

# RENAULT KEY AND IMMOBILISER MEMENTO REV.5

NOT OFFICIAL – PRIVATE MEMENTO by TOM STALLVIK

**THIS NOTE ONLY AFFECTS VEHICLES UPTO 2001/2002 (PRE MULTIPLEXED MODELS)**

**Multiplexed models require diagnostic tool for both entering code and synchronising keys.**

**This is a private memento and information on this memento may contain errors!**

## TERMS USED IN THIS NOTE

**PLIP** = The remote keypad with button (remote control)

**RF** = Radio Frequency system

**IR** = Infra Red system - IR sender in front of PLIP, visually a small clear eye (diode)

Tip: check operation by looking at the sender through a mobile phone camera while pressing PLIP

**KRS** = Key Recognition System (Transponder Chip inside PLIP)

**CDLB** = The central door locking button found inside the car (NOT the key).

Tip: When pressing this button for programming purposes it does not matter which side you press

**IMMOLED** = The red tell tale light that do flash slow when the immobilizer is active.

This is either located in the instrument-panel, on the steering wheel column, in the roof console

or on the central door locking button (CDLB).

On some early models the Injection Warning Light is used as tell tale light on error/programming events.

## IMMOBILISER AND PLIP EXPLANATION

On a vehicle with **IR** system the immobilizer (decoder) and remote-key (PLIP) are dependant of each other (except later **IR** systems with **KRS**). This means that the remote in addition to controlling doors it also verifies the key and opens the immobilizer to allow the vehicle to start.

On a vehicle with **IR** or **RF** system with **KRS**, the remote-key (PLIP) and immobilizer are independent systems where the immobilizer is controlled by a small Transponder Chip inside the key head and an antenna ring around the ignition that checks the Transponder Chip when the key is in the ignition and turned on. The **IR** or **RF** part is only for remote controlling the doors which means that synchronized keys (working PLIP) will not solve any non starting problems due to blocked immobiliser. The battery inside the key only affects the PLIP function as the **KRS** is not dependant of batteries. The **KRS** type (on **IR** keys) can be recognized by opening the PLIP and the Transponder Chip is seen as a square black unit separate from the electronic printboard (PLIP electronics).

**DO NOT TOUCH THE TRANSPONDER WITH YOUR FINGERS!**

There are 2 types of code communication (coded remote signal) between PLIP and the vehicle, communicating with **FIXED CODE** (early **IR**) and **ROLLING CODE** (**IR** and **RF**). On a **ROLLING CODE** system the transmitted code is changed each time the PLIP button is pressed to prevent illegal duplication of the code for theft purposes, this however means that the PLIP and RECEIVER might get out of synch if the PLIP is pressed more than 1000 times without being within the range of the RECEIVER. Then a resynchronising procedure is required to get them to communicate correct again. On systems with **ROLLING CODE** there is a maximum of 2 PLIP keys programmed as the system only can handle 2 PLIPS. A **FIXED CODE** is never changed during the lifetime of the immobiliser system.

When the system is active (armed) and car is parked the **IMMOLED** flashes slowly to indicate that the car is protected. When opening the car by **IR** remote -or inserting an **IR** or **RF** key with **KRS** and turning ign ON -the **IMMOLED** illuminates constant for 3 seconds and then goes out when key is recognized and starting of the car is allowed.

If the Injection Warning Light is lit for 3 seconds following that **IMMOLED** flashes rapidly the key is not

accepted/recognized -or there is a problem with some other decoder components or their wiring -and starting is blocked.

Note: If you leave the key in the ignition, the immobilizer will be auto-activated after a while\* and on **IR** systems without

**KRS** you will have to take out the key and lock and reopen the car using the PLIP to deactivate the immobilizer again.

On some models it is required to enter the 4 digit security code to unlock the immobilizer to start the car when a problem occurred -or when resynchronising PLIP(S). Some vehicles have this code supplied with the car on a codecard, if not the code in most cases can be obtained from the Renault dealers network. When entering this code the immobilizer will allow the car to start if there is a problem with the immobilizer (faulty key, some faulty components). On some systems immobiliser will remain disabled until battery is disconnected (first systems) while most models require the security code to be entered each time\* you need to start the car until the immobilizer system is repaired.

If you enter the wrong security code 3 times you will have to wait upto 15 minutes before entering the code again.

