

RD4 TO RT3

DO IT YOURSELF UPGRADE

FROM A DONOR VEHICLE



RESPONSIBILITIES

- I ACCEPT NO RESPONSIBILITY FOR THE CORRECTNESS OF THE INFORMATION CONTAINED HERE IN, IT IS YOUR RESPONSIBILITY TO ENSURE DATA IS CORRECT FOR YOUR INSTALATION.
- THIS INFORMATION WAS COLLATED FROM THE INTERNET FROM OTHER PEOPLE WHO HAD DONE THE SAME AND / OR SIMILAR FROM 3 DIFFERENT COUNTRIES AND THE INFORMATION TRANSLATED FROM 3 LANGUAGES
- IT WORKED FOR ME
- SOME PEOPLE MODIFIED HANDS FREE BLUE TOOTH WIRING HARNESSSES, I USED THE ORIGINAL PEUGEOT WIRING LOOMS / HARNESSSES ALL EXCEPT ONE.

STRAIGHT FORWARD

- I FOUND THIS STRAIGHT FORWARD TO DO, BUT THERE IS A LOT OF UN-NECESSARY INFORMATION ON THE INTERNET THAT CAN CAUSE CONFUSION, SO I HAVE TRIED TO MAKE THIS SIMPLE AND STRAIGHT FORWARD WITH EASY STEP BY STEP INSTRUCTIONS, BUT HAVE ALSO INCLUDED TECHNICAL DETAILS FOR THOSE WHO WISH IT

SELECTING A DONOR UNIT

- THE MAGNETTI MARELI RT3 IS A BASE HEAD UNIT USED IN LOTS OF VEHICLES BY LOTS OF DIFFERENT MANUFACTURERS AND THE FRONT OF THE UNIT IS CHANGED TO SUIT THE VEHICLE DASHBOARD, I SUSPECT YOU CANNOT USE A FIAT RT3 IN A PEUGEOT AND VISA VERSA
- ALSO BE AWARE THAT PEUGEOT ALONE HAVE 2 DIFFERENT VEHICLE SYSTEMS, A VAN BUS SYSTEM AND A CAN BUS SYSTEM, YOU CANNOT USE A VAN BUS RT3 ON A CAN BUS CAR AND VISA VERSA
- THE PEUGEOT 407 IS A CAN BUS SYSTEM, BUT SOME PEUGEOT MODELS STARTED WITH A VAN BUS SYSTEM AND AS TIME WENT ON THEY CHANGED THAT MODEL TO CAN BUS, AND WE CANNOT GUARANTEE PEUGEOT WONT MODIFY THE SYSTEM AGAIN AND DO THIS WITH THE 407
- SO PLEASE ENSURE YOU SELECT YOU DONOR UNIT CAREFULLY TO ENSURE IT IS CORRECT FOR YOUR VEHICLE

LIMITATIONS

- RT3 HEAD UNIT WILL REQUIRE CODING TO YOUR VEHICLE BY THE MAIN DEALER OR A RADIO REPAIR SHOP AFTER INSTALATION
- AT THE SAME TIME YOUR VEHICLES BSI MODULE WILL NEED TO BE ALTERED TO TELL IT YOU NOW HAVE AN RT3 UNIT RATHER THAN THE RD4 BEFORE THE PEUGEOT SOFTWARE CAN VIN CODE THE RT3
- YOUR PEUGEOT DEALER SHOULD BE ABLE TO DO THE ABOVE, BUT A SEARCH ON E-BAY WILL FIND A MAN THAT CAN, THIS IS WHAT I HAD TO DO
- VOICE COMMANDS WILL NOT WORK WITH THE STANDARD INDICATOR STALK, AN INDICATOR STALK WITH THE RT3 COMPATABLE BUTTON WILL NEED TO BE PURCHASED AND INSTALLED BY THE MAIN DEALER FOR VOICE COMMANDS TO WORK

RECOMMENDATIONS

- THE RT3 UNIT AND THE SCREEN ARE BOTH REMOVED FROM THE SAME VEHICLE
- FAKRA CONNECTOR FROM DONOR VEHICLE STAYS WITH THE RT3 UNIT, THIS ALLOWS YOU TO CONFIRM THE CORRECT WIRES ARE ON THE CORRECT PINS
- ENSURE YOU GET THE ORIGINAL SET UP CD. YOU WILL NEED THIS IF YOU HAVE BOUGHT A UNIT FROM ABROAD AND NEED TO CHANGE THE LANGUAGE
- YOU ARE COMPETENT ENOUGH TO CARRY OUT THIS WORK

