Please Note

The separate display above the radio must remain powered for the interface to work.

See right for available outputs on different vehicles.

		Steering control	Ignition output	Illumination	Speed Pulse	Reverse	Handbrake
Clio	2006-2008	√	X	X	X	X	X
Clio	2009->	√	√	√	√	√	√
Koleos	2008-2010	√	√	√	√	√	√
Laguna	2006-2007	√	X	X	X	X	X
Laguna III	2008->	√	√	√	√	√	√
Megane	2006-2007	√	X	X	X	X	X
Megane III	2008->	√	√	√	√	√	√
Modus	2006->	√	X	X	X	X	X
Traffic*	2008->	√	X	X	X	X	X
Twingo	2009->	√	√	√	√	√	√

1	2	3	4	5	6	7
8	9	10	11	12	13	14

1. N/A		8. Black	SWC Ground Output
2. Green	CAN HIGH	9. White	CAN LOW
3. Orange	Illumination Output	10. Blue	Reverse 12v Output
4. Brown	SWC Data Output	11. N/A	
5. Red	12V Ignition Output	12. Purple	SWC RES Output
6. N/A		13. N/A	
7. Yellow	12v Permanent Input	14. Black	Ground Input

Connecting the cables

1. Plug the black ISO connector into the cars original radio connector.
2. Connect the brown and black ISO connectors to the new radio.
3. Connect Handbrake, Reverse and Speed Pulse outputs to the aftermarket head unit (if required)
4. Connect the correct patch lead (29-UCCAB-***) to the aftermarket unit.

Additional tap off loom

On some vehicles the 29-uc050-Ren1 cannot decode the ACC on signal from the CAN bus and the vehicle may not have the wire in the vehicle's connecter.

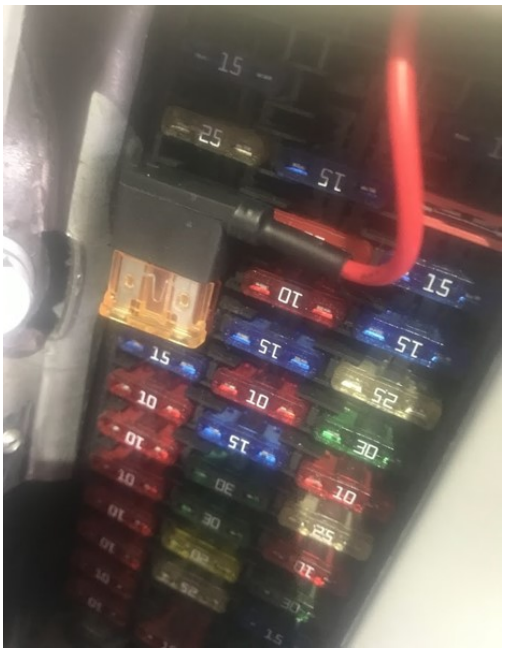
In these circumstances it is necessary to use the additional Tap off fuse supplied to provide an ACC signal for the radio to sense the ignition key on signal.

This is designed to connect to a switched supply in the fuse box that shuts off when the ignition key is off.

Find a fuse that switches with the key. Remove the fuse from the fuse box and insert this in the tap off fuse holder and push the new fuse holder in empty space that the original fuse was removed from.

On the fuse box below (Renault Traffic 2011 we used the radio 10-amp location)

Your vehicles fuse box maybe different.



Setting the interface correctly

The number of flashes between pauses corresponds to the make of head unit, see the table below for the number of flashes needed for each one.

Press the VOL + and VOL - buttons on the cars steering wheel to increase or decrease the number of flashes. When you have the correct number of flashes, press SEEK+ to confirm and the LED will go to a solid green.

