



8 Electrical equipment

82D

ACCESS/SAFETY

UCH

Vdiag No.: 0F

Fault finding – Introduction	82D - 2
Fault finding – List and location of components	82D - 9
Fault finding – Role of components	82D - 10
Fault finding – Operating diagram	82D - 11
Fault finding – Function	82D - 14
Fault finding – Configuration	82D - 17
Fault finding – Programming	82D - 19
Fault finding – Fault summary table	82D - 22
Fault finding – Interpretation of faults	82D - 23
Fault finding – Conformity check	82D - 29
Fault finding – Status summary table	82D - 33
Fault finding – Interpretation of statuses	82D - 34
Fault finding – Parameter summary table	82D - 37
Fault finding – Interpretation of parameters	82D - 38
Fault finding – Command summary table	82D - 39
Fault finding – Interpretation of commands	82D - 40
Fault finding – Customer complaints	82D - 46
Fault finding – Fault location chart	82D - 47

V2

Edition Anglaise

"The repair procedures given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The procedures may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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1. SCOPE OF THIS DOCUMENT

This document presents the fault finding method applicable to all computers with the following specifications:

Vehicle: **Clio II F6**

Function concerned: **ACCESS/SAFETY**

Computer name: **UCH**

Vdiag No.: **0F**

2. PREREQUISITES FOR FAULT FINDING

Documentation type

Fault finding procedures (this manual):

- Assisted fault finding (integrated into the **diagnostic tool**), Dialogys.

Wiring Diagrams:

- Visu-Schéma.

Type of diagnostic tools

- **CLIP**

Special tooling required

Special tooling required	
Diagnostic tool	
Multimeter	
Elé 1622	Bornier
Mot.1681	Universal bornier

If the information obtained by the diagnostic tool requires the electrical continuity to be checked, connect bornier Elé. 1622 or universal bornier Elé. 1681.

WARNING:

- All checks using bornier **Elé. 1622** or **Elé. 1681** must be performed with the battery disconnected.
- The bornier is only designed to be used with a multimeter. Never power the test points with **12 V**.

3. REMINDERS

Procedure

To run diagnostics on the vehicle computers, switch on the ignition using the key.

Faults

Faults are declared present or stored (depending on whether they appeared in a certain context and have disappeared since, or whether they remain present but are not diagnosed within the current context).

The **present** or **stored** status of faults must be considered when using the **diagnostic tool** after switching on + **after ignition feed** (without activating any system components).

For a **present fault**, apply the procedure described in the **Interpretation of faults** section.

For a **stored fault**, note the faults displayed and apply the **Notes** section.

If the fault is **confirmed** when the instructions are applied, the fault is present. Deal with the fault.

If the fault is **not confirmed**, check:

- the electrical lines which correspond to the fault,
- the connectors on these lines (corrosion, bent pins, etc.),
- the **resistance** of the faulty component,
- the condition of the wires (melted or cut insulation, wear).

Conformity check

The conformity check is designed to check the statuses and parameters that do not display any faults on the **diagnostic tool** when they are inconsistent. Therefore, this stage is used to:

- carry out fault finding on faults that do not have a fault display, and which may correspond to a customer complaint,
- check that the system is operating correctly and that there is no risk of a fault recurring after repair.

This section gives the fault finding procedures for statuses and parameters and the conditions for checking them.

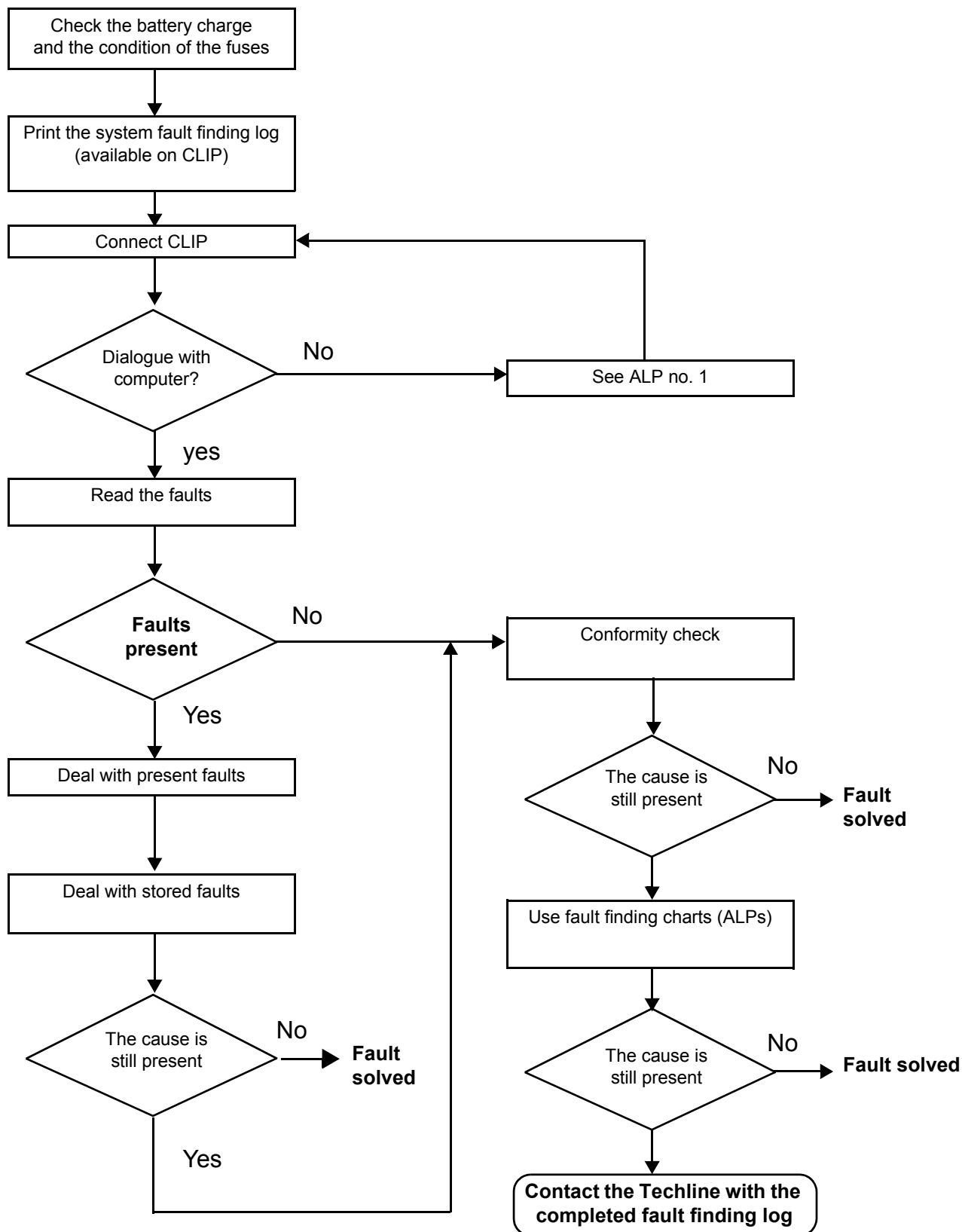
If a status is not behaving normally or a parameter is outside permitted tolerance values, you should consult the corresponding fault finding page.

Customer complaints - Fault finding chart

If the test with the **diagnostic tool** is OK but the customer complaint is still present, the fault should be dealt with by **customer complaints**.

A summary of the overall procedure to follow is provided on the following page in the form of a flow chart.

4. FAULT FINDING PROCEDURE



4. FAULT FINDING PROCEDURE (CONTINUED)**4.1 Wiring check****Fault finding problems**

Disconnecting the connectors and/or manipulating the wiring may temporarily clear the cause of a fault.

