

**IMPORTANT** Depending on the trim levels, the dial of the instruments may be either light grey or black, with green or red light.

## A - Speedometer

**IMPORTANT** The rev counter may have different clock values depending on the different versions of the car.

## B - Mileage recorder with double meter display (total and trip)

The display shows:

- the mileage on the first line (6 figures)
- the trip meter (4 figures) on the second line.

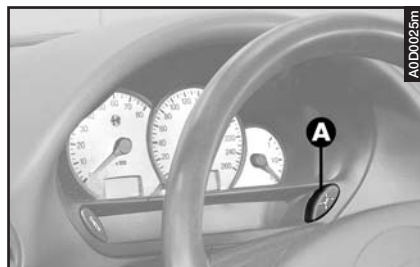


fig. 84

Reset the partial km. and hold the push-button pressed for approx. 1 second (**A**-fig. 84).

**IMPORTANT** The trip meter reading is not stored if the battery is disconnected.

## C - Check panel (fig. 85)

This electronic device checks and indicates any inefficiencies that may adversely affect running the car and driving safety.

The check panel mainly performs two functions:

- 1) Warning lights check.

Moving the ignition key to **MAR** the following warning lights and displays turn on and go out after approx. 6 seconds:

- 1 - Electronic automatic gearbox (where applicable)
- 2 - Light failure
- 3 - Low brake fluid and/or handbrake engaged
- 4 - Front brake pad wear
- 5 - Low engine oil level
- 6 - Fuel reserve
- 7 - Maximum engine coolant fluid temperature
- 8 - Mileage recorder display
- 9 - Electronic automatic gearbox display (where applicable)

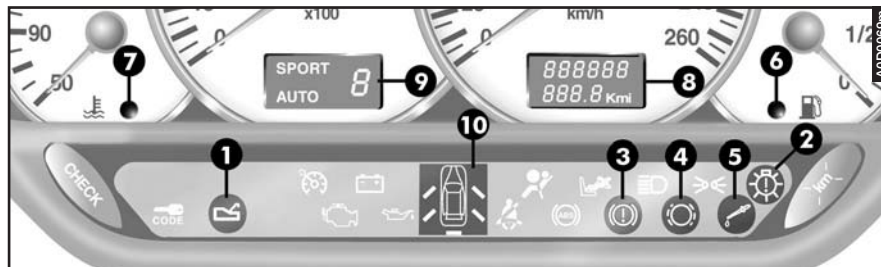


fig. 85



Any faults are signalled by the turning on of the corresponding warning light for approx. 15 seconds after the end of the check.

#### 2) Doors and boot open warning.

With the ignition key at **MAR**, if a led of the car symbol (**10**) lights up, the corresponding door or the boot has not been shut properly.

To repeat the check, with the ignition key in the **MAR** position and the engine off, press the button (**A**-fig. 86).



fig. 86

### D - Rev counter

The danger zone (red) indicates excessively high engine revs. Do not drive for long periods with the pointer in this area.

With the engine at idle speed, the rev counter may indicate a gradual or sudden speed increase depending on the cases; this is normal as it occurs in the normal operation, for example when the climate control compressor is engaged or the fan. In particular a slow change in speed helps preserve the battery charge.

**IMPORTANT** Depending on the versions/markets of the car, the rev counter may have danger sectors (red) of different size and with different top of scale values.

**IMPORTANT** The electronic ignition control system gradually shuts off the flow of fuel when the engine is "over-revving" resulting in a gradual loss of engine power.

### E - Fuel gauge and reserve warning light

This shows the amount of fuel left in the fuel tank.

This warning light comes on to indicate that about 9 litres of fuel are left in the tank.

**IMPORTANT** Under certain conditions (heavy slopes, for instance) the reading on the gauge may differ from the actual amount of fuel in the tank and changes in level may be indicated late.

This is part of the operating logic of the electronic control circuit to avoid highly unstable readings due to swaying of the fuel when travelling.



## F - Engine coolant temperature gauge and maximum temperature warning light (fig. 87)

This shows the temperature of the engine coolant fluid and begins when the fluid temperature exceeds about 50°C.

The pointer should normally be towards the middle of the scale. If the pointer reaches the higher temperature values the request for vehicle performance should be decreased.

The illumination of this warning light indicates an excessive temperature of the engine cooling fluid. In this case, stop the car and contact Alfa Romeo Authorized Services.

