repaired part flush against the body of the harness then replace the sleeving.

5.13. Method for selecting a protector

Mechanical protection : The mechanical protection is provided using a split spiral sleeve (E.g. : Engine compartment, Wheel arch).

Thermal protection : The thermal protection is provided using a high temperature split spiral sleeve (E.g. : Near to the

exhaust in the engine compartment).

Noise protection : The noise protection is provided using a sound deadening sleeve during reworking requiring simple or mechanical protection (E.g. : Passenger compartment, Tailgate).

5.14. Restoring the covering

In the case of changes to the routing, a distance of 10 mm minimum must be guaranteed between the harness and its surroundings. A positioning device is compulsory to guarantee the positioning and orientation.

Taped strands : Place the repaired part flush against the body of the harness and tape the whole using adhesive tape.

Sleeved strands : Place the repaired part flush against the body of the harness then put the sleeving back in place.

Closed sleeves : Avoid cutting the closed sleeves in order to permit passage of the wire, otherwise place the repaired wire on top with appropriate covering.

Open sleeves : It is compulsory to tape the openings after work.

5.15. Method for repairing the earth points

N.B. : In all cases, check the condition of the earth terminal contact/support/nut or bolt surface and clean it.

Several solutions are recommended.

Soldered square nut with broken self-tapping bolt or the thread of which is damaged :

- If the bolt can be extracted, remove it, drill and tap to M8 using a new M8 bolt then apply a tightening torque of $17 \text{ Nm} \pm 3 \text{ Nm}$
- If there is another earth nut nearby, extend the earth wire to reach this earth point, taking care to create a drip channel loop, Apply a tightening torque of $12 \text{ Nm} \pm 2 \text{ Nm}$

Stud which is badly soldered (TUCKER stud), broken or the thread of which is damaged :

- If the stud soldering has failed, re-solder the old stud by brazing
- If the thread is damaged or the bolt is broken, solder a new stud by brazing

In the 2 cases of soldering, apply the method below :

- Place a fire extinguisher near the work area
- Strip the location at which the pin is to be soldered
- Rotary sand the soldering location
- Solder the stud or the pin using the gun provided for this purpose
- Apply anticorrosion protection
- Put the removed components back in place

Soldered square nut with slackened self-tapping bolt :

- If the M6X100 self-tapping bolt is simply slack, retighten the bolt applying a tightening torque of $12 \text{ Nm} \pm 2 \text{ Nm}$
- If the bolt has to be removed, fit a new M6X100 self-tapping bolt, engage it manually in the existing thread (take care not to create a new thread) then apply a tightening torque of $12 \text{ Nm} \pm 2 \text{ Nm}$

Earth on the gearbox slackened : If the bolt M8x125 is simply slack, retighten by applying a tightening torque of $17 \text{ Nm} \pm 3 \text{ Nm}$.

6. Specificities : Hybrid vehicles

The harnesses of the 200 V network in hybrid vehicles can be repaired, with the exception of the shielded cable ;

Replacement of the shielded cable is imperative if there is any damage to the cable or its connections.

ESSENTIAL : For the harnesses of the 200 V network, on hybrid vehicles (low voltage range of 50 V to 1000 V), the personnel must have the authorisation according to the type of operation of the publication UTE C 18-550.

If the reworking is carried out by a third party, a contract must be drawn up for the work between the supplier and the company that it employs, before the work is carried out.

ESSENTIAL : All work relating to the connectors and contacts must be carried out by qualified and trained personnel.

The wirer will take all measures necessary to avoid a change of personnel during the period of quality reworking in the reworking sector.

7. Failure detected / Circumstances of use

7.1. Wire broken

Apply the following methods in order :

- Method for checking a wire (5.1)
- Method for stripping a wire (5.3)
- Method for selecting a wire (5.2) (In the case of an unusable wire)
- Method for restoring the covering (5.12)
- Method for selecting a protector (5.13)

ESSENTIAL : If the wire is unusable, cut the wire at the accessible points (near the connectors) and apply section 4.1 observing 2 rules : Remain in the same harness, retain the numbering of the wires (Cut the wire in such a way as to retain the numbered ends).

ESSENTIAL : In the case of a vehicle under warranty, if more than 4 wires are cut, the harness must be replaced.