Visual inspection

Look for damage under the bonnet and in the passenger compartment.

Carefully check the protectors, insulation, and routing of the wiring, as well as the mountings.

Physical inspection

When manipulating the wiring, either use the **diagnostic tool** to detect a change in status, from "stored" to "present", or the multimeter to view the status changes.

Make sure that the connectors are firmly secured.

Apply light pressure to the connectors.

Twist the wiring harness.

Checking earth insulation

This check is carried out by measuring the voltage (multimeter in voltmeter mode) between the suspect connection and the **12 V** or **5 V**. The correct measured value is **0 V**.

Checking insulation against + 12 V or + 5 V

This check is carried out by measuring the voltage (multimeter in voltmeter mode) between the suspect connection and the earth. In the first instance, the earth may be taken on the chassis. The correct measured value should be **0 V**.

Continuity check

A continuity check is carried out by measuring the resistance (multimeter in ohmmeter mode), with the connectors disconnected at both ends. The expected result is in the range: $0 \Omega < X < 2 \Omega$ for each connection. The line must be fully checked, and the intermediate connections are only included in the method if this saves time during the fault finding procedure. The continuity check on the multiplex lines must be carried out on both wires. The measured value should be between: $0 \Omega < X < 2 \Omega$.

Checking the supply

This check may be carried out using a test light (**21 W** or **5 W** depending on the maximum authorised load).

4.2 Checking the connectors

Note:

Carry out each requested check visually.
Do not remove a connector if it is not required.

Note:

Repeated connections and disconnections alter the functionality of the connectors and increase the risk of poor electrical contact. Limit the number of connections/disconnections as much as possible.

Note:

The check is carried out on the 2 parts of the connection. There may be two types of connection:

- Connector/Connector.
- Connector/Device.

Visual inspection of the connection:

- Check that the connector is connected correctly and that the male and female parts of the connection are correctly coupled.

Visual inspection of the area around the connection:

- Check the condition of the mounting (pin, strap, adhesive tape, etc.) if the connectors are attached to the vehicle.
- Check that there is no damage to the wiring trim (sheath, foam, adhesive tape, etc.) near the wiring.
- Check that there is no damage to the electrical wires at the connector outputs, in particular on the insulating material (wear, cuts, burns, etc.).

Disconnect the connector to continue the checks.

Visual inspection of the plastic casing:

- Check that there is no mechanical damage (casing crushed, cracked, broken, etc.), in particular to the fragile components (lever, lock, openings, etc.).
- Check that there is no heat damage (casing melted, darker, deformed, etc.).
- Check that there are no stains (grease, mud, liquid, etc.).

Visual inspection of the metal contacts:

(The female contact is called CLIP. The male contact is called TAB.)

- Check that there are no bent contacts (the contact is not inserted correctly and can come out of the back of the connector). The contact comes out of the connector when the wire is pulled gently.
- Check that there is no damage (folded tabs, clips open too wide, blackened or melted contact, etc.).
- Check that there is no oxidation on the metal contacts.

Visual inspection of the sealing:

(Only for watertight connectors)

- Check for the seal on the connection (between the 2 parts of the connection).
 - Check the seal at the back of the connectors:
 - For unit *joints* (1 for each wire), check that the unit joints are present on each electrical wire and that they are correctly positioned in the opening (level with the housing). Check that plugs are present on openings which are not used.
 - For a *grommet* seal (one seal which covers the entire internal surface of the connector), check that the seal is present.
 - For gel seals, check for gel in all of the openings without removing the excess or any protruding sections (it does not matter if there is gel on the contacts).
 - For *hotmelt* sealing (heat-shrink sheath with glue), check that the sheath has contracted correctly on the rear of the connectors and electrical wires, and that the hardened glue comes out of the side of the wire.
- Check that there is no damage to any of the seals (cuts, burns, significant deformation, etc.).

If a fault is detected, consult **Technical Note 6015A, Repairing electrical wiring**.

5. FAULT FINDING LOG



IMPORTANT!

IMPORTANT

All faults involving a complex system call for thorough diagnostics with the appropriate tools. The FAULT FINDING LOG, which should be completed during the fault finding procedure, ensures a record is kept of the procedure carried out. It is an essential document when consulting the manufacturer.

IT IS THEREFORE ESSENTIAL THAT THE FAULT FINDING LOG IS FILLED OUT EVERY TIME IT IS REQUESTED BY TECHLINE OR THE WARRANTY RETURNS DEPARTMENT.

You will always be asked for this log:

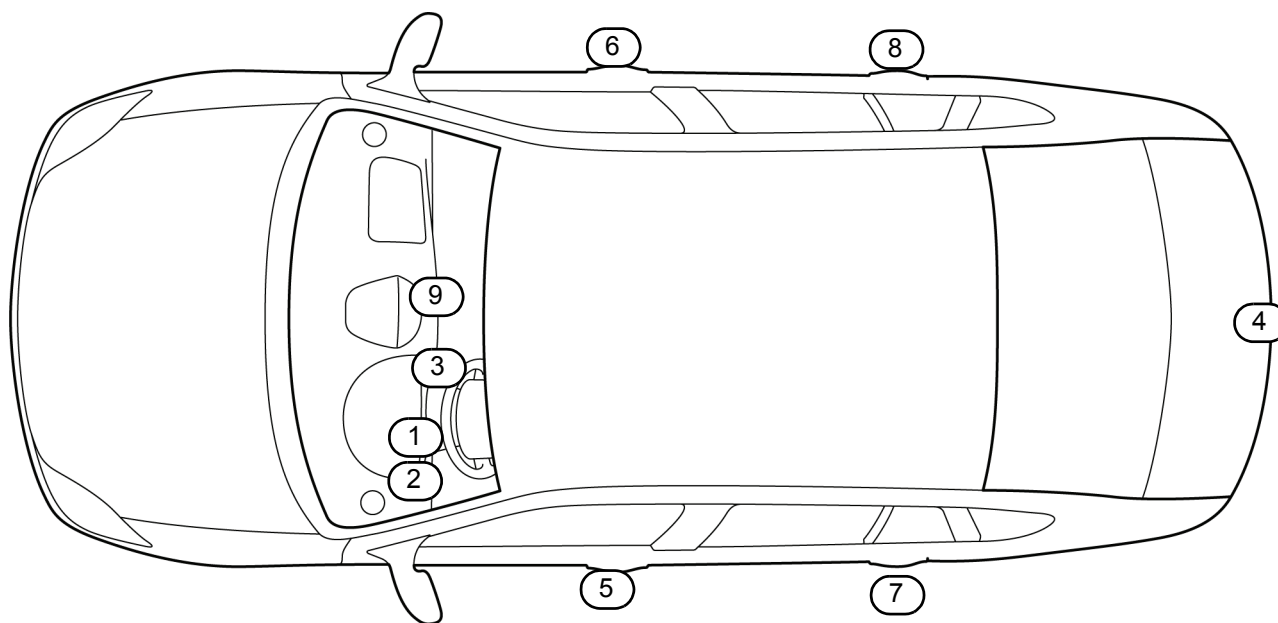
- when requesting technical assistance from the Techline,
- when requesting approval before replacing parts for which approval is compulsory,
- to be attached to monitored parts for which reimbursement is requested. The log is needed for warranty reimbursement, and enables better analysis of the parts removed.

6. SAFETY INSTRUCTIONS

Safety rules must be observed during any work on a component to prevent any material damage or personal injury:

- check the battery voltage to avoid incorrect operation of computer functions,
- use the proper tools.