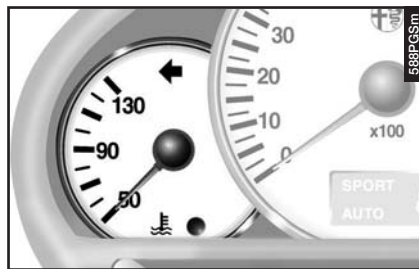


fig. 87

**IMPORTANT** The temperature of the engine coolant may rise towards the maximum values by obstruction or dirt on the outer part of the engine cooling radiator.

In this case you are advised to inspect and remove any obstructions and have the outside of the radiator washed as soon as possible.

## G - The warning lights

**IMPORTANT** The presence of the warning lights may vary depending on the type of engine and trim level.




### Insufficient brake fluid and/or handbrake on

This warning light stays on for about 15 seconds, after the end of the check, when the level of the brake fluid falls below the minimum, possibly due to a leakage in the system and when the handbrake is engaged.

When the ignition key is turned to **MAR** the warning light comes on but must go out after approx. 6 seconds.



### WARNING

*If the warning light  comes on while driving check if the handbrake is not engaged. If the warning lights stays on with the handbrake not engaged, stop immediately and contact Alfa Romeo Authorized Services.*






### Air bag malfunction

When the ignition key is turned to the **MAR** position the warning light will come on and should go out as after about. 4 seconds.

This warning light will come on permanently when an anomaly affecting the Air bag system is detected.



#### WARNING

*If the  warning light does not turn on when turning the ignition key to MAR or if it stays on when travelling, this could indicate a failure in safety retaining systems; under this condition air bags or pretensioners could not trigger in the event of collision or, in a restricted number of cases, they could trigger accidentally. Stop the car and contact Alfa Romeo Authorized Services to have the system checked immediately.*




### Insufficient oil pressure

This warning light should be out when the engine is running.

When the ignition key is turned to the **MAR** position the warning light comes on and should go out as soon as the engine is started.



**If the warning light  comes on when the vehicle is in movement, switch the engine off immediately and contact Alfa Romeo Authorized Services.**




### Low engine oil level

This warning light stays on for approx. 15 seconds, after the check, when the engine oil level is low.

With the ignition key at **MAR**, pressing the check button, the warning light turns on but must go out after approx. 6 seconds.

The oil level is checked only pressing the check button with the engine stopped. If the engine is started during the check, the check procedure is interrupted.



**If the  warning light stays on after the check, do not try to get peak performance out of the engine and top up the oil as soon as possible.**





### Low battery charge

This warning light should be out when the engine is running (a slight delay is permitted when the engine is running at idle speed).

If the warning light comes on, Alfa Romeo Authorized services should be contacted immediately.

When the ignition key is moved to the **MAR** position the warning light comes on and should go out as soon as the engine is started.



### Seat belts not fastened

When the ignition key is turned to **MAR** the warning light turns on but it must go out after approx. 15 seconds.

For versions/markets where applicable, the warning light turns on permanently when, with the key in the **MAR** position, the driver's seat belt is not fastened properly.



### Brake pad wear



This warning light comes on when the brake pedal is pressed and the front brake pads are found to be worn, have them replaced as soon as possible. When the ignition key is turned to **MAR** the warning light comes on but must go out after approx. 6 seconds.

**IMPORTANT** As the vehicle is fitted with brake pad wear sensors for the front wheels only, when these are replaced check the back brake pads at the same time.



### Alfa Romeo CODE system

When the ignition key is turned to **MAR** the warning light should come on and then go out. If the warning lights stays on with the key in the **MAR** position, it indicates a possible failure: see "The Alfa Romeo CODE system".

**IMPORTANT** The turning on contemporaneously of warning lights  and  indicates a failure of the Alfa Romeo CODE system.





**Engine control system (EOBD) failure** (versions in compliance with Directive 98/69/EC – EURO3 or Directive 2001/1/EC level B – EURO4)

Normally, when you turn the ignition key to **MAR**, the warning light must come on but must switch off when the engine is running. It initially lights up to indicate that the warning light is working.

If the warning light stays on permanently or comes on when the car is moving:

1) **With a fixed light** - indicates that the supply/ ignition system is malfunctioning that could cause high exhaust emissions, possible loss of performance, bad driveability and high consumptions.

In these conditions, you may continue to drive while avoiding asking a lot from the engine or high speeds. The prolonged use of the car when this warning light is on could cause damage. Contact an Alfa Romeo Authorized Service Station as soon as possible. The warning light turns off if the malfunction disappears, however the system stores the warning anyhow.