\* After ignition OFF the immobiliser will auto-activate even if the key is placed in the ignition:

- On pure **IR** systems the immobiliser will normally auto-activate after 10 or 15 minutes (1 or 30 min UK and Belgium)

- On **KRS** systems it will auto-activate after 10 seconds (1 min UK and Belgium)

## IMPORTANT INFORMATION ON REPAIR AND EXCHANGE OF IMMOBILISER PARTS

In general there are 3 components that have the immobiliser unique code stored and cannot be exchanged with second hand parts:

- Engine ECU or Coded Diesel Solenoid Valve
- Decoder (Separate Decoder or UCH depending on the vehicle)
- Key(s)

**Any one of these items must as a common rule be replaced with new parts if they are to be replaced. As new these components comes with no code stored or with keys they come blank or pre-coded depending on immobiliser type. The new parts (except ECU/Solenoid) will in most cases require a diagnostic tool to program.**

The ECU or Coded Solenoid can in most cases be reset (blanked) with some special tools, these tools are not part of the dealers network tools and therefore this service is only offered from certain specialists.

If the ECU or Coded Solenoid security code is known these parts can however under certain circumstances be decoded with only a specific procedure and a foreign DECODER. This allows the dealers to test some components and clear them again if they are to be returned.

Also note that on the Espace JE with BII unit, the RF receiver for the PLIP is located in the digital instrument cluster. On these vehicles the mileage is retained in BOTH the instrument cluster AND the BII unit.

**DO NOT TEST ONE OF THESE PARTS FROM ANOTHER VEHICLE AS THE HIGHER MILEAGE WILL BE COPIED TO BOTH VEHICLES AND THIS CANNOT BE REVERSED.**

This rule can be set as a common rule for all modern vehicles:

- do not test with second hand parts if you do not know what you are doing.

**RENAULT RF KEY WITH SEPARATE  
IMMOBILISER TRANSPONDER CHIP (KRS) INSIDE**



**EXAMPLE OF IR KEY (NOTE THE TRANSMITTER DIODE)**



**EXAMPLES OF DECODERBOX WHERE THE KEYS ARE STORED AND CONTROLLED**



Laguna



Clio II



Espace JE0X BII



Espace JE (pre-CAN)



Kangoo, Master



Megane UCH

**DECODER VS MODELS - WITH REPLACEMENT PART NUMBERS**

! Note that DECODER supplied in vehicle from factory may have a different part number

V1 DUAL DECODER, 9+13 pin connectors (PART NO. 77 01 044 538, CLIO PART NO. 77 01 044 537):

- CLIO, EXTRA, R19, LAGUNA, SAFRANE, ESPACE (J63), TRAFIC ( only **NON KRS VEHICLES** )

V2 DUAL DECODER, 9+13 pin connectors (PART NO. 77 00 311 235, CLIO PART NO. 77 00 845 406):

- CLIO, EXTRA, R19, LAGUNA, SAFRANE, ESPACE (J63), TRAFIC ( only **NON KRS VEHICLES** )

V2 SINGLE DECODER, 15+18 pin connectors (PART NO. 77 00 416 293):

- LAGUNA, SAFRANE, ESPACE JE (some), TRAFIC, MASTER ( both **KRS AND NON KRS VEHICLES** )

V2 **NEW** SINGLE DECODER, 15+18 pin connectors (PART NO. 77 00 421 261) **DIAGNOSTIC TOOL ONLY:**

- LAGUNA, SAFRANE, ESPACE JE (some), TRAFIC, MASTER ( both **KRS AND NON KRS VEHICLES** )

V2 SINGLE DECODER, UNI-PLUG 15 pin connector:

- SOME MEGANE, VEHICLES UNDER V2 SINGLE BUT WITHOUT PLIP ( **KRS VEHICLES** )

V2 M2 SINGLE DECODER, 18 pin connector (PART NO. 82 00 032 776) **DIAGNOSTIC TOOL ONLY:**

- TWINGO (06XX), KANGOO (XC0X), TRAFIC, MASTER (XD0X), MASCOT (XC0X) ( **KRS VEHICLES** )

V2 BII DECODER:

- ESPACE JE, AVANTIME ( **KRS VEHICLES** )

V2 MULTI-TIMER DECODER **DIAGNOSTIC TOOL ONLY:**

- CLIO II (XB0X) ( **KRS VEHICLES** )

V2 UCH DECODER:

- MEGANE ( **IR and KRS VEHICLES** )

- DUAL DECODERS = **IR** RECOGNITION IMMOBILISER ( **IR** HANDLES BOTH DOORS AND IMMOBILISER )

- SINGLE DECODERS = **IR** (v2 **NEW** and M2 =**IR/RF**) PLIP AND **KRS** IMMOBILISER

- BII = **RF** PLIP AND **KRS** IMMOBILISER

- MULTI-TIMER = **RF** PLIP AND **KRS** IMMOBILISER

## **IMPORTANT PLIP INFORMATION**

Inside the PLIP there is a key-number referring to the uniqueness of the key and its remote-control operating code. This is either found on a sticker or is printed on the printboard. This is important when determining the immobiliser type (DECODER VERSION) and when ordering a New replacement key (Number also to be found on paper along with the vehicle instructions manual). This number along with the vehicle VIN or TYPE number may also make it possible to calculate the EMERGENCY CODE with a correct software.

