



Technical Note 3623A

JEX 0

Basic manual: Technical Note 3385A

FAULT FINDING **Special notes**

Software version: 3.9

77 11 311 462

JULY 2002

EDITION ANGLAISE

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

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

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IMMOBILISER

Fault finding - Introduction

82A

**These changes involve new coding for each IMMOBILISER function fault.
Fault processing is as described in Technical Note 3385A.
It also contains the customer complaints and fault-finding charts.**

This information can be viewed with the diagnostic tool under FAULT CONTROL by communicating with the IMMOBILISER function.

This application requires software version **No. 0390 Vdiag: 04**.

IMPORTANT: The connection unit cannot be configured if the battery is low. The proper voltage (> 9.5 V) must be available.

IMMOBILISER

Fault finding - Fault Interpretation

82A

DF055 PRESENT OR STORED	<u>CODED LINE CIRCUIT</u> CO.0 : Short circuit to earth CC.1 : Short circuit to + 12 V
--	--

NOTES	None.
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CO.0 - CC.1	NOTES	None.
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<p>Check the injection computer connections and MOT connector in the passenger compartment connection unit. Repair if necessary.</p>
<p>Check insulation from earth and from + 12 V of the connection between: Passenger compartment connection unit MOT connector track 18 —————▶ Track (*) of the injection computer</p> <p>Repair if necessary. If not, contact your Techline.</p>

(*)	Track 35 for engine F3R Track 58 for engine F4R Track 50 for engine L7X Track 59 for engine F9Q Track 1-G2 for engine G9T Track 1 of coded solenoid valve (G8T)
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AFTER REPAIR	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
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IMMOBILISER

Fault finding - Fault Interpretation

82A

DF061 PRESENT OR STORED	<u>CLOCK LINE</u> CC : Short circuit
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NOTES	None.
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CC	NOTES	None.
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Disconnect ring and see if fault is still present. If fault DF061 is gone, replace the transponder ring.
Check insulation from earth and from + 12 Volts of the connection between: Passenger compartment connection unit ECH connector track 22 → Track 3 antenna ring connector Repair if necessary.
If the fault persists, contact your Techline.

AFTER REPAIR	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
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IMMOBILISER

Fault finding - Fault Interpretation

82A

DF062 PRESENT OR STORED	<u>DATA LINE</u> CC.0 : Short circuit to earth OC : Open circuit or short circuit to + 5 V / 12 V
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NOTES	None.
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CC.0	NOTES	None.
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Ensure insulation against earth of the connection between: Passenger compartment connection unit ECH connector track 8 → Track 4 antenna ring connector
Repair if necessary.
Disconnect the 6-track antenna ring connector. With the ignition off, check for 12 V on track 9 of the passenger compartment connection unit ECH connector. If the value is faulty (+ before ignition), change the connection unit.
Reconnect the 6-track antenna ring connector. With the ignition off, check for 12 V on track 9 of the passenger compartment connection unit ECH connector. If the value is faulty (+ before ignition), change the antenna ring.
Switch off the ignition and wait until the immobiliser warning light flashes (immobiliser active). Disconnect the antenna ring. If DF062 is no longer in short circuit (CC.0), the ring is defective. Replace the antenna ring. If DF062 is in short circuit (CC.0), contact your Techline.

AFTER REPAIR	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
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IMMOBILISER

Fault finding - Fault Interpretation

82A

DF062 CONTINUED	
----------------------------------	--

NOTES	None.
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CO	NOTES	None.
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<p>Check the continuity of the connection between: Passenger compartment connection unit ECH connector track 8 —————▶ Track 4 antenna ring connector</p> <p>Repair if necessary.</p>
<p>Switch off the ignition and wait until the immobiliser warning light flashes (immobiliser active). Disconnect the antenna ring. If DF062 is no longer in open circuit, the ring is defective. Replace the antenna ring. If DF062 is in open circuit, contact your Techline.</p>

AFTER REPAIR	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
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IMMOBILISER

Fault finding - Fault Interpretation

82A

DF063 PRESENT OR STORED	<u>SOLENOID VALVE ACKNOWLEDGEMENT</u>
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NOTES	G8T engine
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<p>Turn on the diagnostic tool's oscilloscope function. With the ignition on again, check for a pulse on track 18 of the passenger compartment connection unit MOT connector. Ignition on, if there are no pulses, change the connection unit.</p>
<p>Switch on the ignition for more than 30 consecutive seconds, then switch off the ignition and wait until the immobiliser warning light flashes (immobiliser active). Turn the ignition back on and see if ET167 is steadily lit.</p> <p>Is ET167 steadily lit?</p>