7.2. Burnt wire

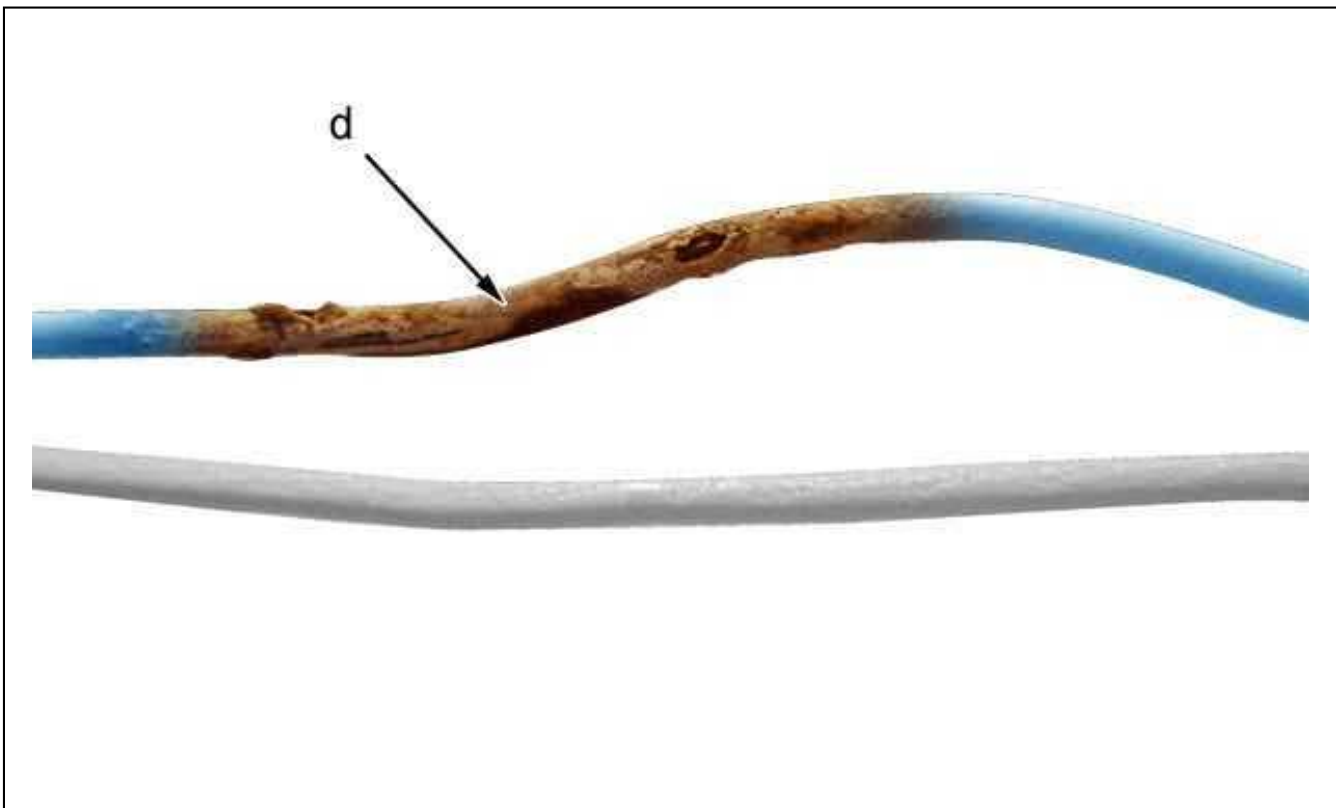


Figure : D6AM03YD

"d" Burnt wire.

Apply the following methods in order :

- Method for stripping a wire (5.3)

- Method for selecting a wire (5.2)
- Method for restoring the covering (5.12)
- Method for selecting a protector (5.13)

N.B. : Re-cut more than 5 cm from the hot point and strip the wires; check that there is no sign of burning in the stripped part of the wire.

CAUTION : After analysing the fault, eliminate its cause ; Check all of the vehicle functions, the blown fuses.

CAUTION : In the case of a vehicle under warranty, the harness must be replaced.

CAUTION : In the case of a vehicle which is not under warranty, if more than 4 wires are burnt, the harness must be replaced.