BEFORE YOU START

- FAMILIARISE YOURSELF WITH ALL PARTS AND WHERE THEY GO
- GATHER AS MUCH INFORMATION ON THE VEHICLE WIRING AS POSSIBLE AND ENSURE YOU UNDERSTAND IT
- TREAT THIS AS A GUIDE ONLY, YOUR VEHICLE MAY BE DIFFERENT TO MINE
- I RECOMMEND ANY WIRING JOINTS / CONNECTIONS ARE SOLDERED TOGETHER

SCREEN TYPES

- THERE ARE THREE SCREEN TYPES AND YOUR RT3 HEAD UNIT WILL BE MATCHED TO A TYPE, THIS IS WHY I RECOMMEND YOU PURCHASE THE PAIR AS A MATCHED SET FROM THE SAME DONOR VEHICLE
- C SCREEN IS A SMALL ORANGE AND BLACK MONOCHROME DISPLAY USED BOTH ON RD4 AND RT3 HEAD UNITS
- CT SCREEN IS A SMALL COLOUR DISPLAY USED ON BOTH RD4 AND RT3 HEAD UNITS
- DT IS THE LARGE 7 INCH COLOUR DISPLAY THAT PLAYS VIDEO INPUT AND RUNS ON FIBRE OPTIC CABLES AND CAN ONLY BE RUN ON THE RT3 UNIT (THIS IS THE TYPE I FITTED)

TOOLS REQUIRED

- T8 TORX DRIVE SCREWDRIVER
- T10 TORX DRIVE SCREWDRIVER
- SOLDERING IRON AND SOLDER
- SMALL PICK OR SCREWDRIVER
- MAGLITE TORCH
- WIRE CUTTERS
- WIRE STRIPPERS
- INSULATION TAPE

COMPONENTS REQUIRED

- RT3 HEAD UNIT
- DT SCREEN AND SURROUND
- GPS/GSM ANTENNA AND LOOM
- MICROPHONE AND LOOM
- DT SCREEN LOOM
- VIDEO INPUT SOCKET AND LOOM
- ARIEL AMPLIFIER / CONVERTER

PEUGEOT PARTS

- THE PEUGEOT PARTS AND PEUGEOT PART NO.S LISTED ON THE FOLLOWING SLIDE CAN BE PURCHASED FROM YOUR MAIN DEALER SHOULD YOU NOT GET EVERYTHING FROM YOUR DONOR VEHICLE

PEUGEOT PARTS

- Antena GPS/GSM: 6561T2
- Antena Cable GPS/GSM : 6561FX
- Microphone: 6563HS
- Fibre optic cable: 6563S0
- Screen screws: 6924C7
- Fan unit: 6560Y1
- Peugeot aerial lead from booster to RT3, 6561T8
- peugeot arial booster box part no. 6561EC (this takes the 2 aerials into 1)

NON PEUGEOT PARTS

- PC5-136 PEUGEOT 407 607 AMPLIFIED FAKRA AERIAL ADAPTOR, OPTIONAL DEPENDING ON IF YOU GET THE ORIGINAL IN YOUR KIT
- OPTIONAL IS A WIRING ADAPTOR FOR RD4 BLUE TOOTH KIT, DEPENDING ON HOW MUCH WIRING HARNESS YOU GOT FROM DONOR VEHICLE YOU MAY NEED THIS

RT3 HEAD UNIT, SCREEN & SCREEN COVER



FIBRE OPTIC CABLE



PICTURED ABOVE:
FIBRE OPTIC CABLE
FOR CONNECTING RT3
HEAD UNIT (TOP
RIGHT TO DT SCREEN
(BOTTOM RIGHT)