YES	Change the passenger compartment connection unit.
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NO	Replace the solenoid valve coded electronic unit.
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AFTER REPAIR	Clear the fault memory. Carry out a check using the diagnostic tool. Deal with any other possible faults.
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IMMOBILISER

Fault finding - Interpretation of states

82A

ET001	<u>IMMOBILISER</u>
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NOTES	None.
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ET001: INACTIVE	The vehicle will not start.
------------------------	------------------------------------

<p>Make sure there are no immobiliser or injection function faults. Make sure the keys are the right ones (Espace key, right number ordered). Repair if necessary. Check for change in immobiliser function status ET002 and ET003. Check immobiliser status in the injection function. Repair if necessary. If the fault persists, contact your Techline.</p>
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ET001: ACTIVE	The vehicle starts.
----------------------	----------------------------

<p>Make sure there are no immobiliser or injection function faults. Repair if necessary. Check immobiliser activation. Repair if necessary. See if immobiliser status switches to ACTIVE in the injection function. If the fault persists, contact your Techline.</p>

AFTER REPAIR	Deal with any possible faults. Clear the fault memory.
---------------------	---

ET002	<u>KEY CODE RECEIVED</u>
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NOTES	None.
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ET002: INACTIVE	Transponder key displayed.
------------------------	-----------------------------------

Make sure there are no immobiliser function faults.
Remove any metal objects near the key.
Make sure the keys are the right ones (Espace key, right number ordered).
Repair if necessary.
Insert the key head into another Espace. If status **ET002** is still INACTIVE, replace the key head(s). If status **ET002** switches to ACTIVE, check the connections in the vehicle concerned.
If the fault persists, contact your Techline.

ET002: ACTIVE	Transponder key not displayed.
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Make sure there are no immobiliser function faults.
Repair if necessary.
Disconnect the transponder ring; if status **ET002** becomes inactive, replace the transponder ring.
If the fault persists, contact your Techline.

AFTER REPAIR	Deal with any possible faults. Clear the fault memory.
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ET003	<u>VALID KEY CODE</u>
--------------	-----------------------

NOTES	None.
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ET003: INACTIVE	Transponder key displayed.
------------------------	-----------------------------------

Make sure there are no immobiliser function faults.
Check whether status **ET002** is OK.
Repair if necessary.
If the fault persists, contact your Techline.

ET003: ACTIVE	Transponder key not displayed.
----------------------	---------------------------------------

Make sure there are no immobiliser function faults.
Repair if necessary.
Disconnect the transponder ring; if status **ET003** becomes inactive, replace the transponder ring.
Check whether status **ET002** is OK.
If the fault persists, contact your Techline.

AFTER REPAIR	Deal with any possible faults. Clear the fault memory.
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ET004	<u>+ 12 V ACCESSORIES</u>
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NOTES	None.
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ET004: INACTIVE	+ 12 V accessories on.
------------------------	-------------------------------

Check the ignition switch connections.
Voltage not present.
Check fuse **F33**.
Check the continuity between **track 1** of the ignition switch and **track 5** of the yellow 26-track SS1 connector in the connection unit.
Check for 12 V in **track 5** of the yellow 26-track SS1 connector in the connection unit.
Check the connections of the SS1 connector in the connection unit.
Repair if necessary.
Contact your Techline.

ET004: ACTIVE	+ 12 V accessories off.
----------------------	--------------------------------

Check for the absence of 12 V in **track 5** of the yellow 26-track SS1 connector in the connection unit.
Check the connections of the SS1 connector in the connection unit.
Repair if necessary.
If no voltage, contact your Techline.

AFTER REPAIR	Deal with any possible faults. Clear the fault memory.
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ET005	<u>+ 12 V AFTER IGNITION</u>
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NOTES	None.
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ET005: INACTIVE	+ 12 V after ignition on.
------------------------	----------------------------------

Check the ignition switch connections.
Voltage not present.
Check fuse **F15**.
Check the continuity between **track 2** of the ignition switch and **track 17** of the yellow 26-track SS1 connector in the connection unit.
Check for 12 V in **track 17** of the yellow 26-track SS1 connector in the connection unit.
Check the connections of the SS1 connector in the connection unit.
Repair if necessary.
Contact your Techline.

