



Clio II

Type S/Section

XB0 X

88

88 REMOTE CONTROL UNIT FOR DOOR LOCKING

- Engine: XXX
 - Gearbox: XXX
- Basic manual: M.R. 337

This note contains information on fault finding procedures for the remote control door locking unit.

Contents

88 WIRING

Remote control door locking unit

Fault finding - Introduction	88-1
Fault finding - Recommendations	88-2
Fault finding - XR25 fiche	88-3
Fault finding - Representation of bargraphs	88-4
Fault finding - Interpretation of XR25 bargraphs	88-5
Fault finding - Customer complaints	88-11
Fault finding - Fault finding charts	88-12
Fault finding - Conformity check	88-14
Fault finding - Associated checks	88-18

"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 by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed".

All copyrights reserved by Renault.

Copying or translating, in part or in full, of this document or use of the service part reference numbering system is forbidden without the prior written authority of Renault.

FAULT FINDING - INTRODUCTION

ESTABLISHING XR25 / MULTI-TIMER UNIT DIALOGUE

- Connect the XR25 to the diagnostic socket.
- Place the ISO selector at **S8**
- Enter **D56**

n.56

PRECAUTION :

When carrying out checks using a multimeter, avoid using a contact tip on the connectors the size of which could damage the clips and result in poor contact.

Pay attention to the key head reference characters

If necessary, check it against the consignment note. Often characters are misread, e.g. a "G" is misread as a "6". The consequence is that NVSR supply the wrong security code.

CLEARING THE MEMORY

After repairing the engine immobiliser system, enter **G0**** on the XR25 keypad to clear the fault stored.

FAULT FINDING - RECOMMENDATIONS

1/ Programming keys (virgin or coded multi-timer unit)

Press the central locking button for a few seconds until the engine immobiliser indicator light illuminates and the door motors operate. (Double lock)

Check that bargraphs 14 and 17 left and right hand side are illuminated for a few seconds. Press the key twice, the doors unlock and lock. Check that left and right hand bargraphs 14 and 17 have extinguished.

2/ Programming a second infra-red remote control key or a replacement key

Enter G04* on the XR25 and check bargraph 9 left hand side is illuminated.

Insert the key in the ignition and switch on the after ignition supply.

Enter G40* + the four character code supplied by the NVSR.

Read

BON

Switch off the after ignition supply.

Enter G32*.

The door motors lock and unlock the doors.

Check left and right hand bargraphs 14 and 17 are illuminated.




Press the first key twice. The doors unlock and lock. Check that bargraphs 14 and 17 have extinguished.

WIRING
Remote control door locking unit

88

FAULT FINDING - XR25 FICHE


FICHE N° 56

 S8		D 5 6	56
1	<input type="checkbox"/> possible check on other side of fiche (x66)	CODE PRESENT <input type="checkbox"/>	
2	<input type="checkbox"/> TYPE OF PLIP <input type="checkbox"/> IR <input type="checkbox"/> RF	COMPUTER CONFIGURATION (load display)	INTERIOR LIGHT TIMER <input type="checkbox"/>
3	<input type="checkbox"/> PROGRAMMING 1 key <input type="checkbox"/> 2 keys <input type="checkbox"/>	DIESEL CODED SOL VALVE <input type="checkbox"/>	
4	<input checked="" type="checkbox"/> + ACCESSOIRES PRESENT	+ APC PRESENT <input type="checkbox"/>	
5			
6			
7			
8	<input checked="" type="checkbox"/> RE-READ DIESEL ACQ	KEY PRESENT <input type="checkbox"/>	
9	<input type="checkbox"/> PROTECTED MODE ENFORCED 	RECVD (key code) <input type="checkbox"/>	
10	<input type="checkbox"/> IMMOBILISER ACTIVE	VALID <input type="checkbox"/>	
IMMOBILISER (PLIP and KEY)			
To read other side : G 02 * Erase memory : G 0 **			
11	<input checked="" type="checkbox"/> ACTIVATE PLIP (UNLOCKING) <input type="checkbox"/> SIGNAL RECVD <input type="checkbox"/> SIGNAL CORRECT		
12	<input type="checkbox"/> INT. LIGHT CUT-OUT PRESENT USING PLIP (option depending on equip.)		
13	<input checked="" type="checkbox"/> ACTIVATE PLIP (signal) <input type="checkbox"/> UNLOCKING <input type="checkbox"/> LOCKING		
14	<input checked="" type="checkbox"/> * 14 PRESS BUTTON : CPE UNLOCKING(1) LOCKING(0)	MOTOR ACTION LOCKING(1) UNLOCKING(1) * 24 <input type="checkbox"/>	
15	<input checked="" type="checkbox"/> AUTHORISED ELECTRIC WINDOW (PLIP) (with anti-pinch)	WINDOW CLOSING <input type="checkbox"/>	
16	<input checked="" type="checkbox"/> DOOR SWITCHES (ILLUM. IF DOOR OPEN)		
17	<input type="checkbox"/> PROGRAMMING OR RESYNCHRO IN PROGRESS	PLIP	NOT PROGRAMMED <input type="checkbox"/>
18	<input type="checkbox"/> PROGRAMMING 1st KEY	KEY	PROGRAMMING AUTHORISED <input type="checkbox"/>
19	<input type="checkbox"/> NOT PROGRAMMED		PROGRAMMING NOT LOCKED (G00) <input type="checkbox"/>
20		TIMED DELAY SECURITY CODE ENTRY <input type="checkbox"/>	
 ANG			