WIRING KIT



GPS/GSM ARIEL AND WIRE

Antena GPS/GSM: 6561T2

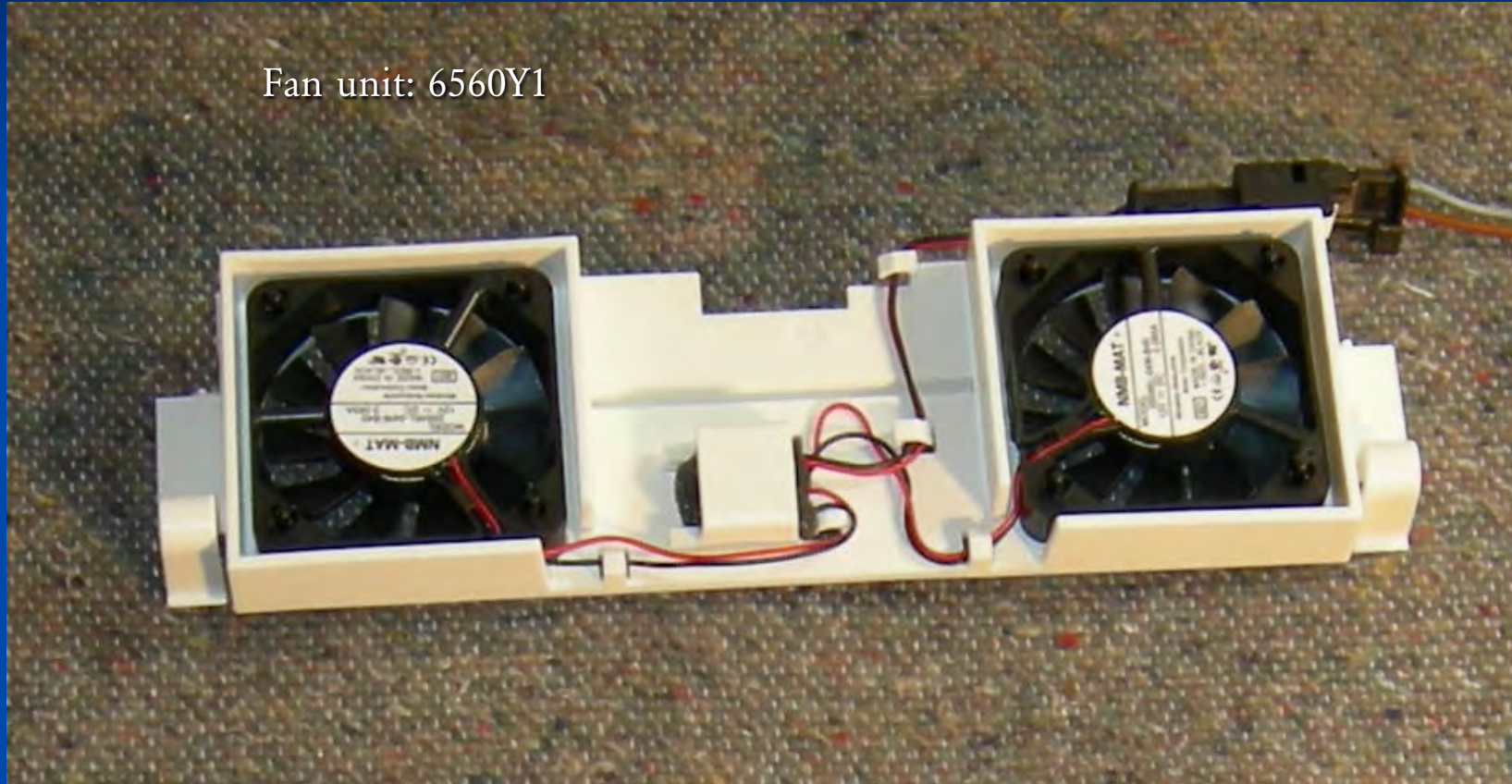


Antena Cable GPS/GSM : 6561FX



COOLOING FAN UNIT

Fan unit: 6560Y1



PEUGEOT AERIAL DIVERSITY BOX



DRIVERS SIDE
FOOTWELL

Peugeot aerial lead from
booster to RT3, part no.
6561T8



PEUGEOT
FAKRA TO
ISO LEAD



peugeot arial booster box part no.
6561EC (this takes the 2 ariels into

1)

PEUGEOT DIVERSITY BOX

I STILL HAVE NOT WORKED OUT THE
CORRECT PLACEMENT FOR THIS BOX
YET, BUT AS THE ARIEL CABLES COME
THROUGH THE CENTRE OF THE
VEHICLE AND UP THE DRIVES SIDE,
UNDER THE DRIVERS SIDE DASH
WORKS WELL

