

APPLICATIONS MANUAL

TIPS & HINTS

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TIPS & HINTS

PEUGEOT & CITROEN

TRANSPONDER KEYS

VEHICLE	KEY TYPE	IDENT COLOUR	PART NO
SAXO	STANDARD	GREY	9926GY
XSARA	STANDARD GREY SERVICE KEY PLIP BLADE STANDARD KEY (MULTIPLEX)	BLACK BLACK BLACK	9926FF 9926JZ 9926FG 9926LE
XSARA PICASSO	STANDARD		9926LE
XANTIA	STANDARD PLIP BLADE	GREEN GREEN	9926HC 9926HA
C5	STANDARD		9926LE
SYNERGIE	STANDARD PLIP BLADE	BLACK BLACK	9926FF 9926FG
BERLINGO	STANDARD STANDARD (MULTIPLEX)	GREY	9926GY 9926LH
DISPATCH	STANDARD	BLACK	9926FF
RELAY	STANDARD		9926CF

1. After Programming Keys on all vehicles, clear fault codes before trying each key. This enables the key programming system, and saves having to wait for 5 minutes for system to reset.

2. When programming keys on all Citroen and Peugeot vehicles ensure all doors and hatchback doors are closed.

TIPS & HINTS

NISSAN

1. Nissan Petrol NATS2, Fault code 225 read and fuse for headlights and engine management system faulty. Replaced and keys programmed successfully.
2. On petrol Nissan vehicles, if a problem exists within the Engine Management system, then key programming will be blocked. The clear time will continue, with PLEASE WAIT until the fault is cleared.
3. One vehicle a fuse was missing and prevented key programming.

VW-AUDI-SEAT-SKODA

1. When reading Pin codes from vehicle memory, if loss of communications is experienced, try reading fault codes, then clearing fault codes then read the pin code.
2. On some vehicles the pin code has been attached to the rear of the instrument cluster, and not been removed by the dealer.
3. If when programming keys, the AD100 displays the following :—

KEYS PROGRAMMED : 136

This means the incorrect PIN CODE has been entered.

KEYS PROGRAMMED : 0

This means that the PIN CODE has been entered incorrectly more than three times, and the system will need resetting by leaving the ignition ON for 35 minutes.

TIPS & HINTS

VW-AUDI-SEAT-SKODA

Damage to AD100

Some cases of internal damage to the AD100 have been traced to a radio wiring fault on VAG vehicles.

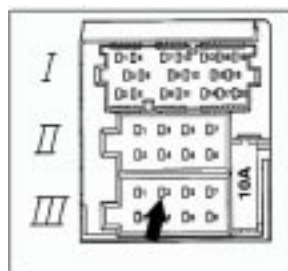
VAG cars from 1997 onwards have the ability to code/fault code read the radio and therefore the diagnostic wire or K line that is used to connect all of the control units on the car (including the immobiliser) goes to the radio. If an aftermarket radio has been fitted, it is possible that this K line may have inadvertently been shorted to 12v by the after-market adapter harness. This will not cause any running faults etc with the vehicle, but when you come along and plug in your AD100 it will fail to communicate and can end up permanently damaged.

To test for this problem on vehicles later than 1996, either use a multimeter carry out the following:

Measure the voltage on pin 7 relative to earth with the ignition and radio on, if it's below 9 volts then you are OK to connect the AD100, if it is 12 volts you will need to wire a bulb up between earth and pin 7. If the bulb does not illuminate it is OK to proceed with the AD100, however if it illuminates then you have a wiring fault to the radio **DO NOT CONNECT THE AD 100!!!!**



- 4 - Ground / Masse
- 7 - K-Line
- 15 - L-Line
- 16 - +12 (Vbatt)



Service

- Prior to connecting a VAG 1551/1552 scan tool to a vehicle, check the vehicle radio.
- If the radio is not the correct radio for the vehicle:
 - Remove the radio and make sure that the (DLC) K wire (location 3) -arrow- in the radio wiring harness Black 8 Pin multi-connector AS-T8 has been removed from the connector and taped back to the harness.