Fault finding – List and location of components



0000001001

- | | | | |
|---|--------------------------------|---|-------------------------------------|
| 1 | UCH | 6 | Passenger lock |
| 2 | Passenger compartment fuse box | 7 | Rear left-hand lock |
| 3 | Transponder ring | 8 | Rear right-hand lock |
| 4 | Tailgate or boot lid lock | 9 | CPE* button |
| 5 | Driver's lock | | CPE*: electric central door locking |

Electric central door locking:

The doors can be centrally locked and unlocked using the CPE* button.

Tailgate lock:

The tailgate locking and unlocking function is controlled by the UCH.

Front driver and passenger door locks:

The front driver and passenger door locking and unlocking command is provided by the UCH.

Transponder and radiofrequency key:

- **the transponder** in the key sends the following signals to the UCH:
- Key identifier signal.
- Immobiliser code signal.

The transponder is also involved in the Immobiliser function.

The radiofrequency key is used to transmit the key identifier information after pressing the button once. A radiofrequency wave is sent to the UCH to carry out the user's request if the key is allocated to the vehicle (locking or unlocking the doors and the tailgate).

Injection:

When the authentication messages with the UCH have been exchanged, the injection can be unlocked and authorise starting of the engine.

The injection system is unlocked and engine starting is authorised as soon as the UCH has authenticated the injection computer.

CPE*: electric central door locking.

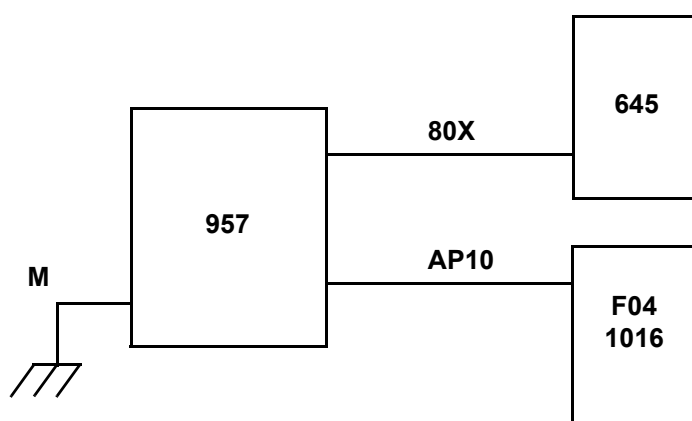
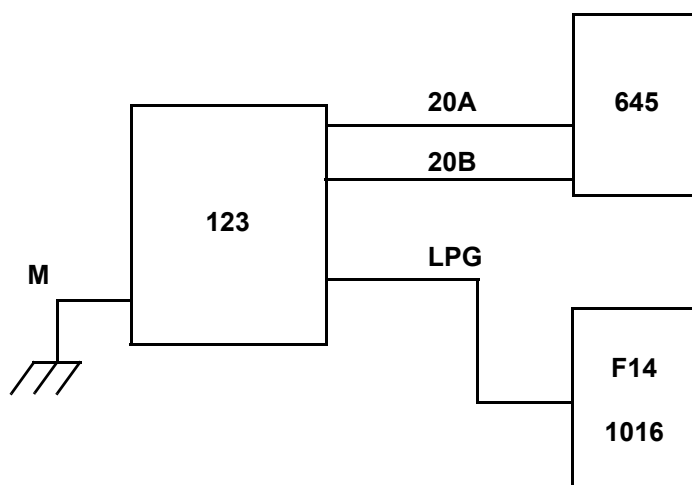
ACCESS/SAFETY

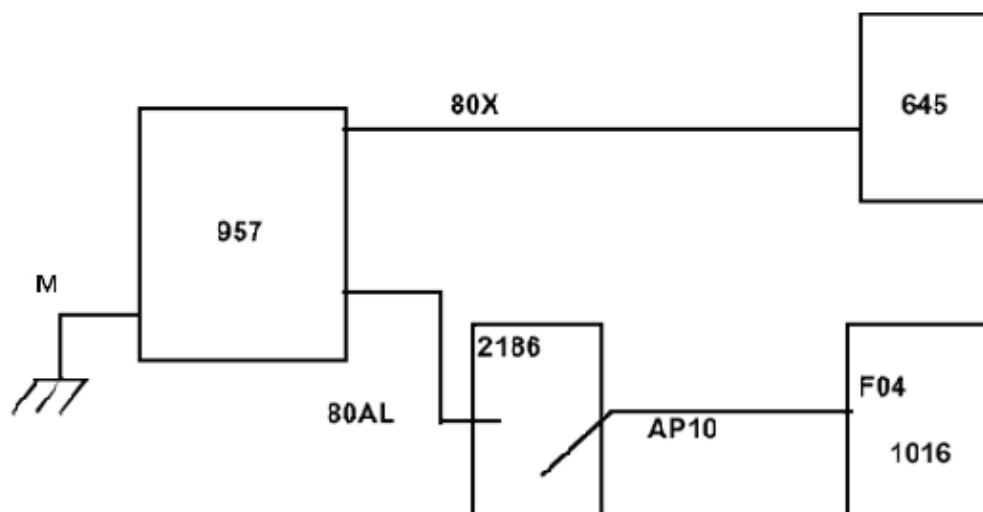
Fault finding – Operating diagram

82D

List of system components and associated component codes:

Component code	Component
123	Central door locking switch
645	Unité Centrale Habitacle (Passenger Compartment Central Unit)
1016	Passenger compartment fuse box
957	Transponder ring
2186	SVT computer





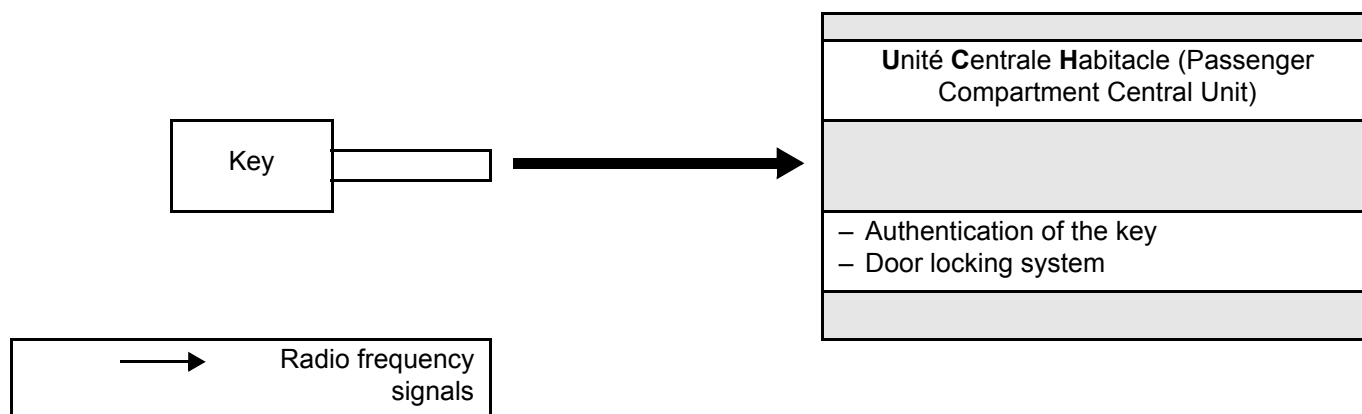
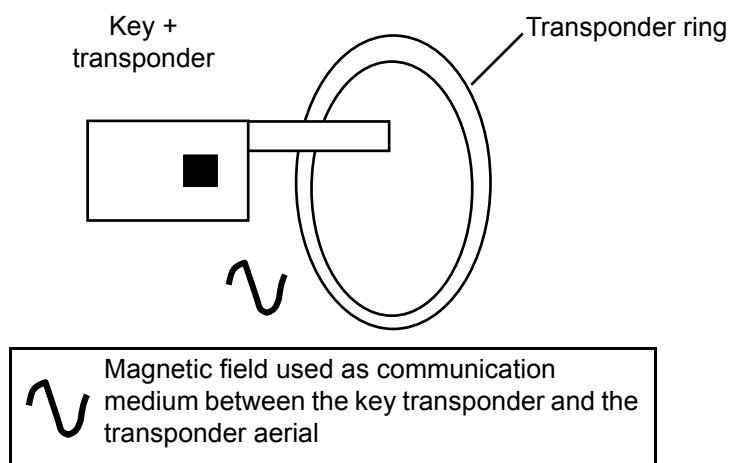
Layout of the Access - Safety function**Access (RF*) and protection (immobiliser) of the vehicle:**

The access function (locking/unlocking) is provided by the UCH and the key.