7.3. Missing wires in the harness

Apply the following methods in order :

- Method for selecting a wire (5.2)
- Method for selecting a contact (5.6)
- Method for selecting a protector (5.13)

7.4. Faulty splice

Apply the following methods in order :

- Method for stripping a wire (5.3)
- Method for selecting a wire (5.2)
- Method for applying a stitch weld sleeve (5.9)
- Method for selecting a protector (5.13)

ESSENTIAL : Cut the wire level with the splice.

7.5. Wire cut at the connector outlet / Contact unclipped or pulled out / Contact oxidised

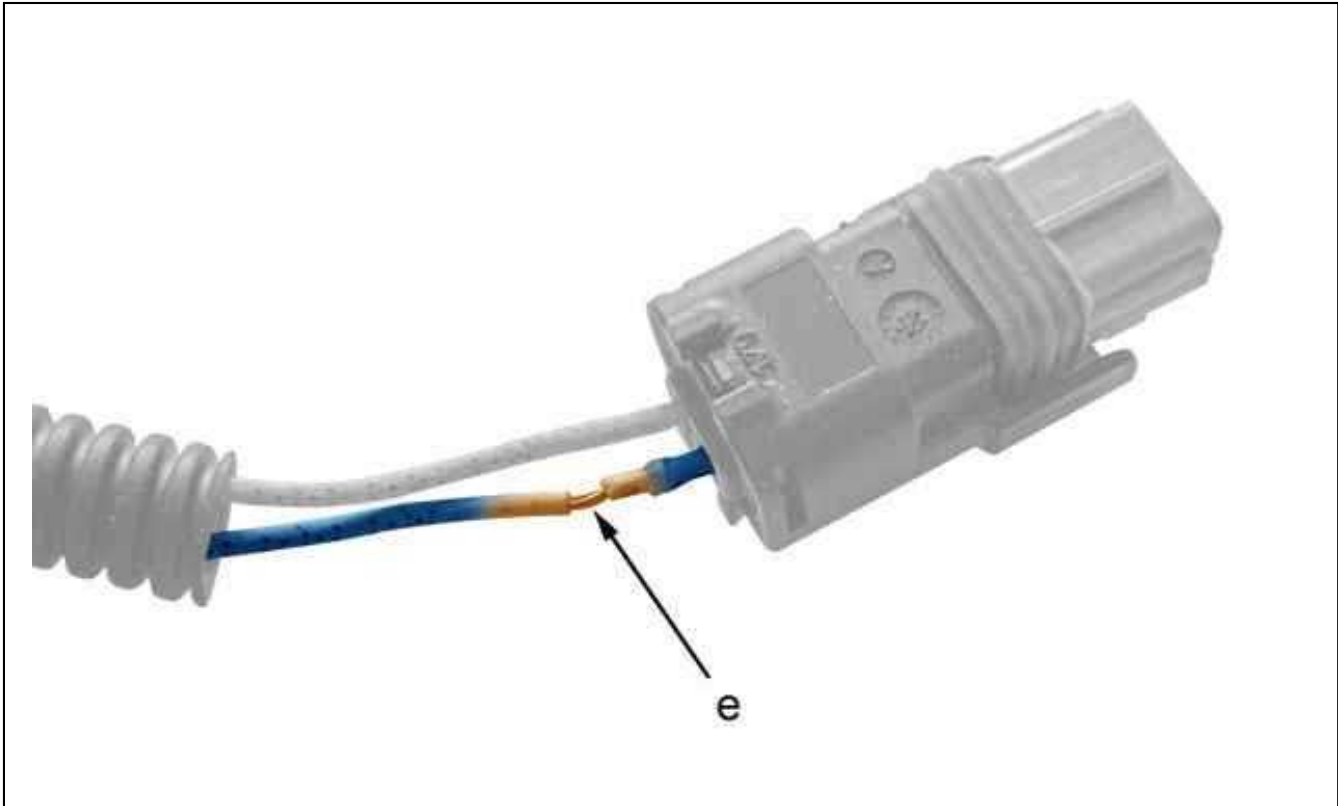


Figure : D6AM03ZD

"e" Wire cut at the connector outlet.

7.5.1 - Pre-wired connector available from the Replacement Parts Department (Contact + wire assembly).