FI21856


IR0625.0

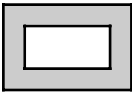
REPRESENTATION OF BARGRAPHS

- 
- Illuminates when dialogue is established with the unit computer. If it remains extinguished:

 - the code does not exist,
 - there is a line, equipment or computer fault.

REPRESENTATION OF FAULTS (always on a coloured background)

- 
- When illuminated, this indicates a fault on the unit being checked, the associated text defines the fault.

- 
- When extinguished, this indicates that no fault has been detected on the unit being checked.

REPRESENTATION OF STATUS (always on a white background)



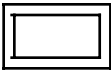
With the engine stopped, ignition on, no action by the operator

The status bargraphs on the fiche are represented in the status in which they should be with the engine stopped, ignition on, no action by the operator

- If on the fiche, the bargraph is represented

- If on the fiche, the bargraph is represented


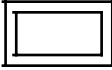
- If on the fiche, the bargraph is represented

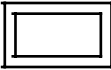



the XR25 should display

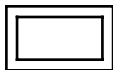

the XR25 should display

the XR25 should display




either  or 

Engine running

- 
- Extinguished when the function or the condition shown on the fiche is no longer carried out.
- 
- Illuminated when the function or the condition shown on the fiche is carried out.

FAULT FINDING - INTERPRETATION OF XR25 BARGRAPHS

<div>1</div> 	<div>Right-hand bargraph 1 extinguished</div> <div>Fiche n° 56</div> <div><u>XR25 / MULTI-TIMER UNIT COMMUNICATION</u></div>
<div>NOTES</div>	<div>Check that lines K and L are not disrupted by another computer.</div>

<div>Check the condition of the + before ignition fuse.</div> <div>Change the fuse if necessary.</div>
<div>Ensure that the XR25 is not the cause of the fault by trying to communicate with another computer on the vehicle (air conditioning computer, injection computer...).</div> <div>Check that the ISO interface is in position S8 and that you are using the latest version of the XR25 cassette and the correct access code (D 56).</div> <div>Check the voltage of the battery (U > 10.5 volts). Recharge the battery if necessary.</div>
<div>Check that the multi-timer unit connectors are engaged correctly.</div> <div>Check that the multi-timer unit is supplied correctly:</div> <div><div>- earth on track A1 of the black connector.</div><div>- + before ignition on track B1 of the black connector.</div></div>
<div>Ensure that the diagnostic socket is supplied correctly.</div> <div>Check and ensure the continuity and insulation of the electrical wiring of tracks 1 and 14 of the multi-timer unit yellow connector.</div>
<div>If there is still no dialogue between the XR25 and the multi-timer unit, change the unit.</div>