Communication between the key and the UCH is made via radio frequency transmission at **433 MHz**.

When the switch is pressed, the key sends out a radiofrequency wave signal. The UCH receives the signal via its built-in aerial.

The UCH authenticates the key and carries out the user's request if the key is allocated to the vehicle.

Access via radio frequency:**PROTECTION (Immobiliser)**

*RF: Radio frequency

Engine immobiliser

The immobiliser function is divided between three coded computers (the UCH, the injection computer and the key). Communication between the key and the UCH is ensured by the transponder ring through a magnetic field created between the transponder ring and the key.

When the + After ignition is switched on, the key sends its identifier to the UCH via the transponder ring, located on the ignition switch. The UCH runs through an authentication procedure with the key via the transponder ring. If the key is allocated to the vehicle, then operation of the starter motor is authorised and the injection system is unlocked.

The injection computer has no reference code in its memory: the code which is transmitted is stored.

If the code supplied by the key is not recognised by the UCH, then the system remains locked. The red engine immobiliser warning light flashes (quickly). The vehicle cannot be started.

IMPORTANT

When the vehicle battery has a low charge, the drop in voltage caused by operating the starter could reactivate the immobiliser. If the voltage is too low, the engine cannot be started, even by pushing the vehicle.

If the anti-theft tracking unit is fitted to the vehicle and the does vehicle not start, the customer should be asked the following questions. This is to ensure that the information given by their access supplier via GSM conform with what is noted in the computer:

- Who is your vehicle detection service supplier?
- Which activation option did you choose? (with locating system/without locating system)
- Did you request remote blocking? (If yes, this is why the engine does not start).

If the vehicle detection service cannot be activated, ask the owner:

- What is the server name of the vehicle detection service supplier?
- What is the APN address of the vehicle detection service supplier?

This is to ensure that the information given by their access supplier via GSM conform with what is noted in the computer.

Recognition of keys in normal operation

	IMMOBILISER WARNING LIGHT
Vehicle protected (without After Ignition)	Indicator light flashes at 1 Hz
Key recognised, injection protection lifted	Warning light continuously illuminated for 3 seconds and then goes out
Key not recognised, injection protected	Warning light flashes at 4 Hz

Locking / Unlocking

This system can function with up to four remote control units (the UCH can only manage four different codes).

The radio frequency signal receiver is integrated in the UCH.

The central door locking button is inhibited once the doors have been locked by the remote control.

Locking and unlocking the doors with the remote control is confirmed by the hazard warning lights flashing (if all the doors are closed properly):

- locking: 2 flashes,
- unlocking: 1 flash.

Depending on the equipment level, unlock the doors and ensure that none of the doors is opened within the next **30 seconds** otherwise the system will automatically re-lock the vehicle opening elements (without the hazard warning lights flashing).

The UCH controls the vehicle interior lighting. If a courtesy light is left on, the UCH will cut the lighting supply after approximately **30 minutes**.

Note:

Unlocking can be performed by the UCH, if the airbag computer has detected an impact or if it is faulty (see **88C, Airbag - Seat belt pretensioners**).

The **Top of the range** version dims the light progressively after the doors have been closed by radio frequency remote control.

Spare keys are supplied without a code or a number.

It is possible in the event of a key being stolen or lost or at the customer's request, for a vehicle key to be de-allocated.

It can be reassigned to the same vehicle if necessary.

Starting

The UCH controls the command and supply part of the start-up function and the starting and charging process is controlled by the UCH. For this function to operate normally, the protection function must have been successfully completed.

IMPORTANT:

When the vehicle battery has a low charge, the drop in voltage caused by operating the starter could reactivate the immobiliser. If the voltage is too low, the engine cannot be started, even by pushing the vehicle.

Note:

If several, i.e. three or four, attempts have been made using a key not allocated to the vehicle, the injection computer locks. Insert a key allocated to the vehicle for **20 seconds** in + **after ignition feed**, then switch off the ignition and wait for the end of power-latch* (**20 minutes**) to allow the injection computer to unlock.

*Powerlatch: Time required for injection computer supply after + **12V** after ignition cut-off to the ignition switch.

CONFIGURATION

New parts are not coded. Once fitted on the vehicle, they must be programmed with a code to become operational.

To perform this procedure, it is essential that some parts on the vehicle are already correctly coded (with the vehicle code).

Refer to the allocation table.

ALLOCATION TABLE

AFTER-SALES OPERATION	STATE OF COMPONENTS			REPAIR CODE NEEDED
	UCH	Key	Injection computer	
Programming the Passenger Compartment Central Unit (UCH)	Blank	Coded	Coded	YES
Key allocation or cancellation	Coded	Blank*	-	YES
Programming the injection computer	Coded	Coded	Blank	NO

Blank*: The key allocated to a vehicle must be blank or already programmed to this vehicle.

A new UCH is not coded. You must therefore program a code into a new UCH fitted to a vehicle to make the UCH operational.

To perform this procedure, at least one of the vehicle's old keys and the repair code are required and the injection computer must be correctly coded (refer to the allocation table).

IMPORTANT:

If a code is programmed into the UCH, the UCH is allocated to the vehicle. It is impossible to erase the code or program in another one. The programmed code cannot be erased.

WARNING:

Only the keys used in this procedure will work if:

- they have already been coded on this vehicle,
- or they are new (not coded).

Note:

If only the UCH is replaced, there is no operation to perform on the injection computer, as it retains the same immobiliser code.

Equipment required:

CLIP diagnostic tool

Access and Safety function configurations in the UCH

Individual configuration available using the diagnostic tool by reading the associated configuration:

Configuration	Configuration reading	Name of configuration	Option	Configuration
CF059	LC012	Automatic relocking	WITH or WITHOUT	SC008 UCH type
CF073	LC097	Type of key	ONE BUTTON or TWO BUTTONS	
CF070	LC113	Airbag	WITH or WITHOUT	
CF082	LC149	Key locking	WITH or WITHOUT	
CF048	LC165	Seat belt not fastened sensor	ACTIVE or INACTIVE	
CF061	LC169	Vehicle locked by RAID function	YES or NO	
CF060	LC170	RAID* function authorisation by diag* tool	WITH or WITHOUT	
CF047	LC171	Radiofrequency function	WITH or WITHOUT	
CF064	LC172	Type of central door locking button (CPE)*	1 POSITION or 2 POSITIONS	

*RAID: Renault Anti-Intruder Device.

*CPE: Electric central door locking.

*diag: diagnostic

- Check the configurations in the **Read configurations** menu

UCH PROGRAMMING PROCEDURE

The UCH programming procedure is carried out using the **diagnostic tool**.

- Establish dialogue with the UCH computer.
- In the menu **Special commands**, select the command **SC004 Program UCH**.

The tool displays **Switch off the ignition and leave the key in the ignition switch, then press NEXT**.