Apply the following methods in order :

- Method for unclipping a contact (5.5)
- Method for stripping a wire (5.3)
- Method for selecting a wire (5.2)
- Method for selecting a contact (5.6)
- Method for positioning a contact in its cell (5.7)
- Method for selecting a protector (5.13)

ESSENTIAL : If the contact is oxidised, replace the contact, create a low harness point at the connector outlet (modify the drip channel routing) and depending on the degree of oxidation, add grease in the connector (contact cleaner).

7.5.2 - Pre-wired connector available from the Replacement Parts Department.

Apply the following methods in order :

- Method for stripping a wire (5.3)
- Method for restoring the covering (5.12)
- Method for selecting a protector (5.13)

ESSENTIAL : If the contact is oxidised, replace the contact, create a low harness point at the connector outlet (modify the drip channel routing) and depending on the degree of oxidation, add grease in the connector (contact cleaner).

No component of the connector available from the Replacement Parts Department.

Replace the harness .

7.6. Wire cut at the overmoulded connector outlet

Apply the following methods in order :

- Method for checking a wire (5.1)

- Method for stripping a wire (5.3)
- Method for selecting a wire (5.2) (In the case of an unusable wire)
- Method for restoring the covering (5.12)
- Method for selecting a protector (5.13)

ESSENTIAL : If the wire is unusable and a passage hole is available, fit a grommet ; If an additional wire is available, use it and carry out the operations on each side of the overmoulded connector.

ESSENTIAL : If more than 4 wires are cut, the harness must be replaced.