TIPS & HINTS

FORD

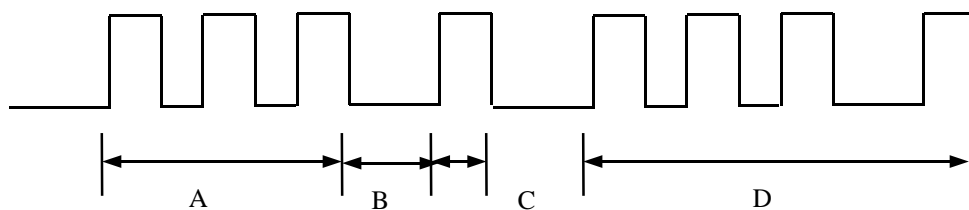
GENERAL

1. If communication is made with the vehicle, and then no communication is experienced later or the communication is random, check battery voltage and ensure it is at least 12.2 volts. This is particularly important on the SCP vehicles, and all Transit models.
2. On one Mondeo vehicle, it was found to have all the items fitted for transponder including aerial, but had not been activated.
3. A new function has been introduced on the WDS which enables the dealer to disable the additional key function. This is mainly used on fleet vehicles and hire companies to stop unauthorised keys being added. If a system will not accept additional keys, it may be because this has been enabled.
4. When Programming on SCP Systems, turn IGNITION ON before connecting AD100 or ADC110 to Diagnostic socket, then wait for the dashboard lights to settle, then connect AD100.

TIPS & HINTS

5. If an incorrect key is used to try and start the engine, the correct key must be inserted and left in the IGN position for at least 20 seconds, then switched OFF then back ON before the vehicle starts.
6. Fault Code 0 is an ECU trouble code, if this is set and cannot be cleared, then there is a problem with the ECU. Normally the only way to fix this is to return the ECU for testing or replace it.
7. When programming PATS SCP vehicles, it is most important to TURN the IGNITION ON first, before connecting the AD100 to the OBD socket.
8. The PATS system has it's own self diagnosis test procedure which flashes codes. The PATS LED will flash quickly for 1 minute, and then start flashing the fault code as follows:-

Example : code 31



A = 3 Flashes

B = 1 Flash

C = Three seconds delay

D = Repeat of code for 10 times

Code Descriptions :-

Code 11 Transceiver not connected

Code 12 Transceiver

Code 13 No key data received

Code 14 Part of the transponder code received

Code 15 Wrong transponder key

Code 21 Less than the minimum keys required programmed

Code 22 Failed diesel pump control unit identification

Code 23 The response code between pump control unit & powertrain

LED = Always ON or OFF

Check the fuse 15 (5 amp)

TIPS & HINTS

9. Fault Code 1000 is an ECU trouble codes. This code can be set automatically if the vehicle has not been driven. The code refers to the OBD drive cycle. In some instances it is not possible to program new keys if this code is set. Please follow the following instructions if the code cannot be cleared or the keys cannot be programmed :-

The OBD drive cycle code 1000 is the monitor code which monitors a number of the OBD parameters. This code can be cleared by driving the vehicle or running the engine for around 5 minutes at a steady RPM and acceleration cycles. The smoother the driving condition the quicker the code will be cleared.

If no keys are available, then the ECU can be disconnected for 30-45 minutes, which will also reset the system.

NOTE : If there are no fault codes, **DO NOT** clear fault codes as this can cause fault 1000 to be enabled.

10. Ford Escort, no communication with AD100, switched Ignition Off and ON very quickly, and communication gained. Conclusion was bad connection on ignition switch.

TRANSPONDERS

1. Ensure the transponder coil is inserted the correct way, ie. Coil in first.
2. Refer to Silca transponder booklet guide to ensure correct transponders are used.
3. **DO NOT** insert a blue chip transponder key into a red key system.