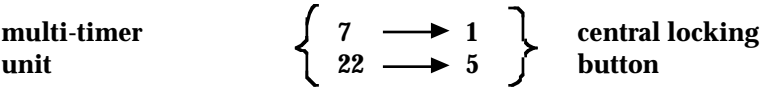
<div>AFTER REPAIR</div>	<div>When communication is established, deal with any illuminated fault bargraphs.</div> <div>Carry out a conformity check.</div>
-------------------------	---

FAULT FINDING - INTERPRETATION OF XR25 BARGRAPHS

<div>5</div> <div><div></div><div></div></div>	<div>Left-hand bargraph 5 illuminated</div> <div>Fiche n° 56</div> <div><u>CENTRAL LOCKING BUTTON</u></div>
--	---

<div>NOTES</div>	<div>Check that the central locking button is not permanently pressed due a mechanical restriction.</div>
------------------	---

Check that there is no short circuit to earth between tracks:



Is there are short circuit to earth?

<div>YES</div>	<div>Repair the faulty electrical wiring.</div>
<div>NO</div>	<div>Change the central locking button.</div>

<div>AFTER REPAIR</div>	<div>Clear the stored fault by entering G0** on the XR25 keypad. Carry out a conformity check. Check the operation of the engine immobiliser system.</div>
-----------------------------	--

FAULT FINDING - INTERPRETATION OF XR25 BARGRAPHS

<div>11</div> <div><div></div><div></div></div>	<div>Right-hand bargraph 11 remains extinguished following operation of the infra-red remote control</div> <div>Fiche n° 56</div> <div><u>INFRA-RED REMOTE CONTROL SIGNAL CORRECT</u></div>
---	---

<div>NOTES</div>	<div>Only refer to the fault finding procedure which follows if left-hand bargraph 11 illuminates for 3 seconds and right-hand bargraph 11 remains extinguished when the infra-red remote control is operated.</div> <div>Check that the keys belong to the vehicle.</div>
------------------	--

<div>The infra-red remote control code and the multi-timer unit code are no longer synchronised if right-hand bargraph 11 remains extinguished (while left-hand bargraph 11 illuminates for 3 seconds) and if it is not possible to lock and unlock the doors of the vehicle using the infra-red remote control.</div> <div>Resynchronise the keys.</div>
<div>If the fault persists, change the key and if necessary change the multi-timer unit.</div>

<div>AFTER REPAIR</div>	<div>Carry out a conformity check.</div> <div>Check the operation of the engine immobiliser system.</div>
-------------------------	---

FAULT FINDING - INTERPRETATION OF XR25 BARGRAPHS

<div>11</div> <div><div></div><div></div></div>	<div>Right and left hand bargraphs 11 extinguished</div> <div>Fiche n° 56</div> <div><u>SIGNAL RECEIVED / SIGNAL CORRECT</u></div>
---	--

<div>NOTES</div>	<div>Only refer to the fault finding procedure which follows if left-hand bargraph 11 illuminates for 3 seconds and right-hand bargraph 11 remains extinguished when the infra-red remote control is operated.</div> <div>Check that the keys belong to the vehicle.</div>
------------------	---

<div>Check that the indicator light on the key illuminates when the key is pressed.</div> <div>Change the battery if necessary and change the key if the fault persists.</div>
<div>Connect the XR25 in impulse generator mode (button "G", input via terminal "Vin") and check that there is a signal on track 11 of the multi-timer unit yellow connector.</div> <div>Is there a signal?</div>

<div>YES</div>	<div>Check the condition of the electrical wiring between track 11 and the infra-red remote control receiver.</div> <div>Repair the wiring if necessary.</div>
<div>NO</div>	<div>Change the infra-red remote control receiver.</div>

<div>AFTER REPAIR</div>	<div>Carry out a conformity check.</div> <div>Check the operation of the engine immobiliser system.</div>
-------------------------	---

FAULT FINDING - INTERPRETATION OF XR25 BARGRAPHS

<div>14</div> <div><div></div><div></div></div>	<div>Left-hand bargraph 14 illuminated or extinguished following operation of the infra-red remote control</div> <div><u>UNLOCKING</u></div>	<div>Fiche n° 56</div>
<div>NOTES</div>	<div>Left-hand bargraph 10 should be illuminated.</div>	