AERIAL DIVERSITY ALTERNATIVE



THIS ONLY ALLOWS FOR RECEPTION OF THE STRONGEST SIGNALS

GPS, GSM AND ISO AERIAL

GPS

&

GSM



ISO AERIAL

COMPONENT POSITIONS

- THE GPS / GSM TELEPHONE AERIAL IS MOUNTED BEHIND THE TWO PIECE PLASTIC COVER BEHIND THE REAR VIEW MIRROR ON THE WINDSCREEN, IF YOU HAVE AN ELECTROCHROME REAR VIEW MIRROR THIS SHOULD BE THE CORRECT COVER BUT MINE WAS NOT, ALTHOUGH IT FITS IN, I HAD TO REMOVE 2 PADS, THE CORRECT PART IS THE SAME BUT HAS SMALLER PADS

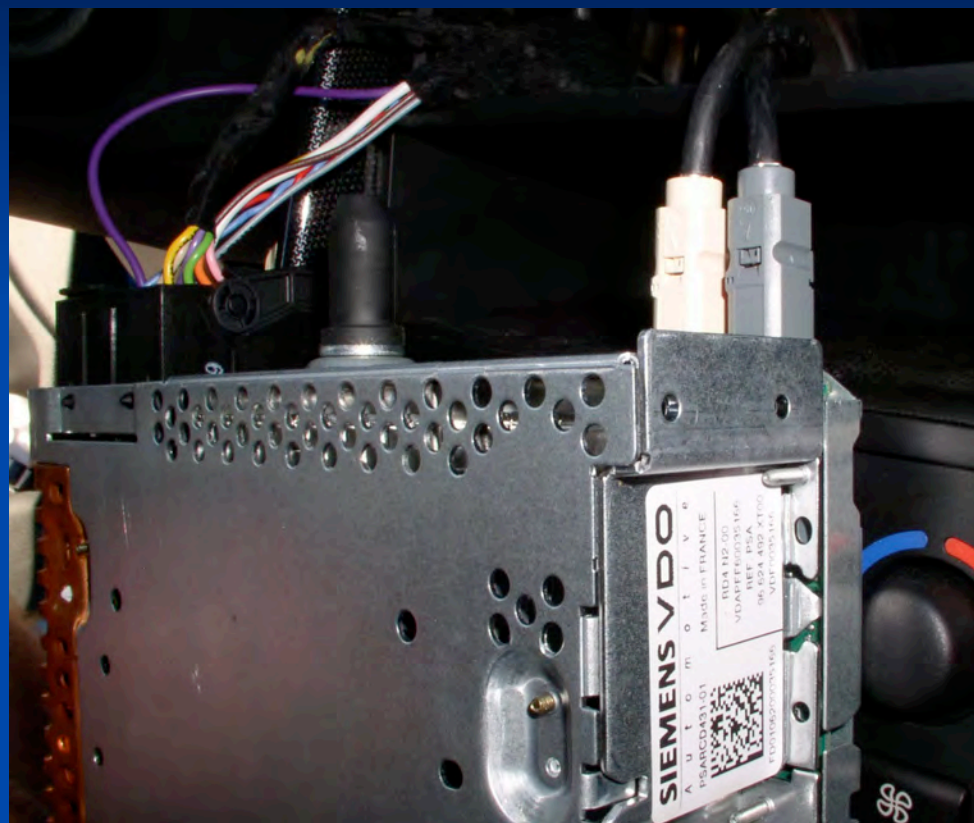
THE MICROPHONE

- THE MICROPHONE CLIPS INTO THE FRONT COURTESY LIGHT FITTING
- THE VIDEO INPUT SOCKET FITS INTO THE UPPER REAR OF THE GLOVEBOX
- THE FAN UNIT CLIPS INTO THE INSIDE OF THE DASH ABOVE THE RT3 HEAD UNIT, THIS IS A TIGHT FIT TO GET IT CLIPPED IN BUT THAT SEEMS TO BE CORRECT

GETTING STARTED

- USING THE T8 TORX DRIVER, UNDO THE 2 SCREWS HOLDING THE RD4 HEAD UNIT IN PLACE, THESE ARE LOCATED IN THE 2 HOLES ON THE FRONT OF THE HEAD UNIT, ONE EACH SIDE, SLIDE OUT THE HEAD UNIT
- UNDO AND REMOVE THE WIRING CONNECTIONS, CONSISTING OF THE QUADLOCK CONNECTOR AND THE TWO AERIAL CONNECTIONS