ET005: ACTIVE	+ 12 V after ignition off.
----------------------	-----------------------------------

Check for the absence of 12 V in **track 17** of the yellow 26-track SS1 connector in the connection unit.
Check the connections of the SS1 connector in the connection unit.
Repair if necessary.
Contact your Techline.

AFTER REPAIR	Deal with any possible faults. Clear the fault memory.
---------------------	--

ANALYSIS OF IMMOBILISER CONDITIONS

The following four STATUSES display proper immobiliser system function and various malfunctions:

ET002: Key code received

ET003: Key code valid

ET001: Immobiliser

ET130: Immobiliser warning light

To test the transponder keys and/or the interconnection box, simply carry out a combined check of the four statuses.

1. System working properly, key recognised.

ET002: YES

ET003: YES

ET001: INACTIVE

ET130: ACTIVE (3 seconds)

2. Faulty key or wrong key for ESPACE vehicle or defective ring.

ET002: NO

ET003: NO

ET001: ACTIVE

ET130: INACTIVE

3. Key belongs to another ESPACE

ET002: YES

ET003: NO

ET001: ACTIVE

ET130: INACTIVE

4. Faulty connection unit, right key, but connection unit fails to unlock.

ET002: YES

ET003: YES

ET001: INACTIVE

ET130: ACTIVE (3 seconds)

AFTER REPAIR

Deal with any possible faults.
Clear the fault memory.

ET007	<u>FORCED PROTECTION MODE</u>
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NOTES	+ After ignition.
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This status indicates immobiliser function activation by diagnostics following command **AC004**.

AFTER REPAIR	Repeat the conformity check.
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ET131	<u>TRANSPONDER PROGRAMMING COMPLETED</u>
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NOTES	+ After ignition.
--------------	-------------------

ET131: YES

This status indicates whether the immobiliser system has been programmed for the keys.

AFTER REPAIR	Repeat the conformity check.
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ET132	<u>1st TRANSPONDER KEY PROGRAMMED</u>
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NOTES	+ After ignition.
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This status indicates whether the first transponder key has been programmed.

AFTER REPAIR	Repeat the conformity check.
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ET138	<u>KEY PROGRAMMING COMPLETE</u>
--------------	---------------------------------

NOTES	+ After ignition.
--------------	-------------------

ET138: YES

This status indicates whether the vehicle has been programmed for the transponder keys.

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Introduction

83A

These changes involve processing and new coding for status and parameters in the INSTRUMENT PANEL CONFIGURATION and READ CONFIGURATION functions.

This application requires software version **No. 0390** and **Vdiag: 04**.

**IMPORTANT: The instrument panel cannot be configured if the battery is low.
The proper voltage must be available.**

INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET001	<u>+12 V ACCESSORIES</u>
--------------	--------------------------

NOTES	None.
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ET001: INACTIVE	+ 12 V accessories on.
------------------------	-------------------------------

<p>Check the ignition switch connections. Voltage not present. Check fuse F33. Check the continuity between track 1 of the ignition switch and track 5 of the yellow 26-track SS1 connector in the connection unit. Check for 12 V in track 5 of the yellow 26-track SS1 connector in the connection unit. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>

ET001: ACTIVE	+ 12 V accessories off.
----------------------	--------------------------------

<p>Check for the absence of 12 V in track 5 of the yellow 26-track SS1 connector in the connection unit. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>
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AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

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

NOTES	None.
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ET002: INACTIVE	+ 12 V after ignition on.
------------------------	----------------------------------

<p>Check the ignition switch connections. Voltage not present. Check fuse F15. Check the continuity between track 2 of the ignition switch and track 17 of the yellow 26-track SS1 connector. Check for 12 V in track 17 of the yellow 26-track SS1 connector in the connection unit. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>
--

ET002: ACTIVE	+ 12 V after ignition off.
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<p>Check for 12 V in track 17 of the yellow 26-track SS1 connector in the connection unit. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>
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AFTER REPAIR	Repeat the conformity check.
---------------------	------------------------------

INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET060	<u>VALID RADIOFREQUENCY KEY</u>
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NOTES	None.
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ET060: INACTIVE	RF key pressed.
------------------------	------------------------

See if the batteries in the remote control are OK.
Repair if necessary.
Check whether status **ET067** is OK.
Repair if necessary.
If the fault persists, contact your Techline.