### IR PLIP WITH 5 KEYS – PETROL ENGINES:

V2 DUAL DECODER: 1st key = S  
- ENTERING EMERGENCY CODE: CDLB

### IR PLIP WITH 5 KEYS – DIESEL ENGINES:

V1 DUAL DECODER  
LAGUNA DIESEL before 09/95  
SAFRANE DIESEL before 10/95  
- ENTERING EMERGENCY CODE: NO EMERGENCY CODE AVAILABLE  
V2 DUAL DECODER: 1st key = S  
- ENTERING EMERGENCY CODE: CDLB  
V2 UCH DECODER: 1st key = S (MEGANE)  
- ENTERING EMERGENCY CODE: CDLB

### IR PLIP WITH 7 KEYS – PETROL ENGINES:

V1 DUAL DECODER: 1st key = P, V or R  
V2 DUAL DECODER: 1st key = P, V, R or W  
- ENTERING EMERGENCY CODE: TRIP COMPUTER BUTTON OR CDLB

### IR PLIP WITH 7 KEYS - DIESEL ENGINES:

V2 DUAL DECODER: 1st key = P, V, or R  
- ENTERING EMERGENCY CODE: CDLB

### IR PLIP W/TRANSPONDER WITH 8 KEYS - DIESEL AND PETROL ENGINES:

V2 DUAL DECODER: 1st key = Z, E or A  
- ENTERING EMERGENCY CODE: CDLB  
V2 SINGLE DECODER: 1st key = Z  
- ENTERING EMERGENCY CODE: CDLB  
V2 **NEW** SINGLE DECODER: 1st key = Z  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL  
V2 **M2** SINGLE DECODER: 1st key = E or A  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL  
V2 MULTI-TIMER DECODER: 1st key = E or A (CLIO II)  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL

### RF KEY W/TRANSPONDER WITH 8 KEYS – DIESEL AND PETROL ENGINES:

V1 DUAL DECODER: 1st key = Y  
- ENTERING EMERGENCY CODE: TRIP COMPUTER BUTTON  
V2 DUAL DECODER: 1st key = Y, E or A  
- ENTERING EMERGENCY CODE: CDLB (Y = TRIP COMPUTER BUTTON)  
V2 UCH DECODER: 1st key = Y (MEGANE)  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL  
V2 SINGLE DECODER: 1st key = F  
- ENTERING EMERGENCY CODE: CDLB  
V2 **NEW** SINGLE DECODER: 1st key = F  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL  
V2 **M2** SINGLE DECODER: 1st key = F  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL  
V2 MULTI-TIMER DECODER: 1st key = F (CLIO II)  
- ENTERING EMERGENCY CODE: DIAGNOSTIC TOOL

### KEY W/TRANSPONDER WITH 8 KEYS – DIESEL AND PETROL ENGINES (NO PLIP):

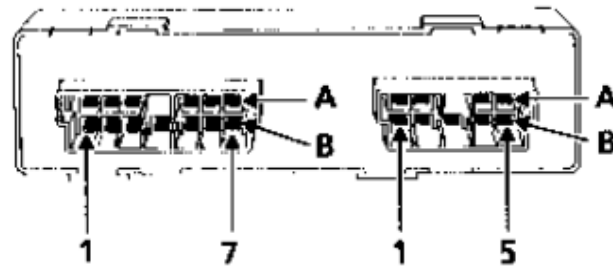
V1 SINGLE DECODER: 1st key = Y (CLIO, LAGUNA)  
- ENTERING EMERGENCY CODE: TRIP COMPUTER BUTTON  
V2 SINGLE DECODER: 1st key = Y, E or A  
- ENTERING EMERGENCY CODE: CDLB ( SOME Y = TRIP COMPUTER BUTTON, SOME Y = DIAGNOSTIC TOOL)

**V1 DUAL DECODER (PART NO. 77 01 044 538, CLIO PART NO. 77 01 044 537)**

**V2 DUAL DECODER (PART NO. 77 00 311 235, CLIO PART NO. 77 00 845 406)**

NOTE: These DECODERS handles only **IR**

DECODER supplied in vehicle from factory may have a different part number



**13-track connector**

Track	Allocation
A1	Infrared input
A2	Infrared receiver feed
A3	Not used
A5	Coded signal to injection computer*
A6	Opening signal to alarm
A7	Closing signal to alarm
B1	Door opening signal
B2	Door closing signal
B3	+ After ignition
B4	Front left-hand door switch
B5	Front right-hand door switch
B6	Rear left-hand door switch
B7	Rear right-hand door switch

**9-track connector**

Track	Allocation
A1	+ Before ignition
A2	Not used
A4	Not used
A5	Earth
B1	Electric window closing*
B2	Door opening
B3	Time delay switch for courtesy light*
B4	Door closing
B5	Resupply for electric windows*