TIPS & HINTS

SYSTEM IDENTIFICATION

EPIC ENGINE



BOSCH DSM ENGINE



FORD VEHICLE MODEL YEAR IDENTIFICATION

REG LETTER	YEAR	YEAR	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
V/W	1980	A	B	R	A	G	C	K	D	E	L	Y	S	T
W/X	1981	B	J	U	M	P	B	R	A	G	C	K	D	E
X/Y	1982	C	L	Y	S	T	J	U	M	P	B	R	A	G
Y/A	1983	D	C	K	D	E	L	Y	S	T	J	U	M	P
A/B	1984	E	B	R	A	G	C	K	D	E	L	Y	S	T
B/C	1985	F	J	U	M	P	B	R	A	G	C	K	D	E
C/D	1986	G	L	Y	S	T	J	U	M	P	B	R	A	G
D/E	1987	H	C	K	D	E	L	Y	S	T	J	U	M	P
E/F	1988	J	B	R	A	G	C	K	D	E	L	Y	S	T
F/G	1989	K	J	U	M	P	B	R	A	G	C	K	D	E
G/H	1990	L	L	Y	S	T	J	U	M	P	B	R	A	G
H/J	1991	M	C	K	D	E	L	Y	S	T	J	U	M	P
J/K	1992	N	B	R	A	G	C	K	D	E	L	Y	S	T
K/L	1993	P	J	U	M	P	B	R	A	G	C	K	D	E
L/M	1994	R	L	Y	S	T	J	U	M	P	B	R	A	G
M/N	1995	S	C	K	D	E	L	Y	S	T	J	U	M	P
N/P	1996	T	B	R	A	G	C	K	D	E	L	Y	S	T
P/R	1997	V	J	U	M	P	B	R	A	G	C	K	D	E
R/S	1998	W	L	Y	S	T	J	U	M	P	B	R	A	G
S/T	1999	Y	C	K	D	E	L	Y	S	T	J	U	M	P

VIN EXAMPLE : WFY AXX GB GB N A 56789
 PRODUCTION YEAR : 1992 →
 PRODUCTION MONTH : MARCH →

TIPS & HINTS

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GENERAL MOTORS

1. Check the vehicle battery, to ensure the voltage is at least 12 volts.
2. V registration Vectra, use ASTRA-G 98 vehicle selection.

CONNECTOR'S

On some Calibra's the 10 Pin connector mounted in the R/H engine bulkhead is prone to water ingress, and can cause bad connections. In some cases there was nothing that could be done, until the connector had been replaced.

PLIP KEYS

VEHICLES	VIN NUMBERS	PART NUMBERS
CORSA		9115104 CODE GJ
ASTRAIV		9192450 without ATWS 9153235 with ATWS
VECTRA	To VIN V7999999 To VIN V7999999 From VIN W>	9194590 without ATWS 90508961 with ATWS 24424724 without ATWS 9153226 with ATWS
OMEGA	To 97 From VIN W1000001 to W11109513 From VIN W11109514 From VIN W1000001 to X1999999	90512398 9194590 without ATWS 90508961 with ATWS 9153230 without ATWS 24424724 without ATWS 9153226 with ATWS
OMEGA Saloon	From VIN Y1000001	9146043 with ATWS
OMEGA Estate	From VIN Y1000001	9153235 with ATWS

NOTE : ATWS = Anti Theft Warning System

TIPS & HINTS

ROVER

1. If the Plip key does not operate, it could be one of the following causes :-
 - Bad connection at 5AS ECU plug.
 - Plip Key inoperative or ECU de-programmed.
 - System in lock out due to other radio interference.
2. Alarm LED not working, this could be the failure of LED unit, as this is common on Rover 800 vehicles. Replace LED unit.
3. On Rover 416 Automatic Honda PGMFI engine, if the unlock button is pressed on the Plip key while the ignition is switched ON, vehicle will not start. The Alarm bleeper will sound. To re-immobilise turn ignition off and re-start the vehicle.
4. On Rover 200/400 Automatics with Honda engine the Power line on the OBD connector is missing, and the AD100 will not power up. Check to ensure Pin 16 has a power feed of 12 volts.

Frequency	Colour (ECU/Handset)	Countries
433.92 MHz	Blue/Black	UK/Ireland
224.5 MHz	Yellow/Yellow	France
433.92 MHz	Blue/Purple	Germany
433.92 MHz	Blue/Blue	Europe (except France, Germany, Switzerland, Italy & Denmark)
433.92 MHz	White/Blue	Switzerland & Denmark
315.0 MHz	Green/Green	ROW, Italy & Australia
315.0 MHz	Orange/Green	Gulf & Japan