RD 4 QUADLOCK & STD AERIELS



THE RD4 HAS 2 STD ARIEL CONNECTORS

RD4 DISPLAY

- USING THE T10 TORX DRIVER UNDO AND REMOVE THE 2 SCREWS FROM THE LOWER PART OF THE SCREEN COVER AND LIFT AWAY THE SCREEN AND COVER, REMOVE THE WIRING HARNESS CONNECTOR FROM THE SCREEN, RETAIN THE SCREWS FOR THE NEW COVER
- TURN THE COVER AND SCREEN ASSY OVER AND REMOVE THE 2 SCREWS HOLDING THE SCREEN TO THE COVER, RETAIN THE SCREWS FOR THE NEW SCREEN

GLOVE BOX REMOVAL

- FROM UNDER THE GLOVE BOX UNDO THE PLASTIC SCREWS AND REMOVE THE CARPET COVER
- UNDER THE GLOVE BOX ON THE FRONT EDGE, REMOVE THE 4 SCREWS USING THE T10 TORX SCREWDRIVER
- CAREFULLY OPEN THE GLOVEBOX, REMOVE THE 2 RUBBER PLUGS AND REMOVE THE 2 SCREWS, REMOVE THE 3 UPPER SCREWS
- CAREFULLY AND SLOWLY PULL THE GLOVEBOX TOWARDS YOU
- FROM THE OUTER BACK SIDE OF THE GLOVEBOX COURTESY LIGHT, PUSH THE LIGHT INWARDS TO RELEASE IT, CARE TO BE TAKEN NOT TO DAMAGE THE LIGHT SWITCH, SLIDE THE LIGHT THROUGH THE HOLE TO RELEASE IT
- FROM UNDER THE GLOVE BOX WORKING AT THE BACK, ON THE BACK OUSIDE FACE, PULL OFF THE 2 WIRING HARNESS CLIPS (ONE ABOVE THE OTHER) TO RELEASE THE WIRING HARNESS
- SLIDE OUT AND REMOVE THE GOVE BOX FROM THE CAR

FUSE BOX UPPER COVER

- IT IS NECESSARY TO REMOVE THE UPPER COVER OF THE FUSE BOX BEHIND THE GLOVE BOX TO FACILITATE WIRING HARNESS RUN
- THE UPPER COVER CARRIES ITS OWN SMALLER FUSE BOX, DISCONNECT AND REMOVE THIS SMALLER BOX TO ALLOW THE REMOVAL OF THE UPPER COVER
- THERE IS A CLIP EACH SIDE AT THE FRONT, UNDO CLIPS, SLIDE THE COVER FORWARD AND LIFT OUT

WINDSCREEN AND DOOR PILLAR TRIM

- THE PASSENGER SIDE WINDSCREEN AND DOOR PILLAR TRIM REQUIRES REMOVAL TO INSTALL WIRES, SIMPLY PULL ROOF LINING AWAY FROM TRIM WITHOUT TEARING IT THEN STARTING AT THE TOP PULL THE TRIM OFF THE PILLAR, BEING CAREFULL NOT TO DAMAGE THE SIDE CURTAIN AIRBAG WIRES

FITTING THE GPS / GSM ARIEL

- PULL THE 2 HALVES OF THE MIRROR STEM COVER APART AND REMOVE
- IF LARGE PADS ARE IN THE COVERS, THEN REMOVE THE PADS
- REMOVE THE INTERIOR LIGHT BY PULLING DOWN FROM THE FRONT AND THE UN-HOOKING THE BACK FROM THE ROOF LINING
- FEED THE WIRE FROM THE ARIEL FROM WINDSCREEN SIDE THROUGH THE HOLE IN THE ROOF LINING INTO THE LIGHT AREA AND SECURE INTO BODY WITH THE CLIP THAT'S ON THE WIRE
- FIT THE RIGHT HAND MIRROR STEM COVER, SLIDE THE ARIEL IN AND THEN FIT THE LEFT HAND COVER