ET060: ACTIVE	RF key not pressed.
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Check whether status **ET067** is OK.
Repair if necessary.
Reprogram.
If the fault persists, contact your Techline.

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET062	<u>SEAT BELT ALARM</u>
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NOTES	+ 12 V after ignition. Seat belt buckled.
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ET062: INACTIVE	BELT BUCKLED
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<p>Check the belt switch connections and make sure the switch works properly. Repair if necessary. Check for the earth in track 1 of connection R496. Check the continuity between track 1 of connection R496 and track 22 of the yellow 26-track SS1 connector. Check the connections of the SS1 connector in the connection unit. Check the condition of the seat belt bulb. Repair if necessary. Contact your Techline.</p>
--

ET062: ACTIVE	BELT NOT BUCKLED
----------------------	-------------------------

<p>Check the belt switch connections and make sure the switch works properly. Repair if necessary. Check for no earth in track 1 of connection R496. Check the insulation from earth between track 1 of connection R496 and track 22 of the yellow 26-track SS1 connector. Check the connections of the SS1 connector in the connection unit. Repair if necessary. Contact your Techline.</p>

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET067	<u>RF FRAME RECEIVED</u>
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NOTES	None.
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ET067: INACTIVE	RF key pressed.
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<p>Make sure there are no faults in the connection unit function. Repair if necessary. Make sure the radiofrequency remote control (Espace part) is OK. See if the batteries in the remote control are OK. Repair if necessary. Check status ET067 functioning on another vehicle. If the status does not change to ACTIVE, replace the key head. If the status becomes ACTIVE properly, contact your Techline. Reprogram. If the fault persists, contact your Techline.</p>

ET067: ACTIVE	RF key not pressed.
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<p>Make sure there are no faults in the connection unit function. Repair if necessary. Reprogram. If the fault persists, contact your Techline.</p>

AFTER REPAIR	Repeat the conformity check.
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RADIOFREQUENCY KEY STATUS ANALYSIS

The following two STATUSES display proper functioning of the remote control system and its various malfunctions:

ET067: RF frame received

ET060: Valid RF key

To test the transponder keys and/or the interconnection box, simply carry out a combined check of the two statuses.

1. System functioning properly, radiofrequency key recognised.

ET067: YES

ET060: YES

2. Faulty radio key or wrong key for ESPACE vehicle.

ET067: NO

ET060: NO

3. Radiofrequency key belongs to another ESPACE.

ET067: YES

ET060: NO

AFTER REPAIR

Repeat the conformity check.

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

PR027

COOLANT TEMPERATURE

NOTES

+ after ignition on.

COOLANT TEMPERATURE refers to the engine coolant.

The reading is on a scale of 1 to 9. This matches the number of blocks displayed on the instrument panel.

The bar climbs with the temperature:

Minimum temperature < level 1 < 55°C

55°C < level 2 < 67°C

67°C < level 3 < 80°C

80°C < level 4 < 97°C

97°C < level 5 < 102°C

102°C < level 6 < 107°C

107°C < level 7 < 112°C

112°C < level 8 < 115°C

115°C < level 9 < maximum temperature

AFTER REPAIR

Repeat the conformity check.

INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

PR035	<u>FUEL LEVEL</u>
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NOTES	+ after ignition on.
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The FUEL LEVEL information reflects the amount of fuel in the tank.
The reading is on a scale of 1 to 9. This matches the number of blocks displayed on the instrument panel.

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of parameters

83A

P:R036	<u>OIL LEVEL</u>
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NOTES	+ after ignition on.
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The OIL LEVEL INFORMATION reflects the amount of oil in the engine sump. The reading is on a scale of 1 to 9. This matches the number of blocks displayed on the instrument panel.

After replacing a connection unit or battery, or a voltage drop, the display might be 0 (zero). Follow these steps for an accurate reading:

- switch off the ignition,
- close the driver's door,
- wait for more than 1 minute,
- open the door,
- switch on the ignition;
- the level should now be displayed.