**\* DEPENDING ON EQUIPMENT**

**V2 SINGLE DECODER (PART NO. 77 00 416 293)**

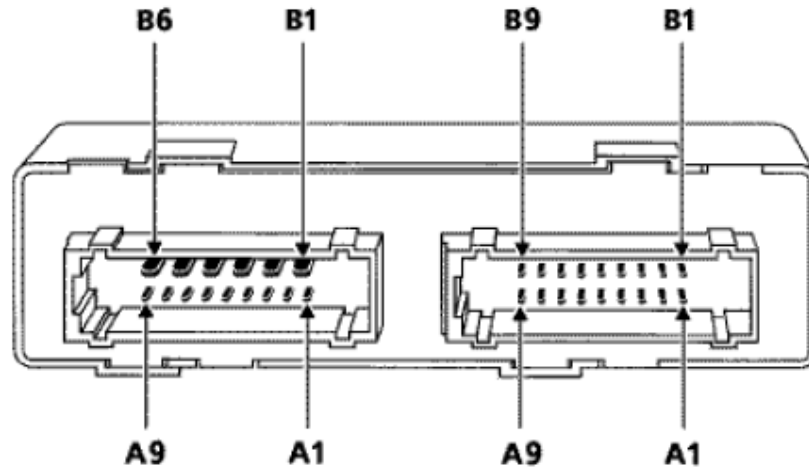
**V2 NEW SINGLE DECODER (PART NO. 77 00 421 261) DIAGNOSTIC TOOL CODE ONLY**

NOTE: These DECODERS handles both **IR** (V2 **NEW** =IR/RF) and **KRS**

DECODER supplied in vehicle from factory may have a different part number

Some MEGANE with **KRS** and other vehicles with **KRS** but without PLIP system has a

V2 SINGLE DECODER with only the 15 track connector. The tracks are identical to the below description.



**15track connector**

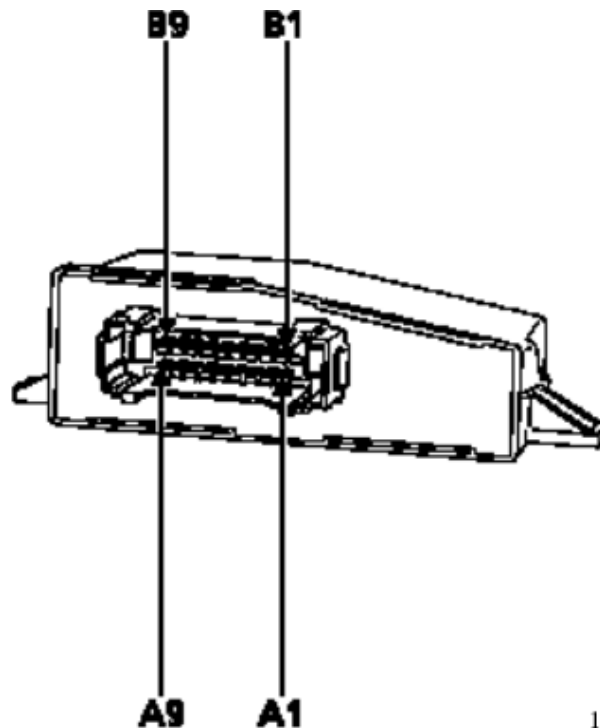
Track	Allocation
A1	+ after ignition feed
A2	Door opening information
A3	Door closing information
A4	Red immobiliser warning light
A5	Diagnostic socket information (line L)
A6	Antenna ring/ decoder unit coded line
A7	Antenna ring interrogation
A8	Antenna ring earth
A9	Antenna ring feed
B1	Door closing
B2	Coded information to injection computer or electronic unit of coded solenoid valve
B3	Door opening
B4	Diagnostic socket information (line K)
B5	+ before ignition feed
B6	Earth

**18track connector**

Track	Allocation
A1	Not used
A2	+ Accessories
A3	Infrared or radio frequency input
A4	Infrared or radio frequency receiver feed
A5	Electric window raise*
A6	Electric window refeed*
A7	Right rear door switch*
A8	Red door locking warning light (LAGUNA Phase 2)
A9	Not used
B1	Rear door switches or left rear only*
B2	Left front door switch
B3	Right front door switch
B4	Door opening/ alarm information + direction indicators*
B5	Door closing/ alarm information*
B6	Not used
B7	Timed illumination/ courtesy light
B8	Boot switch
B9	Not used