The tool displays **Enter After-Sales mode**. With the ignition off, enter the secret After-Sales code and validate.

If the code format is correct, the tool displays **Insert a key allocated to the vehicle and switch on the ignition, then press NEXT or abandon the procedure by pressing ABANDON**, the programming procedure is in progress.

The tool displays **PROGRAMMING COMPLETE**

Perform the key allocation procedure

Perform the VIN writing procedure

Perform the computer configurations. The UCH is coded.

Enter key programming mode to allocate the other keys (maximum of three keys). Several seconds may elapse before this message appears.

IMPORTANT:

The maximum delay between each operation is **5 minutes**, otherwise the procedure is cancelled.
Once the UCH is coded, it is impossible to clear or program it with a new code.

SPECIAL CASES

If the screen displays:

- **Programming failed. Check that the After-Sales code is correct. Repeat the procedure using another key from the vehicle. If the fault is still present, contact the Techline:**
The code read is incorrect or the UCH has already been coded on another vehicle.
- **Procedure failed: the UCH is not blank. Press FINISH:** The UCH is already coded on this vehicle.
- **The key inserted is blank. Programming cannot be carried out. Obtain a key belonging to the vehicle and repeat the procedure:**
The key has not been programmed, insert a key already coded on this vehicle.

KEY ALLOCATION PROCEDURE

WARNING:

If none of the keys are available, it will be necessary to carry out a reallocation procedure for all keys.

Establish dialogue with the UCH computer.

In the menu **Special commands**, validate the command **SC015 Key allocation**.

The key allocation procedure is composed of two stages: a stage to present the keys to the UCH and a stage to program the keys.

KEY PRESENTATION MODE

A maximum of 2 blank keys can be presented (or allocated).

The tool displays **Switch off the ignition and leave the key in the ignition switch, then press VALIDATE**.

The tool displays **OBTAIN ALL OF THE VEHICLE KEYS. KEYS NOT PRESENTED DURING THE PROCEDURE WILL NOT OPERATE**. Important: Only 2 blank keys are authorised via the key allocation procedure.

The tool displays **Switch on the ignition using the key to be allocated**.

After key allocation, the tool displays **Switch off the ignition**.

It is possible to allocate another key (maximum of 4 allocated keys). The tool displays **Register another key?**

If 4 keys have already been allocated to the vehicle, move on to the key programming mode.

KEY PROGRAMMING MODE

The tool displays **Enter After-Sales mode**. With the ignition off, enter the secret After-Sales code.

The tool displays **Insert the key to be allocated - it is important not to leave the previously allocated key in the ignition switch - switch on the ignition and then validate**.

After key allocation, the tool displays **Switch off the ignition**.

The tool offers the option **Insert the next key to be allocated**.

To allocate additional keys, switch on the ignition for several seconds with the other vehicle keys to be allocated (three maximum) and then validate.

IMPORTANT:

These must be old keys from the vehicle or new non-coded keys.

The tool displays **Writing data to memory**, the UCH is coded and the keys are programmed.

Several seconds will elapse before this message appears, in order to exit the reallocation mode.

IMPORTANT:

The maximum delay between each operation is **5 minutes**, otherwise the procedure is cancelled. The tool then displays the message **Procedure interrupted**.

This message also appears if dialogue with the UCH is lost or if the battery power supply is cut.

SPECIAL CASES

If the screen displays:

- **The UCH is blank. Start the UCH programming procedure:** the UCH is blank. It is impossible to allocate keys to an uncoded UCH.

ACCESS/SAFETY

Fault finding – Fault summary table

82D

Tool fault	Diagnostic tool title
DF180	Decoder -> ring connection
DF270	Diesel solenoid valve authorisation
DF272	Coded line circuit
DF274	Electric central locking button

<p>DF180 PRESENT OR STORED</p>	<p><u>DECODER -> RING CONNECTION</u> CC.0: Short circuit to earth CC.1: Short circuit to + 12 V</p>
<p>NOTES</p>	<p>Check for the presence of an anti-theft tracking unit. Check with the call centre that the anti-theft tracking unit has not been activated. Deal with the present or stored faults of the anti-theft tracking unit first (see 82A, Engine immobiliser).</p>
	<p>Special Note: See Wiring Diagrams Technical Note for Clio II F6.</p>
<p>CC.0</p>	<p>Check the connection and condition of the transponder ring connector, component code 957. If the connector is faulty and there is a repair method (see Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p> <p>Check the connection and condition of the UCH connector, component code 645. If the connector is faulty and there is a repair method (see Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>
<p>If the anti-theft tracking unit is not present in the vehicle:</p>	
<p>Disconnect the transponder ring connector and check that there is a correct + 12 V after ignition supply on connection AP10 of the transponder ring, component code 957. If the connection is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace it.</p>	
<p>Check the continuity and insulation to earth of the following connection: AP10 between components 1016 and 957. If the connection is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace it.</p>	
<p>AFTER REPAIR</p>	<p>Follow the instructions. Deal with any other faults. Clear the stored faults.</p>

DF180 CONTINUED 1

If the **anti-theft tracking unit**, component code **2186** is **present** in the vehicle:

Check the connection and condition of the connector for the anti-theft tracking unit, component code **2186**.
If the connector is faulty and there is a repair method (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

Disconnect the connector of the transponder ring, component code **957**, and check that the **+12 V after ignition** supply is correct on connection **80AL** of component **957**.
If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

Disconnect the connector of the **anti-theft tracking unit**, component code **2186** and check for **+12 V after ignition** on connection **AP10** of component **2186**.
If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

Check the **continuity**, **insulation** and the **absence of interference resistance** on the following connections:

- **AP10** between components **1016** and **2186**,
- **80AL** between components **2186** and **957**,
- **80X** between components **645** and **957**.

If the connection or connections are faulty and if there is a repair method (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace the wiring.

Check the continuity between connections **AP10** and **80AL** of components **1016** and **957**.
If the check is not correct, contact the Techline.

AFTER REPAIR

Follow the instructions.
Deal with any other faults.
Clear the **stored** faults.

DF180 CONTINUED 2

CC.1

Check the connection and condition of the transponder ring connector, component code **957**.

If the connector is faulty and there is a repair method (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

Check the connection and condition of the UCH connector, component code **645**. If the connector is faulty and there is a repair method (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

Check the **continuity** and **insulation to + 12 V** on the following connections:

- **M** of component **957**,
- **80X** between components **645** and **957**.

If the connection or connections are faulty and if there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**) repair the wiring, otherwise replace it.

If the fault is still present, contact the Techline.

AFTER REPAIR

Follow the instructions.
Deal with any other faults.
Clear the **stored** faults.

DF270 PRESENT OR STORED	<u>DIESEL SOLENOID VALVE AUTHORISATION</u> DEF: Absent
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NOTES	Priorities when dealing with a number of faults: Deal with fault DF272 Coded line circuit as first if it is present or stored .
	Conditions for applying the fault finding procedure to stored faults: <ul style="list-style-type: none">– The fault is declared present after the ignition has been switched on for 5 seconds.– The fault is present or stored only for vehicles equipped with a diesel solenoid valve.
	Special Note: See Wiring Diagrams Technical Note for Clio II F6 .

Check the connection and condition of the coded solenoid valve connector.
If the connector is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

Disconnect the decoder unit and, **with the ignition off**, check the **insulation** (against **+12 volts** and **earth**), the **continuity** and **absence of interference resistance** of the connection:

- **H17** between components **645** and **120**.

If the connection is faulty and there is a repair procedure (see **Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair**), repair the wiring, otherwise replace it.

Check the conformity of **the 12 volt supply** and **the earth** of the coded solenoid valve (refer to vehicle engine diagrams).

If the fault is still present, contact the Techline.