2) **Flashing light** - indicates that the catalytic converter could be damaged (see paragraph on “Engine control system (EOBD)” in this chapter).

If the warning light is on and flashing, take your foot off the accelerator and drive at low speeds until the warning light stops flashing; continue travelling at a moderate speed trying to avoid driving conditions that could cause the warning light to flash again. Contact an Alfa Romeo Authorized Service Station as soon as possible.



**If, when turning the ignition key to MAR, the warning light does not switch on or if, when driving, the light flashes or emits a fixed light, contact an Alfa Romeo Authorized Service Station as soon as possible.**



**Engine control system (EOBD)** (versions for markets where applicable)

1) In normal conditions, turning the ignition key to **MAR**, the dial warning light turns on but it should go off when the engine has started. The initial turning on indicates that the warning light is working properly.

2) If the warning light stays on or turns on when travelling, it indicates a fault in the supply /ignition system which could cause high exhaust emissions, possible lack of performance, poor handling and high consumption levels.

In these conditions, it is possible to continue driving without however demanding heavy effort or high speeds.

Prolonged use of the car with the warning light on may cause damage. Contact an Alfa Romeo Authorized Service as soon as possible.

The warning light turns off if the fault disappears, but it is still stored by the system.





### Glowplugs

(JTD and JTD 20V Multijet versions)

The warning light comes on when the ignition key is turned to **MAR** position. When the glowplugs have reached the established temperature the warning light will go out. Start the engine as soon as the warning light has gone out.

For versions/markets where applicable, the warning light flashes for approx. 30 seconds after starting the engine meaning that there is a fault to the glow plug warning system, in which case, contact Alfa Romeo Authorized Services.

With a high ambient temperature the warning light may turn on imperceptibly.



### Presence of water in the fuel oil filter

(JTD and JTD 20V Multijet versions)

When the ignition key is turned to the **MAR** position the warning light should come on and must go out after approx. 4 seconds.

The warning light switches on fixed when driving, to indicate the presence of water in the fuel oil filter.

In case the indicator light switches on, even if just for a few seconds, we recommend to contact an Alfa Romeo Authorised Service as soon as possible in order to purge the water from the fuel oil filter and avoid severe damages to the injection pump and to the fuel oil supply circuit as well as the engine irregular operation.



### Faulty ABS anti wheel-locking

This warning light comes on when the system is inefficient. In this case normal braking is ensured without though, making use of the ABS system. Alfa Romeo Authorized Services should however be contacted as soon as possible.

When the ignition key is turned to **MAR** the warning light comes on but must go out after approx. 4 seconds.




### WARNING

*The car is fitted with an electronic braking device (EDB). If the (ABS) and (1) warning lights turn on at the same time, this means that there is an EBD system fault; in this case violent braking may be accompanied by early rear wheel locking, with the possibility of skidding. Drive the car extremely carefully to the nearest Authorized Alfa Romeo workshop to have the system checked.*





## WARNING

*The turning on of only the  warning light with the engine running normally indicates a fault to the ABS system only. In this case the braking system is still efficient, though without the aid of the anti-lock device. Under these conditions performance of the EBD system may be reduced. In this case too, you are advised to go immediately to the nearest Authorized Alfa Romeo workshop, driving in such a way as to avoid sharp braking, to have the system checked over.*



### Left-hand direction indicator (intermittent)

This warning light comes on when the control lever is moved downwards or, together with the right-hand warning light, when the hazard warning lights are switched on.



### Right-hand direction indicator (intermittent)

This warning light comes on when the control lever is moved upwards or, together with the left-hand warning light, when the hazard warning lights are switched on.



### Sidelights

This warning light comes on when the sidelights are switched on.



### Lights failure

The warning light stays on for about 15 seconds, after the check, when a failure is detected on one of the following lights:

- low beam headlights
- high beam headlights
- flashing (only gas discharge headlights)
- side/taillights
- direction indicators
- brake lights (stop lights)
- third stop light
- rear fog guards
- number plate lights.

The warning of a fault may mean one or more blown bulb, a burnt fuse or cut off connection.

Turning the key to **MAR** the warning light turns on, but it should go out after about 5 seconds.





### Main-beam headlights

This warning light comes on when the main-beam is switched on.



### Cruise Control

(on request for versions/  
markets where applicable)

The warning light turns on, with the control switch in the **ON** position, when the device starts to act on the engine.