**\* DEPENDING ON EQUIPMENT**

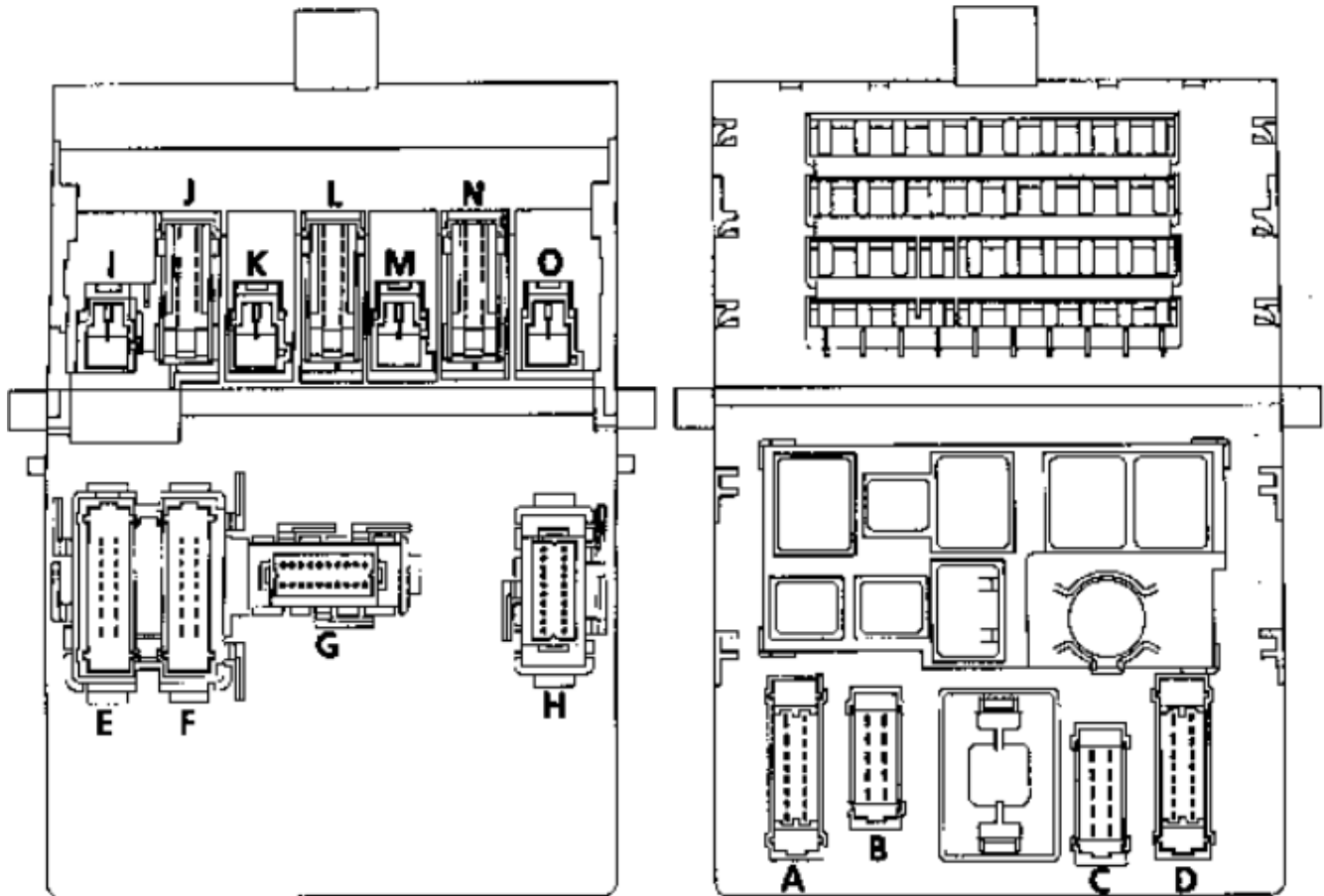
**TWINGO, KANGOO, TRAFIC, MASTER & MASCOT** (Not Multiplexed vehicles, Multiplexed = UCH Decoder)  
**DECODER M2 (PART NO.82 00 032 776)** DECODER supplied in vehicle from factory may have a different part number



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Track	Allocation
A1	Courtesy light timer*
A2	Antenna ring coded connection
A3	Diagnostic socket information (line K)
A4	Diagnostic socket information (line L)
A5	Red immobiliser warning light
A6	Coded information to injection computer or coded solenoid valve
A7	+ after ignition
A8	Earth
A9	+ before ignition
B1	Infrared input*
B2	Door lock command*
B3	Not used
B4	Door switch*
B5	Door open command*
B6	Not used
B7	Not used
B8	Door open*
B9	Door lock*