<div>Check the continuity and insulation from 12 V and from earth of the electrical wiring between:</div>		
<div>multi-timer unit</div>	<div><div><div>7</div><div>22</div></div><div><div>→</div><div>→</div></div><div><div>1</div><div>5</div></div></div>	<div>central locking button</div>
<div>Repair the electrical wiring if necessary or change the switch.</div>		
<div>If the fault persists, change the multi-timer unit.</div>		

<div>AFTER REPAIR</div>	<div>Clear the stored fault by entering G0** on the XR25 keypad.</div> <div>Carry out a conformity check.</div> <div>Check the operation of the engine immobiliser system.</div>
-------------------------	--

FAULT FINDING - INTERPRETATION OF XR25 BARGRAPHS

<div>16</div> <div><div></div><div></div></div>	<div>Left-hand bargraph 16 permanently illuminated or extinguished</div> <div><u>DOOR SWITCHES</u></div>	<div>Fiche n° 56</div>
---	--	------------------------

<div>NOTES</div>	<div>Left-hand bargraph 10 should be illuminated.</div>
------------------	---

<div>Check the continuity and insulation from 12 V and from earth of the electrical wiring between tracks 13 of the yellow connector and 16 of the blue connector of the multi-timer unit and the front and rear door switches.</div> <div>Repair the electrical wiring if necessary or change the door switches.</div>
<div>If the fault persists, change the multi-timer unit.</div>

<div>AFTER REPAIR</div>	<div>Clear the stored fault by entering G0** on the XR25 keypad.</div> <div>Carry out a conformity check.</div> <div>Check the operation of the engine immobiliser system.</div>
-------------------------	--

FAULT FINDING - CUSTOMER COMPLAINTS

NOTES	Only refer to these customer complaints after carrying out a complete check using the XR25.
-------	---

PROBLEM LOCKING / UNLOCKING THE DOORS

CHART 1

PROBLEM UNLOCKING THE DOORS USING THE INFRA-RED REMOTE CONTROL

CHART 2

FAULT FINDING - FAULT FINDING CHARTS

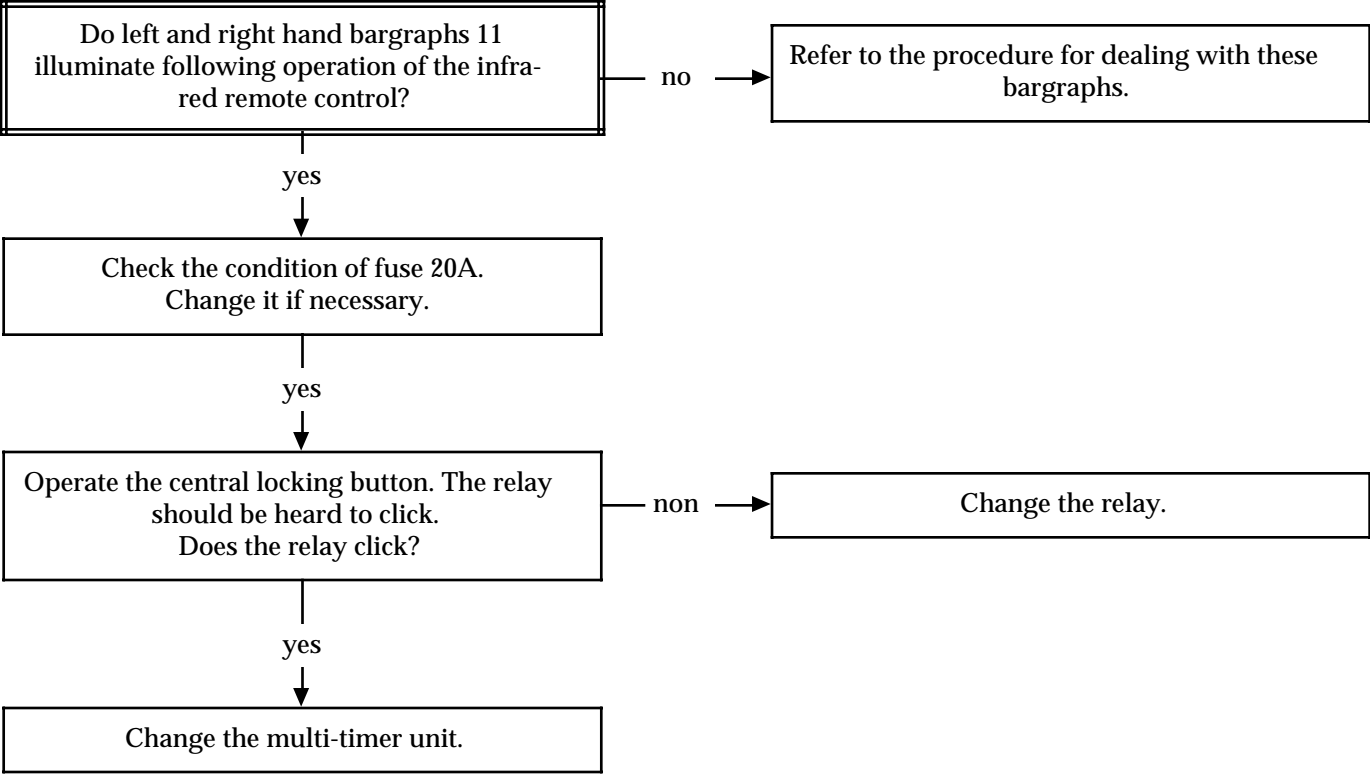
CHART 1	PROBLEM LOCKING AND UNLOCKING THE DOORS
NOTES	Check that there are no fault bargraphs. If there are, deal with these bargraphs first.