### VDC System (Vehicle Dynamics Control)

(on request for versions/  
markets where applicable)

Turning the ignition key to **MAR**, the warning light on the instrument cluster lights up and must go out after about 4 seconds.

If the warning light does not go out or stays on when travelling, contact Authorised Alfa Romeo Services. Although the absence of the VDC function does not affect the car safety, it is however recommended to drive at moderate speed.

Flashing of the warning light when travelling means that the VDC system has cut in.



### Electronic automatic gearbox (optional for versions markets where applicable)

This warning light stays on for about 15 seconds, after the check, for an automatic gearbox failure. When travelling, the warning flashes for a failure to the electronic automatic gearbox and it stays on permanently if the gearbox oil temperature is too high.

Turning the ignition key to **MAR** the warning light turns on but it must go out after about 6 seconds.



**If the warning light stays on permanently, reduce the performance level required from the engine until it goes out and then contact Authorized Alfa Romeo Services as soon as possible to have the gearbox oil level checked. If the warning light flashes, minimise the performance level required and contact Authorized Alfa Romeo Services immediately.**







### Passenger's Air bag deactivated

This warning light turns on when the passenger's Air bag is deactivated.



### WARNING

**Warning light  indicates also warning light  failure. This is indicated by intermittent flashing, over 4 seconds, of warning light . In this event, warning light  could be not up to indicate restraint system failures, if any. Stop the car and contact Authorized Alfa Romeo Services have the system checked.**

### H - Electronic automatic gearbox display (for Sportronic versions)

The display shows:

- the set operating mode (automatic/manual) on the left
- the gear engaged on the right.



## CLIMATE CONTROL

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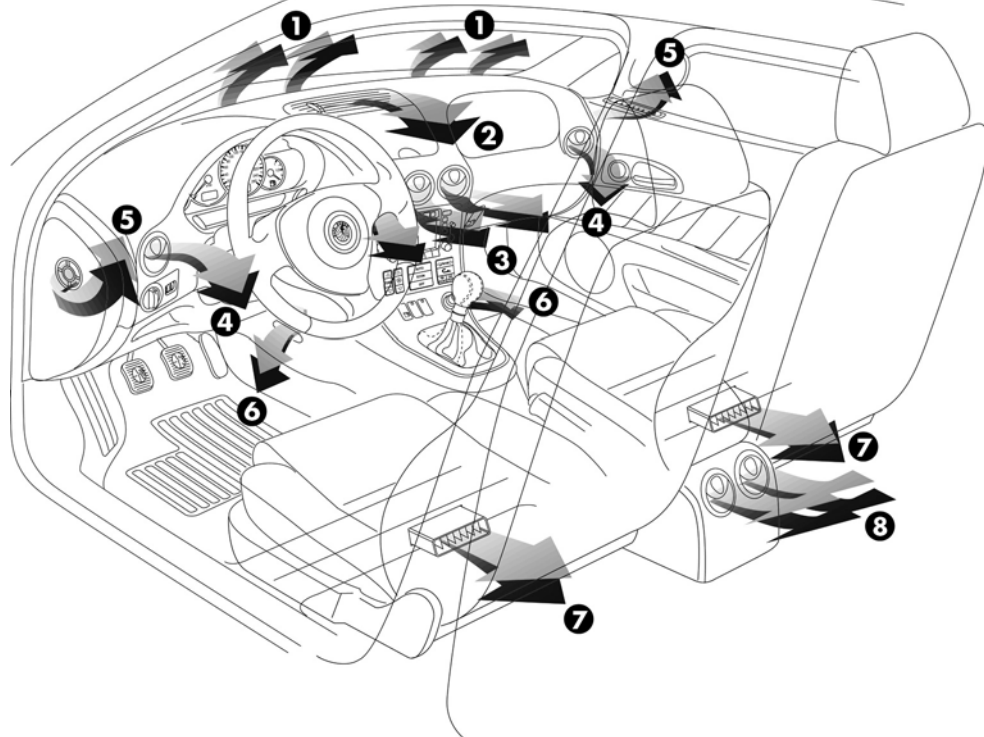


fig. 88



The passenger compartment climate control (heating, cooling and ventilation) can be used in the following ways:

- manual climate control, by selecting the functions using the control panel buttons;

- automatic climate control, managed by the system electronic control unit.