## MEGANE UCH WITH INTEGRATED DECODER



### **D GREY CONNECTOR 17 TRACKS**

A1 : INFRARED RECIEVER SUPPLY  
A7 : INFRARED RECIEVER RETURN

### **G BLUE CONNECTOR 20 TRACKS**

12 : DIAGNOSTIC LINE L  
14 : DIAGNOSTIC LINE K

### **H BLACK CONNECTOR 20 TRACKS**

2 : DOOR UNLOCK COMMAND  
3 : DOOR LOCK COMMAND  
5 : CODED LINE TO ECU OR DIESEL SOLENOID  
11 : IMMOLED



# RENAULT SECURITY CODE ENTERING PROSEDURES VDIAG.COM

TWINGO, CLIO, R19, R21, MEGANE, LAGUNA, SAFRANE, ESPACE II (J63), ESPACE III (JE), AVANTIME, EXTRA, TRAFIC, MASTER, MASCOT

**LIMITED TO VEHICLES UPTO ABOUT 2001-2002**

NOTE: 4 DIGIT SECURITY CODE NEEDED

V1 DUAL DECODER, 9+13 pin connectors (PART NO. 77 01 044 538, CLIO PART NO. 77 01 044 537)

V2 DUAL DECODER, 9+13 pin connectors (PART NO. 77 00 311 235, CLIO PART NO. 77 00 845 406)

V2 SINGLE DECODER, 15+18 pin connectors (PART NO. 77 00 416 293), USE METHOD 2

**! V2 NEW SINGLE DECODER, 15+18 pin connectors (PART NO. 77 00 421 261) *DIAGNOSTIC TOOL ONLY***  
ESPACE III (JE) from mid-98 AND AVANTIME HAVE BII COMPUTER TO HANDLE IMMOBILISER, USE METHOD 2  
MEGANE HAS UCH (FUSEBOX) OR V2 SINGLE DECODER (RF) TO HANDLE IMMOBILISER, USE METHOD 2

**! Check** If there is a V2 SINGLE DECODER unit by pressing the CDLB for more than 5 seconds (ignition OFF)

If IMMOLED is turned ON for about 15 seconds it is a V2 SINGLE DECODER in the car.

If IMMOLED continue to flash it is **NOT** the V2 SINGLE DECODER

Press CDLB again to return to normal mode

**! Check** If the V2 **NEW** SINGLE DECODER is fitted: It is not possible to lock or unlock the doors with the PLIP or CDLB if the drivers door is open. If this is true your vehicle requires a diagnostic tool to enter the security code.

## EXEPTIONS WHERE DIAGNOSTIC TOOL IS REQUIRED TO ENTER CODE:

- ESPACE III (JE) WITH V2 **NEW** SINGLE DECODER UNIT 77 00 421 261:

JE0A T002980-T038504

JE0E T004338-T049584

JE0E K000001-K005724

JE0D T000170-T004192,

JE0H T000025-T007175

JE0H K000001-000135

JE0G T000001-000377

JE0P T000001-T003165

JE0P K000001-K002771

- ALL OTHER VEHICLES WITH V2 **NEW** SINGLE DECODER

- ALL VEHICLES WITH M2 DECODER W/PART NO. 82 00 032 776

- CLIO II WITH MULTI-TIMER DECODER

- MEGANE 09/98->

- AVANTIME 10/02->

- ALL VEHICLES WITH MULTIPLEXED NETWORK (NOT ESPACE JE, ONLY PARTIALLY MULTIPLEXED)

**! Check** If the V2 **NEW** SINGLE DECODER is fitted: It is not possible to lock or unlock the doors with the PLIP or CDLB if the drivers door is open. If this is true your vehicle requires a diagnostic tool to enter the security code.

## VEHICLES NOT COMPATIBLE WITH OVERALL PROCEDURE:

- LAGUNA DIESEL before 09/95 (5 KEYS INSIDE THE PLIP) – NO SECURITY CODE AVAILABLE

- SAFRANE DIESEL before 10/95 (5 KEYS INSIDE THE PLIP) – NO SECURITY CODE AVAILABLE

---- **METHOD 1 FOR ENTERING SECURITY CODE**-----

METHOD 1 AFFECTS SOME VEHICLES WITH FOLLOWING NUMBER OF KEYS INSIDE PLIP:

- 7 KEYS STARTING WITH: P, V, R (V1 DUAL DECODER) or W (V2 DUAL DECODER)
- 8 KEYS STARTING WITH: Y (V2 SINGLE DECODER)

MODELS:

- TWINGO 01/95 upto CARD (some is still affected to METHOD 2)
- CLIO 07/94 - 01/96 (some is still affected to METHOD 2)
- R19 05/93 - END
- R21 01/92 - END
- LAGUNA 02/94 - 05/95
- SAFRANE 01/93 - 10/95