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET061	<u>SOURCE OF LAST OPENING ELEMENT COMMAND</u>
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NOTES	None.
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There are two possible sources:

Electric door locking: doors and boot last opened by manual lock/unlock control in the courtesy light console.

Radiofrequency remote control: doors and boot last opened by vehicle's remote control.

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET070	<u>REMOTE CONTROL PROGRAMMING COMPLETED</u>
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NOTES	+ 12 V after ignition.
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This status indicates that the instrument panel and connection unit have memorised the radiofrequency transmitters.

AFTER REPAIR	Repeat the conformity check.
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ET075	<u>REMOTE CONTROL PROGRAMMING IN PROGRESS</u>
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NOTES	+ 12 V after ignition.
--------------	------------------------

The status is **YES** during programming of one or more radiofrequency remote controls. In other words, after pressing on the electric door lock control > 5 seconds (ignition off).

AFTER REPAIR	Repeat the conformity check.
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INSTRUMENT PANEL

Fault finding - Interpretation of states

83A

ET076	<u>NUMBER OF RF KEYS MEMORISED</u>
--------------	------------------------------------

NOTES	+ 12 V after ignition.
--------------	------------------------

This status indicates the number of radiofrequency keys store in the instrument panel (0, 1 or 2 keys).

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

INSTRUMENT PANEL

Fault finding - Configurations

83A

NOTES

Ignition off.

CF129: With hazard lights reminder on radiofrequency remote control

This configuration makes the hazard lights come on when the radiofrequency remote control is pressed (doors closed).

CF128: Without hazard lights reminder on radiofrequency remote control

This configuration prevents the hazard lights from coming on when the radiofrequency remote control is pressed (doors closed). It is required when a second alarm is installed. Then the hazard lights are controlled by the alarm when the remote control is pressed.

LC043: This display is used to check the current configuration.

AFTER REPAIR

Repeat the conformity check.

CONNECTION UNIT

Fault finding - Introduction

87B

These changes cover a new way of dealing with a fault in function DF052. The procedure for other faults is the same as in Note Technique 3385A.

This application requires software version **No. 0390** and **Vdiag: 04**.

IMPORTANT: The connection unit cannot be configured if the battery is low. The proper voltage must be available.

CONNECTION UNIT

Fault finding - Fault Interpretation

87B

DF052 PRESENT OR STORED	<p><u>EXTERIOR TEMPERATURE SENSOR CIRCUIT</u></p> <p>CC : Short circuit CO : Open circuit</p>
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NOTES	<p>+ after ignition on. Vehicle equipped with exterior temperature sensor. Vehicle without climate control.</p>
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CC	NOTES	None.
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Check the insulation against the earth and + 12 V in the connection between **track 16** of the yellow 26-track SS1 connector and **track 6** of the temperature sensor.
Repair if necessary.
If the fault persists, replace the temperature sensor.

CO	NOTES	None.
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Check the continuity of the connection between **track 16** of the yellow 26-track SS1 connector and **track 6** of the temperature sensor.
Repair if necessary.
Check the continuity of the connection between **track 3** of the yellow 26-track SS1 connector and **track 5** of the temperature sensor.
Repair if necessary.
If the fault persists, replace the temperature sensor.

AFTER REPAIR	<p>Clear the fault memory. Deal with any other possible faults.</p>
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NOTES

Ignition off.
Battery voltage > 9.5 V.

Configuration to carry out when a connection unit is replaced:

CF636 BII TYPE

A message on the screen says to check for the proper voltage (> 9.5 V).

Then a calibration is carried out.

The next screen displays the vehicle's equipment:

Type of engine	:	F3R, Z7X, F4R, L7X, G8T AS3, G8T TTP EGR, G9T, F9Q, F3R LPG
Vehicle type	:	JE0P or JE0E Except JE0P or JE0E
Steering wheel position	:	Right Left
Tailgate module	:	With None
Type of rear screen	:	Lit Opening element
With hazard lights reminder on radiofrequency remote control	:	With None
Type of heating and ventilation	:	Manual Climate control
Radio display	:	With None

Based on the preceding selections, the second configuration screen displays the following headings:

Trip Computer	:	With None
Type of air bag	:	SDM EC5
20-sec. oil level display	:	Press on trip computer + after ignition feed present

Next the configuration read screen appears.

AFTER REPAIR

Clear the fault memory.
Deal with any other possible faults.