

## General info on Immobiliser emulator module

**Applicable to:** *All Renault models, fitted with single-data-wire coded immobilisers. I.E. from 1994 approx. until the introduction of CAN (2001 to 2003, depending on exact model).*

### General

- Immo pin code is not required
- Decode the ecu using the Renault ecu decoder.
- Only 3 wires to connect: Ignition, Ground and Data.
- Small module size
- Module is designed to be left permanently connected to the car.
- Non-volatile memory means no data loss, even after flat batteries or jump starts
- Module can be used again if need be.

As the name suggests, the Emulator Module is capable of emulating an immobiliser data stream to the ecu. It can do this every time ignition is turned on, meaning that you have a car which simply starts, even just using a steel (non electronic) key.

Note that once the module is fitted to a car, the original equipment immobiliser is effectively disabled. You need to make your customer aware of this, so that they can arrange to fit an alternative device as required.

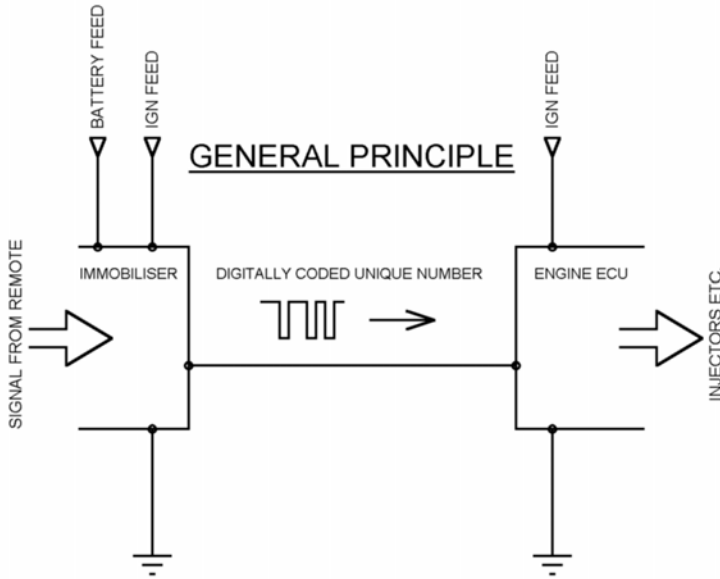
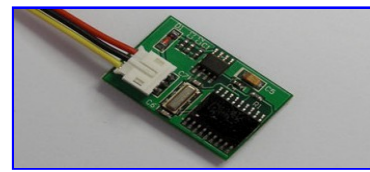
#### Petrol ECU's

**SIEMENS FENIX3B**  
**SIEMENS FENIX5**  
**SIEMENS SIRIUS32**  
**SAGEM SAFIR (55pin)**  
**SAGEM SAFIR2 (35pin)**  
**BOSCH MOTRONIC MP7.0**  
**MAGNETI MARELLI IAW 06R**  
**MAGNETI MARELLI IAW 8R.30**

#### Diesel ECU's

**BOSCH MSA15.5 (DTI)**  
**BOSCH EDC15C3 (DCI)**  
**LUCAS DCU3R (1.9D)**  
Coded fuel cut-off valve (1.9D DDS)

# Technical:

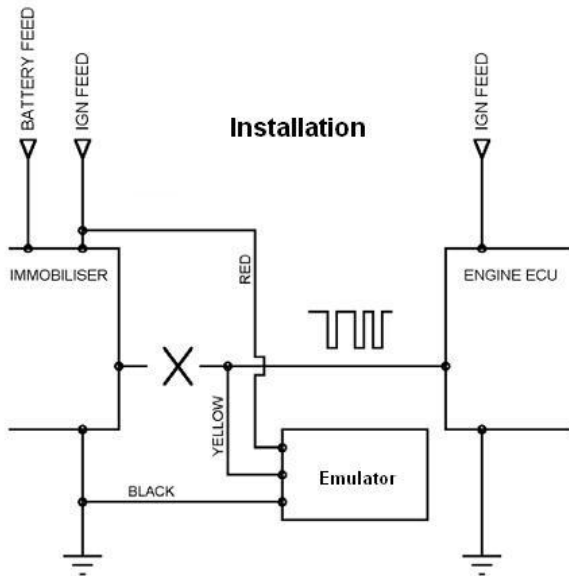


All Renault immobilisers of this type share the same features:

The engine ECU won't run the engine until it receives a coded message (a 'unique' number) from the immobiliser. The 'unique' part means that every immobiliser is different, and so swapping immobilisers won't help get a car running.

There is no starter motor cut on Renault models.

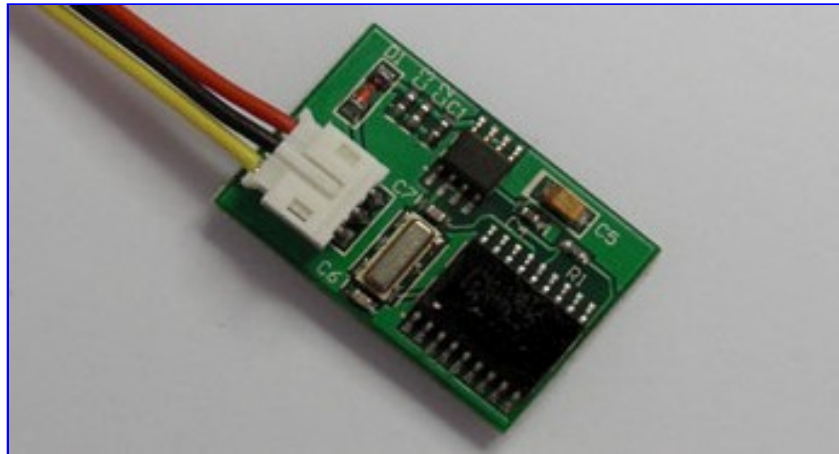
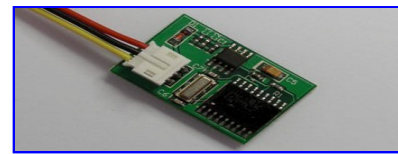
The immobiliser may be a stand alone unit, or it may be built in to a larger control unit.



Once the ecu has been decoded, the emulator should be fitted as shown, this can be done direct to the ecu or along the immobiliser wiring loom.

After connecting the emulator cut the immobiliser line from the immobiliser unit as shown.

## Fitting Process:



1. Ensure that the ecu has been decoded. This can be done with the renault ecu decoder
2. Connect the module to the car's wiring harness: Red wire to ignition feed, black wire to earth, and yellow wire to the data wire
3. Cut the wire to the immobiliser, so that the module is connected directly to the engine ECU, and the immobiliser is out of the circuit.
4. Turn ignition back on, the car should now start.

### *How to connect?*

| <i>System</i>     | <i>+12V<br/>(IGN)</i> | <i>Immo line</i>                            | <i>Ground</i> |
|-------------------|-----------------------|---|---------------|
| Siemens SIRIUS 32 | 29                    | 58  | 28            |
| Siemens FENIX5    | 24                    | 37 for 1.4l<br>and 1.6l; 35<br>for the rest | 2             |
| Bosch EDC15C3     | Con.B-pin M2          | Con.A-pin G2                                | Con.B-pin L3  |
| Bosch MSA15.5     | 23                    | 59  | 1             |
| Lucas DCU3R       | 77                    | 20  | 78            |

EDC15C3 connectors: Small – A, middle – B, C (same size as B)

**These are general fitting instructions. Specific instructions for a number of vehicles, which include immobiliser pin-outs, are also available from us on request.**