

At the end of the test, the display will indicate the currently engaged gear as well as the driving mode selected. A missing indication of the driving mode signals a general faulty condition in the automatic transmission system or an oil "overtemperature" in the automatic gearbox.

Engine coolant maximum temperature (NO sensor), Handbrake (NO sensor), Fuel reserve (NC sensor in reserve), Door opening (4 NO sensors with doors closed)

During the test phase, it is visually checked the efficiency of the warning devices of these services (lamps or leds). If the sensors are sending signals (in alarm conditions) the relevant lamp will remain on until the related function returns to normal operating conditions. Otherwise, the optical warning indicators are disabled at the end of the test (after 6 secs.).

Wiring and sensor integrity is not checked.

Engine oil minimum pressure (NC sensor)

The warning lamp is checked for efficiency by lightening it up. A faulty operation of the warning indicator (13) indicates a faulty bulb.

Moreover, once the time dedicated to the test has elapsed, if the check circuit is correctly operating, the warning lamp remains on until the engine is started. Consequently, if at the end of the test (6 secs. elapsed) the warning lamp goes off, the wiring is interrupted or the pressure gauge is faulty.

Brake oil level (NC sensor)

The Led is checked for efficiency by lightening it up; a "burnt" led condition is evidenced by all the other warning lights lit up.

During the test phase, should a faulty condition on sensors or wiring be present, it is possible to quickly detect it as the relevant led remains on as long as the faulty condition persists.

Engine coolant level (NC sensor), Windshield washer fluid level (NC sensor)

(All circuits checking the above-mentioned levels feature a NC sensor with one connection to the Alfa Romeo Control and one connection to ground).

- By supplying the warning lamps in this phase, the operator is able to monitor the integrity or a faulty condition due to a burnt bulb.

- Sensor and wiring continuity is checked along with the fluid levels.
- Should a faulty condition be present, the warning lamp remains on for 15 secs. after the end of the "Test Phase".

Note:

The brake fluid level warning lamp comes on even for a faulty condition existing in the brake pad wear or stop lamp circuits.

Brake pad wear (2 NC sensors, 2 connections to the Alfa Romeo Control)

- By supplying the warning lamp in this phase, the operator is able to monitor the integrity or a faulty condition due to a burnt bulb.
- Wiring continuity is checked along with the condition of the pad internal filament.
- Should the wiring or the filament be interrupted, the warning lamp remains on for 15sec.± 10% after the end of the "Test Phase".
- By keeping the brake pedal pressed during the test phase, it is possible to obtain a pre-alarm signal as soon as the filament comes in contact with the brake disk.

Note:

The lighting up of this warning lamp corresponds to the simultaneous lighting up of the brake fluid level warning lamp.

Engine oil level (NC sensor with 2 connections with the Alfa Romeo Control)

The sensor is a "two-foil" type with a 12 Ω heating resistance.

- By supplying the warning lamp in this phase, the driver is able to monitor the integrity or a faulty condition due to a burnt bulb.