The air is admitted to the passenger compartment through a series of outlets/vents located on the dashboard, on the front door panels, centre console and floor as illustrated (**fig. 88**):

- 1 Centre vents for demisting/defrosting the windscreen
- 2 Upper adjustable centre vent
- 3 Central movable and adjustable outlets
- 4 Movable and adjustable side outlets
- 5 Vents for demisting/defrosting the side windows
- 6 Front seat floor vents
- 7 Rear seat floor vents
- 8 Rear seat adjustable and movable outlets.

### ADJUSTING THE CENTRE UPPER VENT (fig. 89)

The upper vent is fitted with an opening/closing control (**A**)

○ = Completely open

● = completely closed.

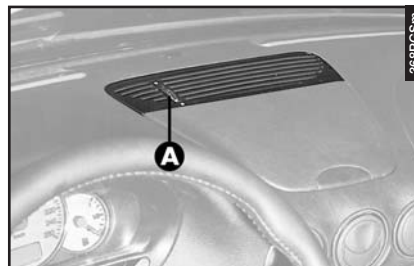


fig. 89



fig. 90

### ADJUSTABLE AND MOVABLE OUTLETS (fig. 90-91-92)

To open the round air vents, press on the fins (**A**) in point (**B**).

The air flow is directed by turning the outlets using the fins or changing their slope.

**Fig. 90:** front seats (in the middle of the dashboard)

**Fig. 91:** front seats (at the ends of the dashboard)

**Fig. 92:** rear seats (on the centre console).

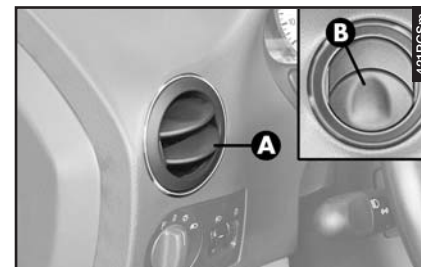


fig. 91



## SIDE VENTS (fig. 93)

The front door panels contain fixed side vents (A) for defrosting or demisting the side windows.



fig. 92



fig. 93

## CLIMATE CONTROL UNIT



The climate control system uses "R134a" coolant fluid which meets current regulations on the subject and which does not harm the environment in the event of leakage.

**Absolutely avoid the use of other fluids which are incompatible with the system components.**

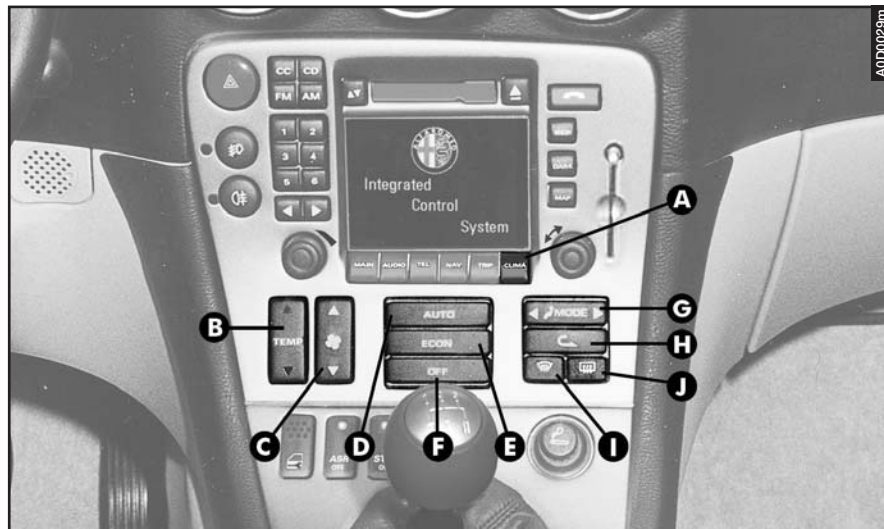


fig. 94



## EQUIVALENT TEMPERATURE

The system makes it possible to control the passenger compartment climate maintaining the “equivalent temperature” level required by the driver. This “equivalent temperature” is an estimator of the ideal temperature (obtained through the development of a complex mathematical algorithm) needed to obtain the best temperature and well-being in the passenger compartment.

To bring about this operating condition, select:

- the “equivalent temperature” required pressing the button (**B-fig. 94**);
- the **AUTO** position pressing the button (**D**).

**IMPORTANT** The compressor can be engaged automatically or manually. To switch from one operating mode to the other see the “Compressor on/off button” paragraph in this chapter.