**! LAGUNA, SAFRANE WITH VOICE SYNTHESIZER: USE VOICE SYNTH. BUTTON (NOT TRIP C. BUTTON)**

**ALL OTHER VEHICLES -AND ALL VEHICLES WITH KRS -REFER TO METHOD 2 OR DIAGNOSTIC TOOL**

1. Doors closed, Ignition ON (Injection Warning Light (V1) or IMMOLED (V2) flashes if starting is blocked)
2. Press down the accelerator pedal (Injection Warning Light (V1) or IMMOLED (V2) will extinguish)
3. Press the Trip Computer button the number of times as the first digit in security code (4 = 4 presses)  
The Injection Warning Light or IMMOLED will light up each time the button is pressed
4. Release the accelerator pedal when first digit is finished, injection warning light or IMMOLED flashes
5. Repeat step 2-4 until the security code is finished. The vehicle can now be started if the code was correct.  
Do not start if you are resynchronising keys, switch OFF ignition  
and proceed to METHOD FOR RESYNCHRONISING KEYS within 10 seconds

---- **METHOD 2 FOR ENTERING SECURITY CODE**-----

1. Doors closed, Ignition ON – The Injection Warning Light will illuminate for 3 seconds followed by rapid flashing of IMMOLED if the immobiliser is unable to accept the key and starting is blocked.
2. Press and hold the CDLB for 5 seconds, IMMOLED will go off, come back on and begin to flash slowly.  
The flashes correspond to the first digit of the 4 PIN security code, 4 flashes = number 4  
Release the CDLB when the first digit has been "flashed" and then press the CDLB again and wait for the second digit to be "flashed" before you release CDLB again.
3. Continue until all digits have been entered.
4. If you have entered the code correctly the IMMOLED will illuminate for 3 seconds then go out for 3 seconds and then illuminate for 30 seconds (on most vehicles). The vehicle can now be started. Do not start if you are resynchronising keys, switch OFF ign. and proceed to METHOD FOR RESYNCHRONISING KEYS within 10 seconds

---- END -----

IF NONE OF THE ABOVE METHODS WORK  
YOU ARE REQUIRED TO USE A SUITED DIAGNOSTIC TOOL TO ENTER THE SECURITY CODE.

# RENAULT PLIP RESYNCHRONISING PROSEDURES

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## SPECIAL NOTES ON RESYNCHRONISING PLIP

When resynchronising an **IR** system it is essential that you make sure you point the PLIP directly towards the **IR-Reciever** normally located in the roof console OR THE SYNCHRONISING MAY FAIL

- Do all the described steps as continuously as possible or the programming mode may expire within seconds.
- Always keep all vehicle doors closed when performing such procedures

On some models it is required to use a diagnostic tool suited to program Renault keys in order to resynchronize and/or entering the security code.

The following manual procedures are for guidance only and is done completely at your own risk. Depending on model, equipment level and aftermarket repair history -the procedures may not work on your car.

All these instructions are purposed for resynchronizing the original keys or original ordered new keys for the car, and resynchronizing other second hand keys originally belonging to another car in most cases will not work.

## TWINGO, CLIO, EXTRA, TRAFIC, R19, R21, LAGUNA, SAFRANE, ESPACE II (J63) IR RESYNCHRONISING

**! AFFECTS ONLY VEHICLES WITHOUT KRS**

NOTE: 4 DIGIT SECURITY CODE NEEDED TO RESYNCHRONISE  
SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: YES  
FIXED OR ROLLING KODE: BOTH

ROLLING CODE ON CARS PRODUCED FROM:

TWINGO, LAGUNA: 01/95 ->

SAFRANE: 02/95 ->

R19: 03/95 ->

CLIO, EXPRESS, ESPACE: 04/95 ->

TRAFIC: 10/95 ->

**BEFORE STARTING ON THIS THE 4 DIGIT SECURITY CODE MUST BE ENTERED (EXEPT V2 SINGLE DECODERS)  
CONTINUE FROM THE SUITED METHOD FOR ENTERING THE SECURITY CODE**

**IF SECURITY CODE IS NOT ENTERED (V2 SINGLE) START WITH IGNITION ON THEN OFF**

V1 DUAL DECODER (PART NO. 77 01 044 538, CLIO PART NO 77 01 044 537):

1. Press the CDLB until the doors lock/unlock, 15 seconds is allowed to complete next steps.
2. Press the 1st PLIP 2 times within 3 seconds , doors will lock/unlock after the second press.
3. Repeat with 2nd PLIP (Required on V1 DUAL DECODER), doors will lock/unlock again after the second press.
4. Check that the PLIP(S) locks and unlocks the doors

V2 DUAL DECODER (PART NO. 77 00 311 235, CLIO PART NO. 77 00 845 406)

V2 SINGLE DECODER (PART NO. 77 00 416 293)

V2 **NEW** SINGLE DECODER (PART NO. 77 00 421 261)

1. Press the CDLB for more than 2 seconds. The door should lock then unlock.
2. When this happens, 15 seconds is allowed for programming.
3. Press the PLIP once, the doors should lock and unlock.
4. Press the second PLIP once (IF you have second PLIP), the doors should lock and Unlock.
5. Check that the PLIP(S) unlocks and locks the doors.