AFTER REPAIR	Follow the instructions. Deal with any other faults. Clear the stored faults.
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<p>DF272 PRESENT OR STORED</p>	<p><u>CODED LINE CIRCUIT</u> CC.0: Short circuit to earth CC.1: Short circuit to + 12 V</p>
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<p>NOTES</p>	<p>Special Note: See Wiring Diagrams Technical Note for Clio II F6.</p>
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<p>Check the connection and condition of the injection computer connector, component code 120. If the connector is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>
<p>Check the connection and condition of the UCH connector, component code 645. If the connector is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>
<p>Check the continuity and insulation of the following connection: • H17 between components 645 and 120. If the connection or connections are faulty and if there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace the wiring.</p>
<p>If the fault is still present, contact the Techline.</p>

<p>AFTER REPAIR</p>	<p>Deal with any other faults. Clear the stored faults.</p>
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<p>DF274 PRESENT</p>	<p><u>ELECTRIC DOOR LOCKING BUTTON</u></p> <ol style="list-style-type: none"> 1. DEF: (-) button jammed 2. DEF: (+) button jammed
<p>NOTES</p>	<p>The fault is declared stored after activation of the door locking button.</p>
	<p>Special Note: See Wiring Diagrams Technical Note for Clio II F6.</p>
<p>Check the condition and presence of fuse F14 in the passenger compartment fuse box, component code 1016 (see MR 430 Mechanical, 81C, Fuses, Fuses: List and location of components).</p> <p>Check the connection and condition of the UCH connector, component code 645 and check the electric door locking control connector, component code 123.</p> <p>If the connector(s) are faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>	
<p>Check the insulation and continuity of the following connections:</p> <ul style="list-style-type: none"> • 20B between components 645 and 123, • 20A between components 645 and 123. • M of component 123. <p>If the connection or connections are faulty and if there is a repair method (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace the wiring.</p>	
<p>If the fault is still present, contact the Techline.</p>	

<p>AFTER REPAIR</p>	<p>Follow the instructions. Deal with any other faults. Clear the stored faults.</p>
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UCH_V0F_DF274P

NOTES

Only check conformity after a complete check with **the diagnostic tool**.
The values shown in this conformity check are given as a guide.
Application conditions: **engine stopped, ignition on**.

SUB-FUNCTION: STARTING

Function	Parameter or Status Checked or Action		Display and notes	Fault finding
Supply	ET004	+12 V after ignition	YES NO	In the event of a fault, consult the interpretation of status ET004 (see 87B, Passenger compartment connection unit).
Engine immobiliser	ET184	Valid key code	YES when the ignition is switched on NO before the ignition is switched on	In the event of a fault, apply the interpretation of status ET184 .
	ET185	Key code received	YES = If the UCH has received the immobiliser code from the key NO = If the UCH does not receive the immobiliser code from the key	In the event of a fault, apply the interpretation of status ET185 .
	ET549	Immobiliser active	YES NO	In the event of a fault, apply the interpretation of status ET549 .
	ET127	Immobiliser warning light	ON OFF	In the event of a fault, apply the interpretation of status ET127 (see 87B, Passenger compartment connection unit).

ACCESS/SAFETY

Fault finding – Conformity check

82D**NOTES**

Only check conformity after a complete check with **the diagnostic tool**.
The values shown in this conformity check are given as a guide.
Application conditions: **engine stopped, ignition on**.

SUB-FUNCTION: STARTING (CONTINUED)

Function	Parameter or status checked or action		Display and notes	Fault finding
Key	PR056	Number of keys allocated	2 keys on leaving the factory and programming of up to 4 keys in After-Sales	In the event of a fault , apply the interpretation of parameter PR056 .
	ET183	Key already programmed for the vehicle	YES	In the event of a fault , apply the scenario SC015 Key allocation
Engine immobiliser	AC003	Immobiliser warning light	This command is used to illuminate the immobiliser warning light	In the event of a fault , apply the procedure for command AC003 (see 87B, Passenger compartment connection unit).

NOTES

Only check conformity after a complete check with **the diagnostic tool**.
The values shown in this conformity check are given as a guide.
Application conditions: **engine stopped, ignition on**.

SUB-FUNCTION: ACCESS

Function	Parameter or Status Check or Action		Display and notes	Fault finding
Supply	ET004	+ 12 V after ignition feed	YES NO	In the event of a fault, consult the interpretation of status ET004 (see 87B , Passenger compartment connection unit).
Speed	PR008	Vehicle speed	X in mph (km/h)	In the event of a fault, run a test on the computer that gives the vehicle speed signal (see 83A , Instrument panel).
Opening elements	ET489	Front doors	OPEN when opening a front door. CLOSED if the doors are closed.	In the event of a fault, apply the interpretation of status ET489 (see 87B , Passenger compartment connection unit).
	ET551	Rear doors or luggage compartment	OPEN when opening a rear door or the luggage compartment lid. CLOSED if the doors are closed.	In the event of a fault, apply the interpretation of status ET551 (see 87B , Passenger compartment connection unit).

ACCESS/SAFETY

Fault finding – Conformity check

82D**NOTES**

Only check conformity after a complete check with **the diagnostic tool**.
The values shown in this conformity check are given as a guide.
Application conditions: **engine stopped, ignition on**.

SUB-FUNCTION: ACCESS (CONTINUED)

Function	Parameter or Status Check or Action		Display and notes	Fault finding
Unlocking command	AC005	Opening element unlocking	This command is used to test whether the 4 doors and tailgate unlocking function is operating correctly	In the event of a fault, consult the procedure for dealing with command AC005 .
Locking command	AC004	Central door locking	This command is used to test whether central door locking is working	In the event of a fault, consult the procedure for dealing with command AC004 .

Fault finding – Status summary table

Tool status	Diagnostic tool title
ET004	+ 12 V after ignition feed
ET183	Key already programmed for the vehicle
ET184	Valid key code
ET185	Key code received
ET549	Immobiliser active

ET184

KEY CODE VALID**NOTES**

The status is **YES** when the ignition is switched on (+ after ignition feed) using a key for the vehicle.
If the status remains **NO**, try another key assigned to the vehicle before performing any operation.

ET184: NO despite the ignition being switched on, a key that belongs to the vehicle and the key code received (ET185 YES).

Check that status **ET004 + 12 V After ignition feed** is **YES** with the ignition on.

Re-allocate the keys with the After-Sales code using the scenario **SC015 Key allocation**.
If the fault persists, replace the faulty vehicle key.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

UCH_V0F_ET184

ET185	<u>KEY CODE RECEIVED</u>
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NOTES	Check that no fault is present or stored . The status is YES when the ignition is switched on (+ after ignition feed) with a valid key. If the status remains NO , try another key assigned to the vehicle before performing any operation.
	Special Note: See Wiring Diagrams Technical Note for Clio II F6 .

ET185: NO with ignition on and a key that belongs to the vehicle.

Check that status **ET004 + 12 V After ignition feed** is **YES** with the ignition on.

Remove any metal objects from the key-ring and try again.

Switch on the ignition with the key from another vehicle, changing the key inserts:
If status **KEY CODE RECEIVED** changes to **YES**, replace the vehicle key.
If status **KEY CODE RECEIVED** remains **NO**, check the connections between the transponder ring, component code **957** and the UCH, component code **645**.
If the connector is faulty and there is a repair method (see **Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair**), repair the connector, otherwise replace the wiring.

If the problem persists, replace the transponder ring.

AFTER REPAIR	Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults.
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UCH_V0F_ET185

ET549

ENGINE IMMOBILISER ACTIVE**NOTES**

The immobiliser active status should change to **inactive** when the + after ignition is switched on.
The immobiliser status should be **active** when the key is absent from the ignition switch.