MICROPHONE

- FIT THE MICROPHONE INTO ITS SOCKET IN THE COURTESY LIGHT FITTING



GPS / GSM ARIEL AND MICROPHONE WIRES

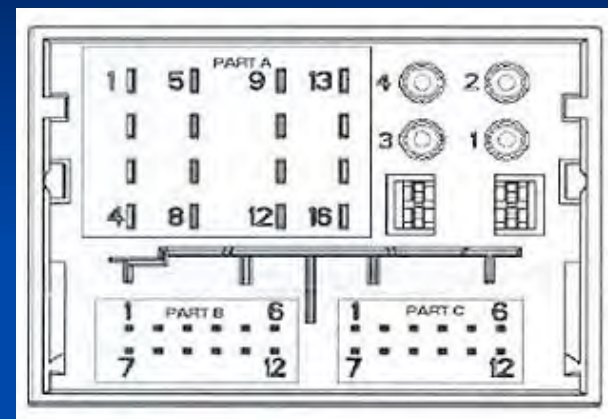
- WORKING FROM THE HEAD UNIT APERTURE, FEED THE WIRES BEHIND THE REAR METAL SUPPORT PLATE FROM THE RIGHT HAND SIDE OF THE PLATE AND THROUGH INTO THE GLOVEBOX AREA
- FEED THE WIRES ACROSS AND UP THROUGH THE HOLE IN THE CORNER SO THEY APPEAR AT THE TOP CORNER OF THE DASHBOARD WHERE IT MEETS THE DOOR PILLAR, ENSURE WIRE IS ROUTED SENSIBLY UNDER THE DASH SO AS NOT TO CAUSE ANY OBSTRUCTION OR GET IN THE WAY OF THE BRAKE PEDAL MECHANISM
- FEED THE WIRES THROUGH THE WIRE CLIPS ON THE DOOR PILLAR AND UNDER THE ROOF LINING UNTIL THEY APPEAR IN THE COURTESY LIGHT AREA
- CONNECT THE ARIEL AND MICROPHONE WIRES TOGETHER AND RE-FIT THE COURTESY LIGHT
- RE-FIT THE DOOR PILLAR TRIM ENSURING CORRECT FITMENT OF THE DOOR SEAL AND ROOF LINING

VIDEO WIRE & INTERFACE

- WORKING FROM THE HEAD UNIT APERTURE, FEED THE WIRE THROUGH THE GAP IN THE LEFT OF THE CONSOLE, ENSURING NOT TO LAY IT IN A POSITION THAT WILL OBSTRUCT THE HEATER CONTROLS
- NOTE: DO NOT FEED THE WIRE BEHIND THE REAR HEAD UNIT SUPPORT PLATE
- WORKING FROM THE OUTSIDE REAR TOP OF THE GLOVEBOX, CUT OUT THE PLATE WITH A KNIFE, IT IS HELD THERE WITH 4 MOULDINGS
- FROM INSIDE THE GLOVEBOX FIT THE VIDEO INTERFACE INTO THE GLOVEBOX BODY

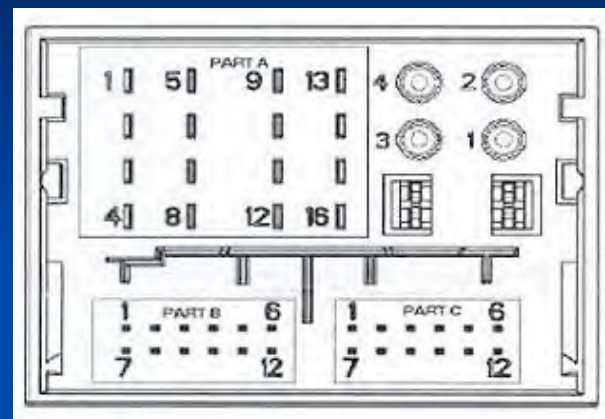
QUADLOCK WIRING PART A FOR RD4

| Pin Number | Effectivity |
|------------|---|
| 1 | + high rear speaker right |
| 2 | + high speaker tweeter before right (tweeters + woofer) |
| 3 | + high speaker tweeter before left (tweeters + woofer) |
| 4 | + high rear speaker left |
| 5 | - high rear speaker right |
| 6 | - high speaker tweeter before right (tweeters + woofer) |
| 7 | - high speaker tweeter before left (tweeters + woofer) |
| 8 | - high rear speaker left |
| 9 | Not used |
| 10 | CAN High |
| 11 | + 12V power for JBL amplifier (where fitted) |
| 12 | + 12V permanent data for multifunction screen CT or DT |
| 13 | CAN Low |
| 14 | For external mute |
| 15 | Ground to C or CT type screens |
| 16 | Ground -12volt |