## DESCRIPTION OF CONTROLS (fig. 94)

**A** - Climate control dedicated screen selector button.

**B** - Rocker button for adjusting the “equivalent temperature”.

**C** - Rocker button for fan speed adjustment.

**D** - Automatic system operation selector button.

**E** - Climate control compressor off/on button.

**F** - Climate control system off/on button.

**G** - Rocker button for selecting air distribution.

**H** - Air recirculation on/off button.

**I** - On/off button for maximum defrosting/demisting windscreen and front side windows, rearscreen heating, door mirror resistances and resistances at windscreen base (where applicable).

**J** - On/off button for rearscreen heating and mirror defrosting and resistances in windscreen wiper blade parking are at the base of the windscreen (where applicable).



### Adjustment button for required equivalent temperature

Pressing this rocker button up or down respectively raises or lowers the equivalent temperature required in the passenger compartment.

Pressing the button upwards or downwards to the extreme **HIGH** or **LOW** positions, the functions with the highest heating or cooling power are engaged.



### Fan speed adjustment button

Pressing this rocker button up or down respectively increases or lowers the fan speed (thus the amount of air admitted to the passenger compartment), while maintaining the objective of the equivalent temperature required.

AUTO

### Automatic operation button

Pressing the **AUTO** button the system automatically adjusts the amount and distribution of air admitted to the passenger compartment.



 ECON

### Compressor off/on button

Pressing the **ECON** button turns the climate control compressor on/off.

**IMPORTANT** With the compressor off it is not possible to admit air to the passenger compartment at a temperature below the outside temperature, in particular environment conditions, the windows may quickly steam.

 OFF

### Climate control off/on button

Pressing the **OFF** button turns the climate control on/off (including ventilation only).

**IMPORTANT** With the climate control off and in particular environment conditions, the windows may steam quickly.

 MODE

### Passenger compartment air distribution button

Pressing the **MODE** rocker button towards the left or right manually selects air distribution in the passenger compartment, while maintaining the objective of the equivalent temperature required.



### Air recirculation on/off button

Pressing this button engages/disengages recirculation of the air admitted to the passenger compartment.

**IMPORTANT** Depending on how the system is working (heating or cooling the passenger compartment) the recirculation function makes it possible to reach the required conditions faster. It is however inadvisable to use this function on rainy/cold days as it would considerably increase the possibility of misting the windows, especially if the conditioner is off. It is advisable to use this function when the vehicle is stationary in a queue or tunnel to prevent polluted air from entering the passenger compartment. Prolonged use of this function should however be avoided, especially if there are several persons aboard.



### Windscreen and front side windows demisting/defrosting button

Pressing this button the climate control automatically activates the necessary functions (quantity, distribution, temperature of the air admitted to the passenger compartment) to quicken demisting/defrosting of the windscreen and front side windows. Rearscreen heating, door mirror heating and the resistances at the base of the windscreen (in the wiper blade parking area) are also automatically engaged (for a determinate length of time) where applicable.



### Rearscreen demisting/defrosting on/off button

Pressing this button engages demisting/defrosting of the rearscreen, door mirrors and (optional for versions/markets where applicable) the resistances at the base of the windscreen (in the wiper blade parking area).

**IMPORTANT** Do not stick stickers on the inside of the rearscreen over the heating filaments to prevent damage that might adversely affect the system.



## DESCRIPTION OF OPERATING STRATEGIES

Operating the **AUTO** button, the climate control system sets to automatically control the following functions:

- temperature of the air at the vents and outlets
- fan speed (constantly changing)
- air distribution
- air recirculation
- compressor engagement.

It is still however possible to intervene manually on the following functions:

- fan speed
- air distribution
- air recirculation
- compressor engagement.

The functions activated manually have priority over the automatic ones and they remain memorised until automatic control is re-activated.

With one or more functions engaged manually, adjustment of the temperature admitted to the passenger compartment


still continues to be controlled automatically by the system except with the compressor off: in fact, in this condition the air admitted to the passenger compartment cannot be below the outside temperature.

Pressing the **AUTO** button for engaging/disengaging automatic operation, the system may be in one of the following conditions:

— **FULL AUTO** with automatic control of the fan speed and air distribution;


— **AUTO** with automatic control only of the fan speed or of air distribution according to the driver's preference;

— **MAN** with manual operation where the driver controls the fan speed and air distribution directly.


Pressing the **ECON** button turns the compressor on/off. With the compressor off, the air admitted to the passenger compartment can not be cooled or dehumidified and recirculation is switched off automatically to avoid misting the windows: when wanting to activate recirculation in the condition, press the corresponding  button.