7.7. Trapped wire

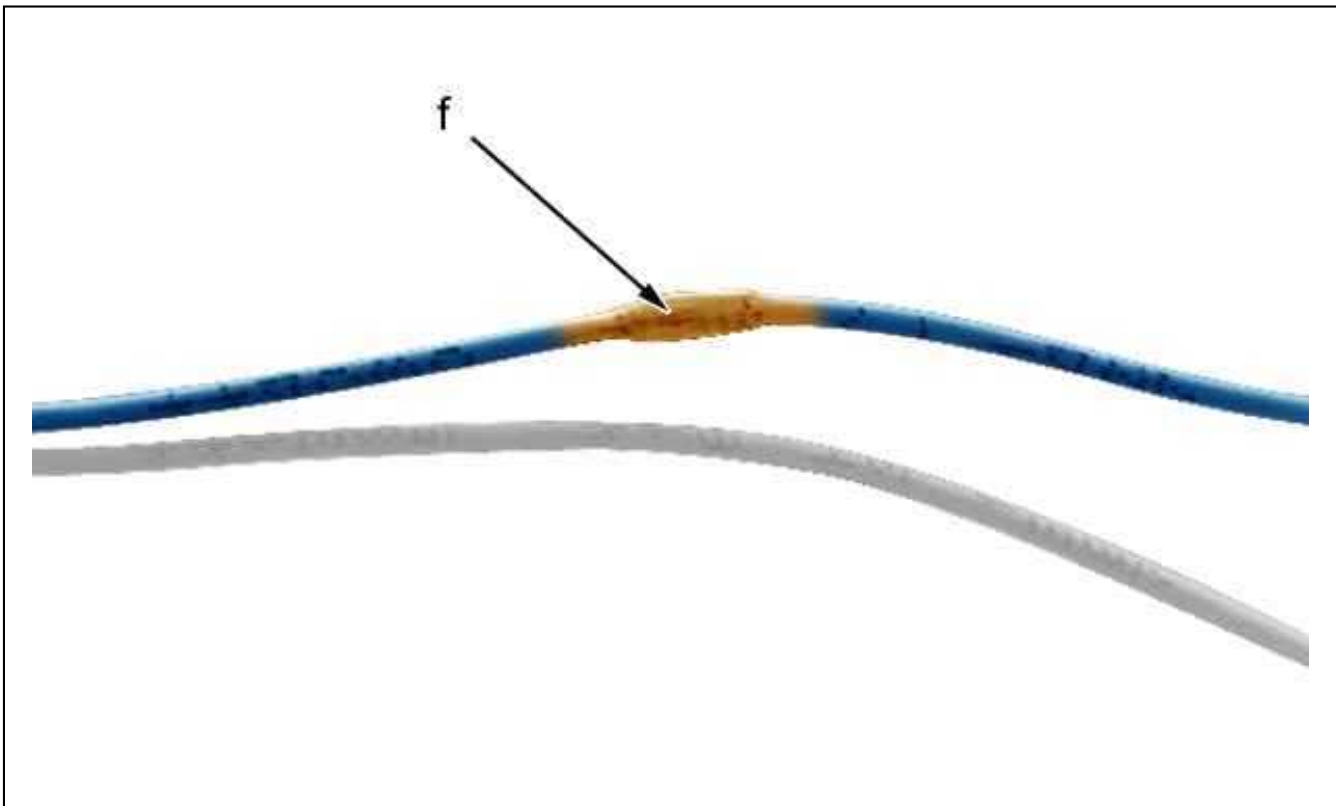


Figure : D6AM040D

"f" Trapped wire.

Apply the following methods in order :

- Method for checking a wire (5.1)
- Method for stripping a wire (5.3)
- Method for selecting a wire (5.2) (In the case of an unusable wire)
- Method for restoring the covering (5.12)
- Method for selecting a protector (5.13)

ESSENTIAL : If the wire is unusable, cut the wire at the accessible points (near the connectors) and apply section 4.1 observing 2 rules : Remain in the same harness, retain the numbering of the wires (Cut the wire in such a way as to retain the numbered ends).

ESSENTIAL : If more than 4 wires are trapped, the harness must be replaced.

7.8. Stripped wire

Apply the method for selecting a protector (5.13).

7.9. Faulty crimping of a contact (Electrical resistance too high)

Apply the method for tin soldering (5.4).

7.10. Faulty earth point

Apply the method for repairing the earth points (5.14).

CONFIGURATION : ALARM ECU

1. Vehicle concerned

CITROEN DISPATCH 3.

From Diagbox remote update version 5.29.

2. Summary

Safety recommendations ⓘ .

Preliminary operations ⓘ .

Configuration ⓘ .

Configuring by Internet ⓘ .

Procedure to be applied after the configuring by internet ⓘ .

Configuration tables ⓘ :

- Table 1 : Vehicle configuration ⓘ
- Table 2 : Configuration of Thatcham mode ⓘ
- Table 3 (If fitted on the vehicle) : Configuration of the anti-lift function ⓘ

3. Safety recommendations

The configuration operation is a delicate operation which has direct consequences for the operation of the vehicle. Incorrect configuration can have adverse effects on :

- Safety (Deactivation of the vehicle's protection systems)
- The overall operation of the vehicle (complete loss or downgrading of vehicle functions)
- Vehicle diagnostics (Recording of fault codes that can cause the diagnostic tool's diagnostic methods to fail, leading to unjustified replacements of parts)

Before any attempt to start the engine :

- Check that the parking brake is activated
- If an automatic gearbox, check that the gear lever is in position "P " (Park)
- If a manual gearbox, check that the gear lever is in neutral

4. Preliminary operations

Before any operations :

- Establish communication with the ECU ; Using a diagnostic tool
- Print out all the diagnostic tool screens that indicate the configuration parameter values, or note down these values by hand

5. Configuration

If configuring the ECU :

- Establish communication with the ECU
- Perform the configuration by internet
- Check the download

If replacing an ECU :

- Fit the new ECU
- Establish communication with the ECU

- Perform the configuration by internet
- Check the download
- Perform the programming operations (If necessary)

5.1. Configuring by Internet

Perform the configuration by internet.

CAUTION : If the configuration by internet does not work (presence of a message on the diagnostic tool indicating the error code associated with the phrase "repeating the operation will serve no purpose"), perform a manual configuration instead of the configuration by internet (refer to the configuration table).

5.2. Procedure to be followed after configuration

Check and if necessary repeat the parameters after the configuration by internet.