Check that the mechanical system of the doors operates correctly. If it does not, change the multi-timer unit.

AFTER REPAIR	Carry out a conformity check. Check the operation of the engine immobiliser system. Clear the faults using command G0**.
--------------	--

FAULT FINDING - FAULT FINDING CHARTS

CHART 2	PROBLEM UNLOCKING THE DOORS USING THE INFRA-RED REMOTE CONTROL
NOTES	Check that there are no fault bargraphs. If there are, deal with these bargraphs first.



AFTER REPAIR	Carry out a conformity check. Check the operation of the engine immobiliser system. Clear the faults using command G0**.
--------------	--

FAULT FINDING - CONFORMITY CHECK

NOTES	If a fault bargraph is illuminated, refer to the relevant fault finding chart.
-------	--

Order of operations	Function to be checked	Action	Bargraph	Display and Notes
1	XR25 dialogue	D56 (selector on S8)		<div>n.56</div>
2			<div>1</div> <div><div></div><div></div></div>	Code present
3	Decoder unit conformity	G70*		<div>X X X</div> <div>Display of Part Number in 2 sequences</div>
4	Interpretation of normally illuminated bargraphs		<div>2</div> <div><div></div><div></div></div> <div>3</div> <div><div></div><div></div></div>	Type of remote control: - Illuminated for an infra-red remote control - Extinguished for a radio frequency remote control Illuminated for programming with both keys. Extinguished for programming with just one key.

FAULT FINDING - CONFORMITY CHECK

NOTES	If a fault bargraph is illuminated, refer to the relevant fault finding chart.
-------	--

Order of operations	Function to be checked	Action	Bargraph	Display and Notes
5	Forced protected mode		<div>9</div> <div><div></div><div></div></div>	Illuminated only after command G04* has been entered on the XR25. Vehicle cannot be started while left-hand bargraph 9 is illuminated.
6	Status of the engine immobiliser		<div>10</div> <div><div></div><div></div></div>	Illuminated if the engine immobiliser is active: switch off the ignition and wait approximately 10 seconds for left-hand bargraph 10 to illuminate. Extinguished if the engine immobiliser is not active.
7	Reception of the infra-red signal sent by the infra-red remote control		<div>11</div> <div><div></div><div></div></div> <div>11</div> <div><div></div><div></div></div>	<p>Illuminated for approximately 3 seconds if the infra-red signal is received by the multi-timer unit via the infra-red transmitter.</p> <p>Illuminated for approximately 3 seconds if the infra-red signal received by the multi-timer unit via the infra-red transmitter is correct.</p>