**END**

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### **LAGUNA I PH II & SAFRANE II IR RESYNCHRONISING ( KRS )**

SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: NO  
FIXED OR ROLLING KODE: ROLLING

1. Turn Ignition ON then OFF.
2. Press the CDLB for more than 5 seconds. The door should lock then unlock and/or the IMMOLED illuminates .
3. When this happens, 15 seconds is allowed.
4. Point the 1st PLIP at the receiver and press the PLIP button once, the doors Should lock and unlock.
5. Point the 2nd PLIP at the receiver and press the PLIP button once, the doors Should lock and unlock.
6. Check that the PLIP(S) unlocks and locks the doors.

**END**

### **LAGUNA I PH II & SAFRANE II RF RESYNCHRONISING ( KRS )**

SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: NO  
FIXED OR ROLLING KODE: ROLLING

1. Turn Ignition ON then OFF.
2. Press the CDLB for more than 5 seconds. The door should lock then unlock and/or the IMMOLED illuminates .
3. When this happens, 15 seconds is allowed.
4. Press the PLIP once, the doors should lock and unlock.
5. Press the second PLIP once, the doors should lock and Unlock.
6. Check that the PLIP(S) unlocks and locks the doors.

**END**

### **MEGANE IR RESYNCHRONISING**

**! AFFECTS ONLY VEHICLES *WITHOUT* KRS**

NOTE: 4 DIGIT SECURITY CODE NEEDED

SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: YES  
FIXED OR ROLLING KODE: FIXED AND ROLLING

ROLLING CODE ON CARS PRODUCED FROM: 11/95 ->

**BEFORE STARTING ON THIS THE 4 DIGIT SECURITY CODE MUST BE ENTERED  
CONTINUE FROM THE SUITED METHOD FOR ENTERING THE SECURITY CODE**

1. Press and hold the CDLB until the doors lock and unlock
2. Press the 1st PLIP 3 times within 1.5 seconds, the doors will lock and unlock after 3rd press  
If you don't have a second PLIP to program, now wait 10 seconds until the IMMOLED goes out and skip next step
3. Press the 2nd PLIP 3 times, the IMMOLED will go out and doors lock/unlock.

**END**

### **MEGANE / SCENIC IR AND RF RESYNCHRONISING ( KRS )**

SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: NO  
FIXED OR ROLLING KODE: ROLLING

1. Hold the PLIP pressed for longer than 10 seconds (until the red telltale Light on the PLIP extinguishes)
2. Press PLIP again 3 times. Check that the doors lock and unlock correctly.

**END**

**CLIO II, TWINGO, KANGOO, TRAFIC, MASTER & MASCOT IR AND RF RESYNCHRONISING ( KRS )**

**! AFFEKTS VEHICLES WITH: M2 DECODER, MULTI-TIMER DECODER**  
SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: NO  
FIXED OR ROLLING KODE: ROLLING

1. Turn Ignition ON then OFF.
2. Press the CDLB for more than 5 seconds. The door should lock then unlock and/or the IMMOLED illuminates .
3. When this happens, 10 seconds is allowed.
4. Press the PLIP button twice, the doors should lock and unlock.
5. Check that the PLIP unlocks and locks the doors.
6. Repeat point 1-5 for other remotes if required.

**END**

**ESPACE III (JE) IR RESYNCHRONISING ( KRS )**

SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: NO  
FIXED OR ROLLING KODE: ROLLING

1. Turn Ignition ON then OFF.
2. Press the CDLB for more than 5 seconds. The doors should lock then unlock and/or the IMMOLED illuminates .
3. When this happens, 15 seconds is allowed.
4. Press the 1st PLIP once (doors lock/unlock)
5. Press the 2nd PLIP once (doors lock/unlock)

**END**

**ESPACE III (JE), AVANTIME RF RESYNCHRONISING ( KRS )**

SYNCHRONISING REQUIRED TO UNLOCK IMMOBILISER AND START VEHICLE: NO  
FIXED OR ROLLING KODE: ROLLING

1. All doors closed, ignition ON then OFF
2. Press the CDLB (in roof console) until doors lock/unlock, Within 15 seconds, complete next steps
3. Press the 1st PLIP once (doors lock/unlock)
4. Press the 2nd PLIP once (doors lock/unlock)

**! NOTE:**

- If the BII central electronics is configured for 2 keys (PLIPS) this will not work unless you have both PLIPS and resynchronise them both in one procedure.
- The RF receiver is located in the instrument panel and if you are to program your keys on a second hand instrument panel this will not work. Either you need the RF sender (PLIP) from the other car or you will have to live without RF keys (PLIPS) as the instrument panel PLIP recognition cannot be re-programmed once they have been programmed first time.

**END**