ET549: YES despite the presence of a key in the ignition switch and + after ignition feed

Check that there is no fault before dealing with this status.

Check that status **ET004 + 12 V After ignition feed** is **YES** with the ignition on.
Deal with status **ET004** if it is **NO** with the ignition on.

Check status **ET185 Key code received** and status **ET184 Key code valid** with the ignition on.
If status **ET185** and **ET184** are **YES**, run fault finding on the injection computer (see **13B, Diesel injection** or **17B, Petrol injection**).

If status **ET185** is **NO**, deal with this status first.

If status **ET185** is **YES** and status **ET184** is **NO**, deal with status **ET184** first.

If the fault is still present, contact the techline.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

UCH_V0F_ET549

Fault finding – Parameter summary table

Tool Parameter	Diagnostic tool title
PR056	Number of keys allocated

PR056

NUMBER OF KEYS ALLOCATED**NOTES**Check that no fault is **present**.

This parameter indicates the number of keys allocated to the vehicle.
The maximum number of allocated keys is 4.

In the event of a fault, perform fault finding on the UCH (see **87B, Passenger compartment connection unit**).

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

UCH_V0F_PR056

Fault finding – Command summary table

Tool command	Diagnostic tool title	Comments
AC003	Immobiliser warning light	See 87B, Passenger compartment connection unit, "Interpretation of commands" section.
AC004	Central door locking	Refer to the interpretation of the command.
AC005	Central door unlocking	Refer to the interpretation of the command.
SC003	Spare	Refer to the interpretation of the command.
SC015	Key allocation	Refer to the interpretation of the command.

AC004 AC005	<u>OPENING ELEMENT LOCKING</u> <u>OPENING ELEMENT UNLOCKING</u>
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NOTES	<p>There must be no present or stored faults. This command is for testing locking relay operation. This command lasts for 2 seconds.</p>
	<p>Special Note: See Wiring Diagrams Technical Note for Clio II F6.</p>

<p>Check the presence and condition of fuses F14 in the passenger compartment fuse box, component code 1016 (see MR 430 Mechanical, 81C, Fuses, Fuses: List and location of components).</p>
<p>Check the condition and connection of the UCH connector, component code 645. If the connector is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>
<p>Check the condition and the connection of the connector(s) for the faulty lock(s), central door locking control, component code 123, rear right-hand door electric lock, component code 138, rear left-hand door electric lock, component code 139, driver's door electric lock, component code 140, passenger door electric lock, component code 141, boot lid electric lock, component code 142. If the connector(s) are faulty and if there is a repair procedure (see Technical Note 6015A, Repairing electrical wiring, wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>
<p>Check for an earth on the following connection:</p> <ul style="list-style-type: none"> • M of component 123. <p>If the connection or connections are faulty and if there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace the wiring.</p>

AFTER REPAIR	<p>Carry out another fault finding check on the system. Deal with any other faults. Clear the stored faults.</p>
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UCH_V0F_AC004 / UCH_V0F_AC005

AC004
AC005
CONTINUED

Check the **insulation, continuity** and the **absence of interference resistance** on the following connections:

- **20A** and **20B** between components **123** and **645**,
- **20BD** and **20D** between components **138** and **645**,
- **20BD** and **20D** between components **139** and **645**,
- **20BD** and **20D** between components **140** and **645**,
- **20BD** and **20D** between components **141** and **645**,
- **20BD** and **20D** between components **142** and **645**,

If the connection or connections are faulty and if there is a repair method (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace the wiring.

If the fault is still present, contact the techline.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

SC003

SPARE

Equipment required

CLIP

This command is used to recover a code which will allow the Techline to supply the After-Sales code.

Recovery procedure for Spare code:

- Establish dialogue with the UCH.
- Select the menu **Repair mode**.
- Select the menu **Programming**.
- Select the line **SC003 Spare**.

Follow the instructions on the **Clip diagnostic tool**.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

UCH_V0F_SC003

SC015

ALLOCATE KEY

Equipment required

CLIP

This key allocation operation enables you to assign keys to the vehicle.

To add one or more keys, replace one or more keys, de-allocate one or more keys (in the event of theft for example).

IMPORTANT

It is not possible to allocate more than two blank keys per operation.

If more than two keys must be allocated: program 2 blank keys then repeat the procedure with all the keys.

Before starting this operation, check that there are no components likely to interfere with the electromagnetic field (for example: CB (Citizen Band), mobile phones, etc.).

WARNING

If not all of the keys are available, all the keys will have to be reallocated. Keys not inserted will no longer be allocated to this vehicle.

WARNING

The only keys which can be submitted are those ordered for the vehicle concerned, or the vehicle's old keys.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

UCH_V0F_SC015

SC015 CONTINUED 1

IMPORTANT

Do not interrupt the procedure when it is in progress.

If it is interrupted, restart the procedure in "not connected mode"; a new programming key will be displayed.

The UCH must **not be blank** in order to be able to program keys.

With this system it is not possible to replace some components, such as the UCH and the key as these parts are sold blank and uncoded.

IMPORTANT

When the programming operation is complete, only remove the key once the Remove key message is displayed on the screen. Otherwise the programming operation fails and the key will be unusable.

WARNING

When the tool issues the programming key, the user has a limited time in which to enter the immobiliser code.

If the time has elapsed, the CLIP tool displays the message: **Time elapsed. Restart the procedure.**

Key allocation procedure

- Establish dialogue with the UCH.
- Select the **Repair mode** menu.
- Select the **Programming** menu.
- Select line **SC015 Allocate key**.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

Fault finding – Interpretation of commands

SC015
CONTINUED 2

The key allocation procedure takes place in two stages:

1. Key insertion stage.
2. Key allocation stage.

1- Key insertion stage

Clip requires that the keys to be allocated are inserted.

Insert ALL the keys to be allocated (old and new blank keys). Any keys not inserted at this stage will be rejected at the **Key allocation** stage and the operation will have to be restarted from the beginning.

Once all the keys are inserted, the **Clip diagnostic tool** displays the programming key in "not connected" mode.

To obtain the immobiliser code, (see **Technical Note 5037A, Code delivery procedure**).

IMPORTANT

In "not connected" mode, the programming key can only be used for a limited amount of time, as indicated by the **CLIP diagnostic tool**. After this time, the programming key and associated immobiliser code are no longer valid. The operation must be restarted from the beginning.

2- Key allocation stage:

Continue the procedure following the instructions on the **Clip diagnostic tool**.

Once the keys have been allocated, make sure that all the keys can lock and start the vehicle.

AFTER REPAIR

Carry out another fault finding check on the system.
Deal with any other faults.
Clear the **stored** faults.

NOTES

Only refer to these customer complaints after carrying out a complete check with the diagnostic tool

Starting fault

The vehicle will not start	→	ALP17
The backlighting of the opening elements locking / unlocking button operates erratically	→	ALP18
The electric locking/unlocking command of the doors operates erratically	→	ALP19

ALP 17

The vehicle will not start

NOTES

Only refer to the customer complaints after performing a complete check using the diagnostic tool.

Does the central locking operate?

NO

See **87B, Passenger compartment connection unit**.

YES

Switch on the ignition. Has the immobiliser warning light gone out?

NO

A

YES

Turn the starter.

Nothing happens.

B

The starter clicks but the engine does not turn over.

C

The starter motor turns but there is no engagement.

D

The engine turns but does not start.

Perform an **injection** domain test using the diagnostic tool (see **13B, Diesel Injection** or **17B, Petrol Injection**).