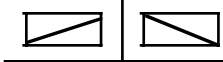
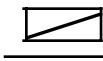



FAULT FINDING - CONFORMITY CHECK

NOTES	If a fault bargraph is illuminated, refer to the relevant fault finding chart.
-------	--

Order of operations	Function to be checked	Action	Bargraph	Display and Notes
9	Reception of the door locking / unlocking information from the central locking button		<div>14</div> <div><div></div><div></div></div>	<p>Illuminated on reception of the door locking / unlocking information emitted by the central locking button.</p> <p>Input * 14 on the XR25 for details of the information received by the multi-timer unit:</p> <ul style="list-style-type: none">- if * 14 = 0 door locking information- if * 14 = 1 door unlocking information
10	Sending of the door locking / unlocking information from the multi-timer unit to the locking micromotors		<div>14</div> <div><div></div><div></div></div>	<p>Illuminated when the door locking / unlocking information emitted by the multi-timer unit is sent to locking micromotors.</p> <p>Input * 34 on the XR25 for details of the information sent by the multi-timer unit:</p> <ul style="list-style-type: none">- if * 34 = 0 door unlocking information- if * 34 = 1 door locking information

FAULT FINDING - CONFORMITY CHECK

NOTES	If a fault bargraph is illuminated, refer to the relevant fault finding chart.
-------	--

Order of operations	Function to be checked	Action	Bargraph	Display and Notes
11	Reception of the door switch information		<div>16</div> <div></div>	Illuminated if the doors are open.
12	Reception of the programming in progress or decoder resynchronisation or programming not carried out information		<div>17</div> <div></div>	Left-hand bargraph 17 illuminated if programming or resynchronisation is in progress. Right-hand bargraph 17 illuminated if programming is not carried out.
13	Reception of the programming of the 1st key information		<div>18</div> <div></div>	Illuminated if programming of the 1st key is in progress.
14	Reception of the programming not carried out information		<div>19</div> <div></div>	
	Reception of the programming not locked information		<div>19</div> <div></div>	
15	Reception of the timed blocking of entering of the security code information		<div>20</div> <div></div>	

FAULT FINDING - ASSOCIATED CHECKS

COMMANDS G--*

To use this function, enter G on the XR25 keypad, then the number of the command selected followed by an asterisk.

- 04** Forced protected mode: activates the engine immobiliser function even if the key is correct, which enables the starting inhibition to be checked. Left-hand bargraph 9 should illuminate. This command must be entered with the ignition off while the engine immobiliser is active.
Warning: switching off the ignition cancels this command.
- 05** Engine immobiliser indicator light command (illuminates the engine immobiliser indicator light for 3 seconds).
- 08** Door unlocking command (operates the micromotors for unlocking for 3 seconds).
- 09** Door locking command (operates the micromotors for locking for 3 seconds).
- 13** End of fault finding.
- 32** Programming of the second infra-red remote control key.
- 40** Entering of the security code (left-hand bargraph 10 must be illuminated and the ignition on). This command can be used to enter the security code, but does not enable the injection computer or coded solenoid valve code to be cleared.
Enter the vehicle's security code number on the XR25 keypad and validate using key "*".
If the code number is correct, "**bon**" appears on the XR25 display and left-hand bargraph 10 extinguishes.
If the code number is not correct, "**Fin**" appears on the XR25 display and left-hand bargraph 10 remains illuminated.
Warning: 3 attempts at entering the code are permitted. If at the end of the 3rd attempt the code is not valid, approximately 15 minutes must elapse before another attempt can be made (between each attempt at entering the code, the ignition must be switched off and then on again).
- 70** Reading of the Part Number (multi-timer unit part number).

FAULT FINDING - ASSOCIATED CHECKS

LIST OF THE DIFFERENT

- | | |
|-----------|--|
| 43 | Type of central locking button. |
| 26 | Origin of the last door command:
1 → Infra-red remote control
2 → Central locking button |
| 27 | Reading of the meaning of the last door command:
1 → Unlocking
2 → Locking |
| 65 | E2prom test |
| 95 | Manufacturer (1 = Valéo, 2 = Sagem). |