6. Configuration tables

Having selected the menu "manual configuration", you have the following parameters available :

- Table 1 : **Vehicle configuration** 
- Table 2 : **Configuration of Thatcham mode** 
- Table 3 (If fitted on the vehicle) : **Configuration of the anti-lift function** 

6.1. Vehicle configuration

Vehicle configuration		
Configuration parameters	Values to be configured	Comments
Country	United Kingdom	For vehicles destined to be sold in the United Kingdom (England, Wales, Scotland and Northern Ireland)
	Sweden	For vehicles destined to be sold in Sweden
	OTHERS	For all vehicles not destined to be sold in Switzerland, Sweden or the United Kingdom
Module operating mode	Switzerland	(1) According to country
	Europe	
Anti-tilt	absent	(2)
Indicator light control	By the alarm ECU	(2)
Sensitivity of the internal sensors	Sensitivity 4	For vehicles with partition
	Sensitivity 11	For vehicles without partition, with short body
	Sensitivity 13	For vehicles without partition, with long body

(1) To be configured according to the equipment.

(2) Configuration of another prohibited value.

(3) Parameter configured automatically during the "choice of the service schedule" procedure.

(4) Parameters which must always be checked following a configuration over the internet.

6.2. Table 2 : Configuration of Thatcham mode

Configuration of Thatcham mode		
Configuration parameters	Values to be configured	Comments

Initialisation of the overall counter	Prohibited	(2)
Initialisation of the external counter	Prohibited	(2)
Time delay on the overall counter	15 seconds	(2)
Overall counter	Inactive	(2)
Maximum value of the external counter	10	(2)
Maximum value of the overall counter	10	(2)
Maximum value of the internal counter	10	(2)
Maximum value of the anti-lift counter	10	(2)

- (1) To be configured according to the equipment.
 (2) Configuration of another prohibited value.
 (3) Parameter configured automatically during the "choice of the service schedule" procedure.
 (4) Parameters which must always be checked following a configuration over the internet.

6.3. Table 3 : Configuration of the anti-lift function

Vehicle not affected.

CONFIGURATION : INSTRUMENT PANEL

1. Vehicle concerned

CITROEN DISPATCH 3, CITROEN DISPATCH Atlante.
From Diagbox remote update version 7.09.

2. Summary

Safety recommendations ⓘ .

Preliminary operations ⓘ .

Configuration ⓘ :

- Configuring by Internet ⓘ
- Procedure to be followed after configuration ⓘ

Configuration tables ⓘ .

3. Safety recommendations

N.B. : Configuration is a sensitive operation which has a direct effect on the correct operation of the vehicle.

Incorrect configuration can have adverse effects on :

- Safety (deactivation of protection systems in the vehicle)
- The overall operation of the vehicle (Down-grading or complete loss of the vehicle's functions)
- Vehicle diagnostics (Recording of fault codes that can cause the diagnostic tool's diagnostic methods to fail, leading to unjustified replacements of parts)

Before attempting to start the engine :

- Check that the parking brake is activated
- If an automatic gearbox, check that the gear lever is in position "P " (Park)
- For a manual gearbox, check that the gear lever is in neutral

4. Preliminary operations

Before any operations :

- Establish communication with the ECU, using the diagnostic tool
- Print out all the diagnostic tool screens that indicate the configuration parameter values, or note down these values by hand

5. Configuration

If configuring the ECU :

- Establish communication with the ECU
- Perform the configuration by internet
- Check the download

If downloading to an ECU :

- Establish communication with the ECU
- Carry out the download
- Perform the configuration by internet

- Check the download
- Perform the programming operations (if necessary)

If replacing an ECU :

- Fit the new ECU
- Establish communication with the ECU
- Perform the configuration by internet
- Check the download
- Perform the programming operations (if necessary)

5.1. Configuring by Internet

Perform the configuration by internet.

CAUTION : If the configuration by internet does not work (presence of a message on the diagnostic tool indicating the error code associated with the phrase "repeating the operation will serve no purpose"), perform a manual configuration instead of the configuration by internet (refer to the configuration table).

5.2. Procedure to be followed after configuration

Check and if necessary repeat the parameters after the configuration by internet.

6. Configuration tables

Having selected the menu "manual configuration", you have the following parameters available.

Instrument panel configuration		
Configuration parameters	Valued to be configured	Comments
Maintenance indicator function	Present	(2)
Oil level function	Absent	(1)
	Present	If there is an oil level on the instrument panel display

(1) To be configured according to the equipment.

(2) Configuration of another prohibited value.

(3) Parameter configured automatically during the "choice of the service schedule" procedure.

(4) Parameters which must always be checked following a configuration over the internet.