Pressing the **ECON** button again with the compressor off, will restore the operating conditions of before the compressor was turned off.


Pressing the **OFF** button turns off/back on the climate control, in the former case air is no longer admitted to the passenger compartment which is thus isolated from outside, in the latter, the previous operating mode is restored.

Pressing the  button selects the possible air distributions to the passenger compartment:


 Flow of air towards the windscreen and front side windows


 Distribution of the flow between the windscreen /front side windows and lower part of the passenger compartment



 Flow of air to the lower part of the passenger compartment and secondary flow of air towards the windscreen and front side windows

 Distribution of the flow between the upper centre, centre, side and rear outlets and the lower part of the passenger compartment





 Flow of air towards the centre upper vent, centre and side dashboard outlets and rear outlets.

If the system was in the **FULL AUTO** mode, pressing the  button passes to the simple automatism condition: i.e. the system chooses the fan speed and mixing to obtain the equivalent temperature required, but will not change the distribution selected manually.

Pressing the recirculation button , the system automatically reactivates the compressor if it was deactivated manually; to maintain recirculation with the compressor on, it is necessary to press the  button to deactivate the compressor.

**IMPORTANT** In this condition (recirculation on and compressor off), remember that the windows may steam up very quickly.

Pressing the  button the climate control automatically activates the functions required to quicken demisting/defrosting of the windscreen and side windows. Rearscreen heating and door mirror heating are also automatically engaged (for a determinate length of time).

Pressing the  button engages rearscreen heating and door mirror heating for a determinate length of time.

Manually setting one of the climate control functions, the others continue to be controlled automatically; in particular the air temperature is always controlled automatically to reach the required "equivalent temperature" in the passenger compartment.

**IMPORTANT** When working in the **FULL AUTO** condition, the system can automatically engage recirculation or deactivate the compressor to cool/heat the passenger compartment faster or demist/defrost the windscreen and side windows.

**IMPORTANT** When the engine is turned off the system memorises the climate control operating condition, which will be automatically resumed when the engine is started again.

## **ACTIVATED CARBON DUST/POLLEN AIR FILTER**

The filter has the specific capability to combine the mechanical air filtering function with an electrostatic effect so that the outside air admitted to the passenger compartment is purified and free of particles such as dust, pollen etc.

In addition to the above-mentioned function there is also an effective reduction of the concentration of pollutants owing to a layer of activated carbons on the lower surface of the filter.

The filtering action takes place when air is admitted from outside (recirculation off) and when the air is recirculated (recirculation on).



The dust/pollen filter should be checked over at least once a year by Alfa Romeo Authorized Services, preferably at the beginning of summer.

If the vehicle is habitually driven in polluted areas or on dusty roads the system should be checked and if necessary changed more often.



**If the filter is not replaced the efficiency of the climate control system may be seriously compromised.**

## ADDITIONAL HEATER

(Optional, for JTD and JTD 20V Multijet versions, where applicable)

The additional heater makes it possible to integrate heating of the engine coolant fluid, immediately after starting the engine and when travelling, to more quickly reach and maintain the optimum operating temperature of the engine and passenger compartment heater.

The device works completely automatically and it is activated only when the engine is running with an outside temperature of  $+5^{\circ}\text{C}$  or less and a coolant fluid temperature below  $60^{\circ}\text{C}$ .

When the coolant fluid reaches  $61^{\circ}\text{C}$ , the electronic control unit reduces the power of the burner and stops the heater when a temperature of  $72^{\circ}\text{C}$  is reached, reactivating it automatically when the fluid temperature falls below  $60^{\circ}\text{C}$ . Conversely, if after reducing the power of the burner, the fluid temperature begins to fall, the control unit cuts in to restore full power.

The system comprises:

- a fuel oil burner for heating the water and a combustion gas exhaust silencer.
- A batching pump connected to the car reservoir pipes to supply the burner.
- An electronic control unit for controlling burner adjustment.
- An outside temperature sensor.

**IMPORTANT** The heater is fitted with a thermal limiting device which cuts off combustion in the event of overheating due to lack/leaks of coolant fluid.

The heater is also protected by the automatic fuel cut-off switch, which shuts off the fuel in the event of a crash of a certain size: to see how this works see the "automatic fuel cut-off switch" paragraph.



**IMPORTANT** When the heater is working with the vehicle stationary and the engine running, standing outside the car near the rear wheel arch a low noise caused by normal operation of the heater can be heard.