How the flashes work

The flashes of the LED follows this behaviour:

LED GREEN flash means = units

LED RED flash means = tens

LED YELLOW flash means = hundreds

5GREEN flashes indicate the radio in position 5

2 RED flashes indicate the radio in position 20

1 RED flash followed by 2 GREEN flashes indicate the radio in position 12.

1 YELLOW flash indicates the radio in position 100

Number of flashes	Make of head unit	Colour and Frequency
1	Clarion 3.5mm jack	1 Green Flash
2	Kenwood 1 wire	2 Green Flashes
3	JVC 1 wire	3 Green Flashes
4	Alpine 3.5mm	4 Green Flashes
6	Pioneer 3.5mm jack Resistive 2 wire Resistive 3.5mm jack	6 Green Flashes
7	Sony 3.5mm jack	7 Green Flashes
90	Alternative Resistive	9 Red Flashes

If fitting an Alpine set jumper J1, see bottom of sheet

Please Note

Alternative resistance setting is 90 flashes. This often works if the standard Chinese and resistive setting fails to work.

For Chinese/ Resistive programming head units

Set the number of flashes to 6. Confirm the setting by pressing SEEK+. Now press the reset button 5 times, the interface will start to flash yellow (this allows prolonged pressure on the steering controls). Using the radios resistive learning menu you can now learn and memorize the buttons. Wait at least 5 seconds between each button press. When finished turn the ignition off and on and the LED will go back to solid green.

To reprogram the interface for another head unit brand or if the light is solid green before you have had the chance to set the head-unit brand.

Push the reset button in and keep it pushed in for 10 seconds and then release the button. At this point the LED should start to flash green.

Setting the Jumpers

The Jumpers are on the PCB inside the interface box. By default they are set up to suit most vehicles and should usually only need to be changed if fitting an Alpine head unit. The jumpers are set by moving them between positions 1 and 2 or positions 2 and 3.

	Position 1-2	Position 2-3
J1	Alpine	All other Radio Manufacturers
J2	Negative Handbrake (not all vehicles)	
J3		Positive Reverse Output
J4		
J5		CANbus Handling

Reverse and Speed Pulse cables

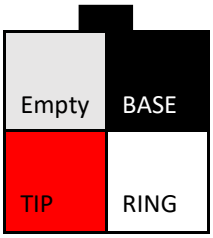
The reverse output (blue wire) is only needed when fitting a reverse camera to the new head unit. The grey speed pulse wire is needed when fitting head units with built in satellite navigation and some Kenwood's.

If not required these can be insulated and ignored.

Connecting the patch lead

Make sure the patch lead is connected to the 4 pin plug on the interface and the input on the new head unit.

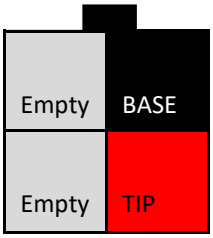
29-UCCAB patch lead wiring information - shown from wire entry side of connector:



29-UCCAB-001 Alpine (CBL007UNA22)

29-UCCAB-007 Pioneer/Sony (CBL007UNPI12)

BLACK to BASE

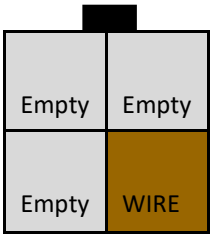


29-UCCAB-003 Clarion (CBL07UNJV12)

BLACK to BASE

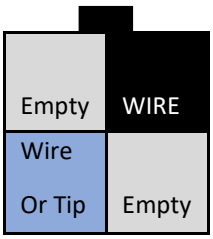
RED to TIP

Connect the 3.5mm jack plug on these patch leads to the SWC or remote input on the after market



29-UCCAB-005 Kenwood/JVC (CBL007UNPN21)

BROWN single wire, connect to blue/yellow wire on Kenwood/JVC marked "System Remote Control" or "Steering Wheel Remote Input"



29-UCCAB-000 or 29-UCCAB-016 Resistive programming and Chinese (CBL007UNCC11)

Connect the two wires (BLACK AND PURPLE) or the 3.5mm jack to the steering wheel control inputs on the head unit. If head unit uses 2 wire system then connect to SWC1 and SWC Ground or KEY1 and KEY Ground wires. The steering wheel controls will need to be programmed into