

## ENGINE COOLANT TEMPERATURE WARNING LIGHT

The warning light comes on for four seconds (check stage) when the ignition is switched on and remains on whilst the fault is received. If the warning light is on this indicates that the engine coolant temperature is too high. The engine coolant overheating signal is sent to the instrument panel directly by the engine management control unit. The temperature is controlled by means of an on/off sensor.



When the ignition is turned ON (from off to on).

The control panel operates the coolant temperature overheating warning light each time the ignition is switched on for about 4 seconds as an initial check irrespective of the level of the engine coolant temperature overheating signal during this stage.

If the overheating input remains low for more than 5 seconds, the panel switches on the warning light and operates the temperature gauge at the end of the scale.

After the ignition is switched ON

When the sensor is switched off the panel lights up the warning light and operates the instrument at the end of the scale.

If the sensor is on, the warning light remains off and the temperature reading is the value calculated directly for values below 120°C (if the temperature is above 120°C the pointer is at the end of the scale and the warning light comes on).

The warning light should go out when the ignition is switched off.

Overheating signal connection diagnosis

It is not possible to carry out a fault diagnosis for the connection between the switch and the panel. If there is a faulty connection between the engine management control unit or the switch and the panel to prevent the warning light from coming, the instrument positions itself in the end of scale position and lights up the coolant overheating warning light when the panel calculates that the value is equal to or more than 120 degrees centigrade even though the input signal is constantly high. (no connection)



The management of the warning light is different because the engine coolant overheating signal can arrive from either the engine management control unit or switch "C" which corresponds to 50 degrees centigrade and "H" which is the end of scale at about 130 degrees centigrade.