#### **WARNING**

*The burner exhaust gas is released in the centre floor area: therefore never park the car with the engine running over inflammable surfaces, fire hazard!*



**The temperature near the heater should never exceed 120°C (e.g. during body painting operations in the workshop oven). Higher temperature could damage the electronic control unit components. For maintenance and repairs contact only Authorized Alfa Romeo Services and only use original spare parts.**

## **MAINTENANCE**

Have the additional heater checked at regular intervals by Authorized Alfa Romeo Services. This will ensure safe, cost-effective working of the heater and also long life.



## CONTROLS

### OPENING THE LUGGAGE COMPARTMENT (fig. 95)

To open the luggage compartment from inside the car press the button (A) (with the car stationary) inside the glovebox.

Because of its position, the control cannot be operated when the glovebox is key-locked.

**IMPORTANT** The corresponding warning light on the check panel lights up if the luggage compartment is not shut properly.



fig. 95

### HAZARD WARNING LIGHTS (fig. 96)

These are switched on by pressing button (A) regardless of the position of the ignition key.

When the hazard warning lights are switched on the switch itself begins to flash together with the direction indicator on the instrument panel. This function is switched off by pressing the button again.

**IMPORTANT** Use the hazard lights in compliance with local regulations.



fig. 96

### FRONT FOGLIGHTS (fig. 97)

These come on when the button (A) is pressed and when the external lights are already on.

When the foglights are on the led next to the button lights up.

Press the button again to switch the front foglights off.

**IMPORTANT** The front foglights should be used in compliance with the local traffic laws. The front foglights system meets EEC/ECE regulations.



fig. 97



### REAR FOG GUARDS (fig. 98)

These are turned on, with the dipped beam headlights or fog lights on, by pressing button **(B)**.

When the rear fog guards are on the led next to the button lights up.

Turning the ignition key to **STOP** the fog guards are automatically turned off and they do not come on the next time the engine is started unless button **(B)** is pressed. Press button **(B)** to turn them off.

**IMPORTANT** Always use the rear fog guards in accordance with local regulations. The fog guard system complies with EEC/ECE standards



fig. 98

### DASHBOARD LIGHTING ADJUSTMENT (fig. 99)

When the outside lights are on, the dashboard lighting is adjusted pressing button **(A)**.



fig. 99

### OPENING THE FUEL FLAP (fig. 100)

The fuel flap is released from inside the car pressing the button **(A)** with the engine off.



fig. 100



## GEARSHIFT LEVER (fig. 101)

Depending on the versions, the car is fitted with a manual gearbox with six gears or with an electronic automatic gearbox (see "Technical specifications" chapter).

In versions with manual gearbox the position of the single gears is shown on the gearshift lever knob.

When changing gear always fully depress the clutch pedal. Before engaging reverse gear (R) wait for the car to be stationary.

To engage reverse gear (R) it is necessary to wait for the car to be stationary, then raise the ring under the grip (A) (with the fingers of the same hand holding the lever). After engaging reverse gear, release the ring. It is not necessary to raise the ring on the lever when shifting from reverse to another gear.

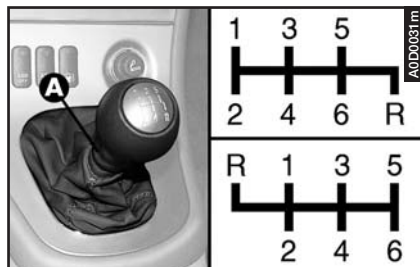


fig. 101

## HAND BRAKE (fig. 102)

The hand brake is located between the two front seats.

To operate the brake when the vehicle is stationary pull the lever upwards until the required braking action is obtained.

When the ignition key is in the **MAR** position the (ⓘ) warning light will come on on the instrument panel.



**The wheels should be locked after a few clicks of the hand brake lever. if this does not occur contact Alfa Romeo Authorized services to have the hand brake adjusted.**

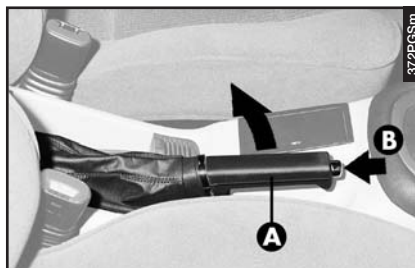


fig. 102

To release the hand brake:

- Slightly lift the lever (A) and press the button (B).
- holding the button down lower the lever: the ⓘ warning light on the instrument panel will go out.

To prevent the car from moving accidentally, keep the brake pedal pressed when engaging the handbrake.