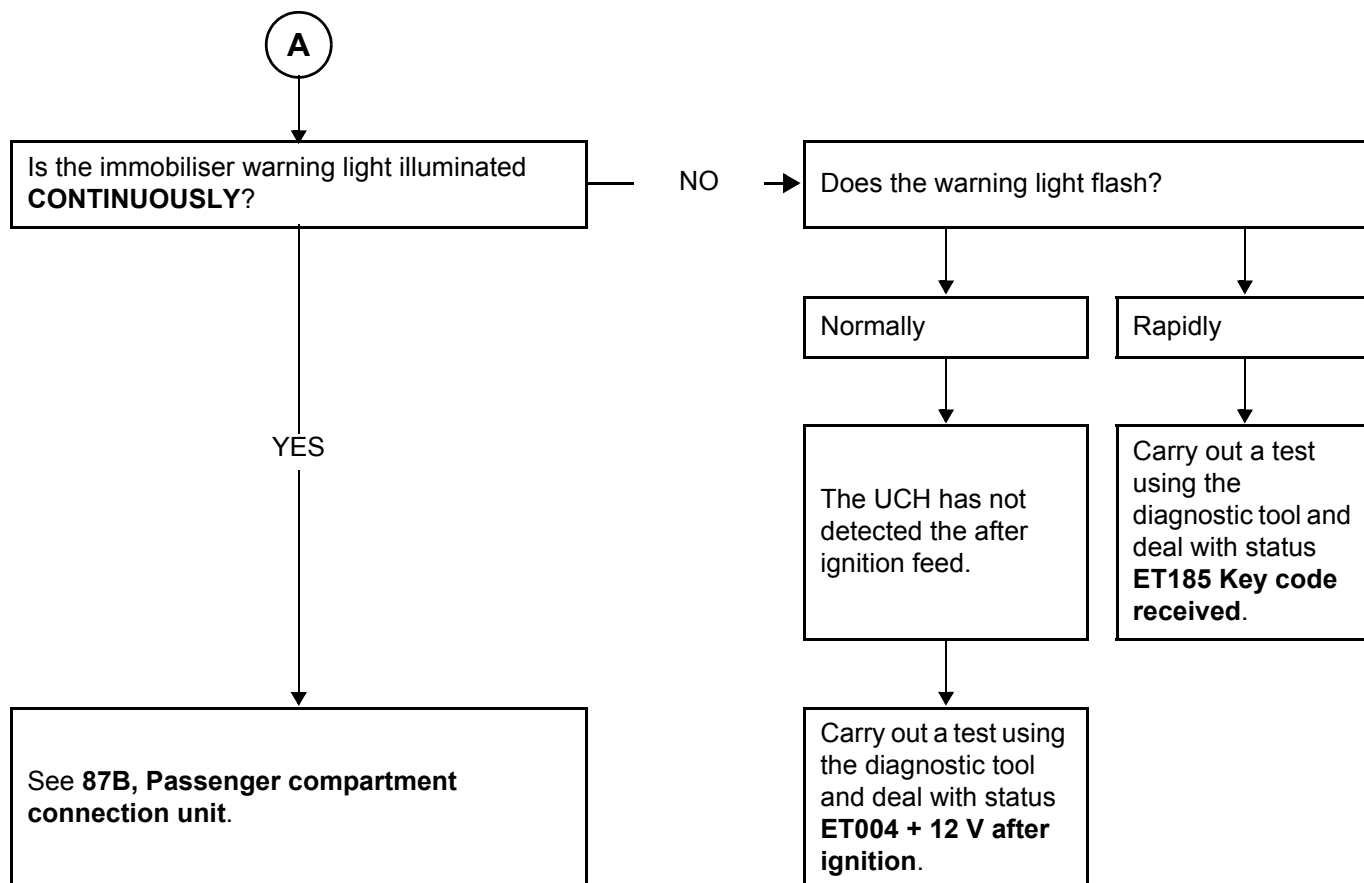
The engine turns over progressively more slowly and does not start.

Check the battery voltage. Check the condition of the starter.

AFTER REPAIR

Carry out a complete check with the **diagnostic tool**.

ALP 17 CONTINUED 1



AFTER REPAIR

Carry out a complete check with the **diagnostic tool**.

**ALP 17
CONTINUED 2**

B

Check the battery voltage with the starter motor activated and the + starter supply.

Check the condition of the starter exciter terminal. Repair if necessary.
Check for **+ 12 V** at the starter excitation terminal, when the starter is activated.
Repair if necessary (ignition switch supply, correct operation of the ignition switch, and ignition switch/starter connection **1A**).

If the fault is still not resolved, check that the starter motor is operating correctly. Replace the starter motor if necessary (see **MR 430, Mechanical, 16A, Starting - Charging, Starter: Removal - Refitting**).

AFTER REPAIR

Carry out a complete check with the **diagnostic tool**.

**ALP 17
CONTINUED 3**

C

Check the battery voltage when the starter is turning and check the earth straps connecting the engine and transmission assembly to the vehicle chassis.

Check that the starter motor has not seized or locked.

If the fault is still present, replace the starter motor (see **MR 430, Mechanical, 16A, Starting - Charging, Starter: Removal - Refitting**).

AFTER REPAIR

Carry out a complete check with the **diagnostic tool**.

**ALP 17
CONTINUED 4**

D

Check that the starter operates correctly.
Replace the starter motor if necessary (see **MR 430, Mechanical, 16A, Starting - Charging, Starter: Removal - Refitting**).

If the fault is still present, check the timing belt (see **MR 430 Mechanical, 11A, Top and front of engine, Timing Belt: Removal - Refitting**).

AFTER REPAIR

Carry out a complete check with the **diagnostic tool**.

ALP 18	The backlighting of the opening elements locking / unlocking button operates erratically
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NOTES	Only refer to the customer complaints after performing a complete check using the diagnostic tool. There must be no present or stored faults.
	Special note: See Wiring Diagrams Technical Note for Clio II F6 .

Put the lighting stalk in the side lights position.
Check the condition and connection of the connector of the central door locking control, component code 123 . If the connector is faulty and there is a repair method (see Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.
Check for +12 V (when side lights are requested) on the following connection: <ul style="list-style-type: none">• LPG of component 123, Check for earth on the following connection: <ul style="list-style-type: none">• M of component 123. If the connection or connections are faulty and if there is a repair method (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace the wiring.
Check the continuity and insulation of the following connection: <ul style="list-style-type: none">• LPG between components 123 and 1016. If the connection is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace it.
If the fault is still present, contact the techline.

AFTER REPAIR	Carry out a complete check with the diagnostic tool .
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ALP 19	The electric door locking/unlocking control operates erratically
NOTES	Only refer to the customer complaints after performing a complete check using the diagnostic tool.
	Special note: See Wiring Diagrams Technical Note for Clio II F6 .
<p>Check the condition and connection of the UCH connector, component code 645 and the central door locking control connector, component code 123. If the connectors are faulty and if there is a repair procedure (see Technical Note 6015A, Repairing electrical wiring, Wiring: Precautions for repair), repair the connector, otherwise replace the wiring.</p>	
<p>Check for earth on the following connection:</p> <ul style="list-style-type: none">• M of component 123. <p>If the connection is faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace it.</p>	
<p>For locking and unlocking: Check the continuity, insulation, and absence of interference resistance on the following connections:</p> <ul style="list-style-type: none">• 20A between components 123 and 645,• 20B between components 123 and 645. <p>If the connection or connections are faulty and there is a repair procedure (see Technical Note 6015A, Electrical wiring repair, Wiring: Precautions for repair), repair the wiring, otherwise replace it.</p>	
<p>If the fault is still present, contact the Techline.</p>	
AFTER REPAIR	Carry out a complete check with the diagnostic tool .