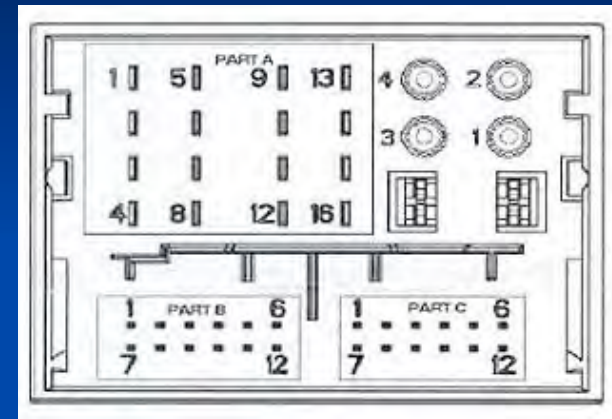
QUADLOCK WIRING PART A FOR RT3

| Pin Number | Effectivity |
|------------|---|
| 1 | + Rear speaker right |
| 2 | + Front speaker & tweeter right |
| 3 | + Front speaker & tweeter left |
| 4 | + Rear speaker left |
| 5 | - Rear speaker right |
| 6 | - Front speaker & tweeter right |
| 7 | - Front speaker & tweeter left |
| 8 | - Rear speaker left |
| 9 | 12V+ for multifunction screens "CT & DT" |
| 10 | CAN High |
| 11 | + 12V power for Aerial amplifier and / or JBL amp |
| 12 | + 12V data for multifunction screens CT & DT |
| 13 | Can Low |
| 14 | Not used |
| 15 | Ground to CT or DT type screens |
| 16 | -12volt (ground) |



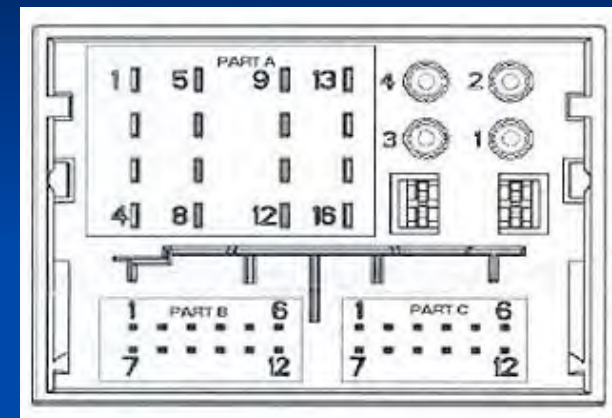
12 way connector (left "M" or "B")

| Pin Number | Effectivity |
|------------|--|
| 1 | - Ground -12volt to external fan unit |
| 2 | Not used |
| 3 | Microphone signal – (negative) |
| 4 | Entry audio auxiliary right (from video connector) |
| 5 | Bus CAN LOW (only for screen CT type screen) |
| 6 | Switching of the screen (all screen types) |
| 7 | + positive +12volt to external fan unit |
| 8 | Not used |
| 9 | Microphone signal + (positive) |
| 10 | Entry audio auxiliary left (from video connector) |
| 11 | Entry audio auxiliary ground - |
| 12 | CAN HIGH (only for CT type screen) |



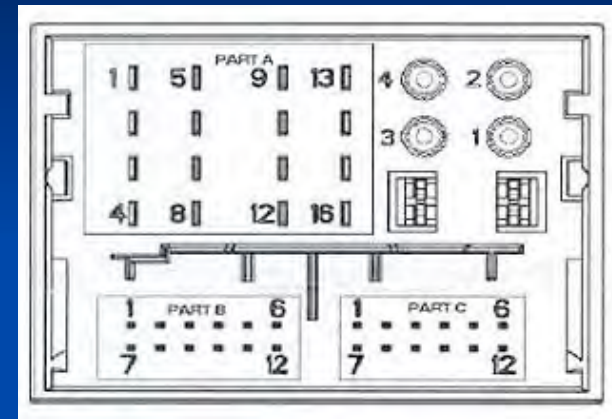
12 way connector (right "L" or "C")

| Pin Number | Effectivity |
|------------|---|
| 1 | - Ground -12 volt (CD changer) and aerial amplifier pin 3 |
| 2 | Data CAN LOW (CD changer) |
| 3 | + permanent + 12 volt (CD changer) |
| 4 | Entry audio right (from CD changer) |
| 5 | To pin 2 of the aerial amplifier |
| 6 | Not used |
| 7 | Data CAN HIGH (CD changer) |
| 8 | Ground - audio (from CD changer) |
| 9 | Not used |
| 10 | Entry audio left (from CD changer) |
| 11 | JBL amplifier (where fitted) |
| 12 | Not used |

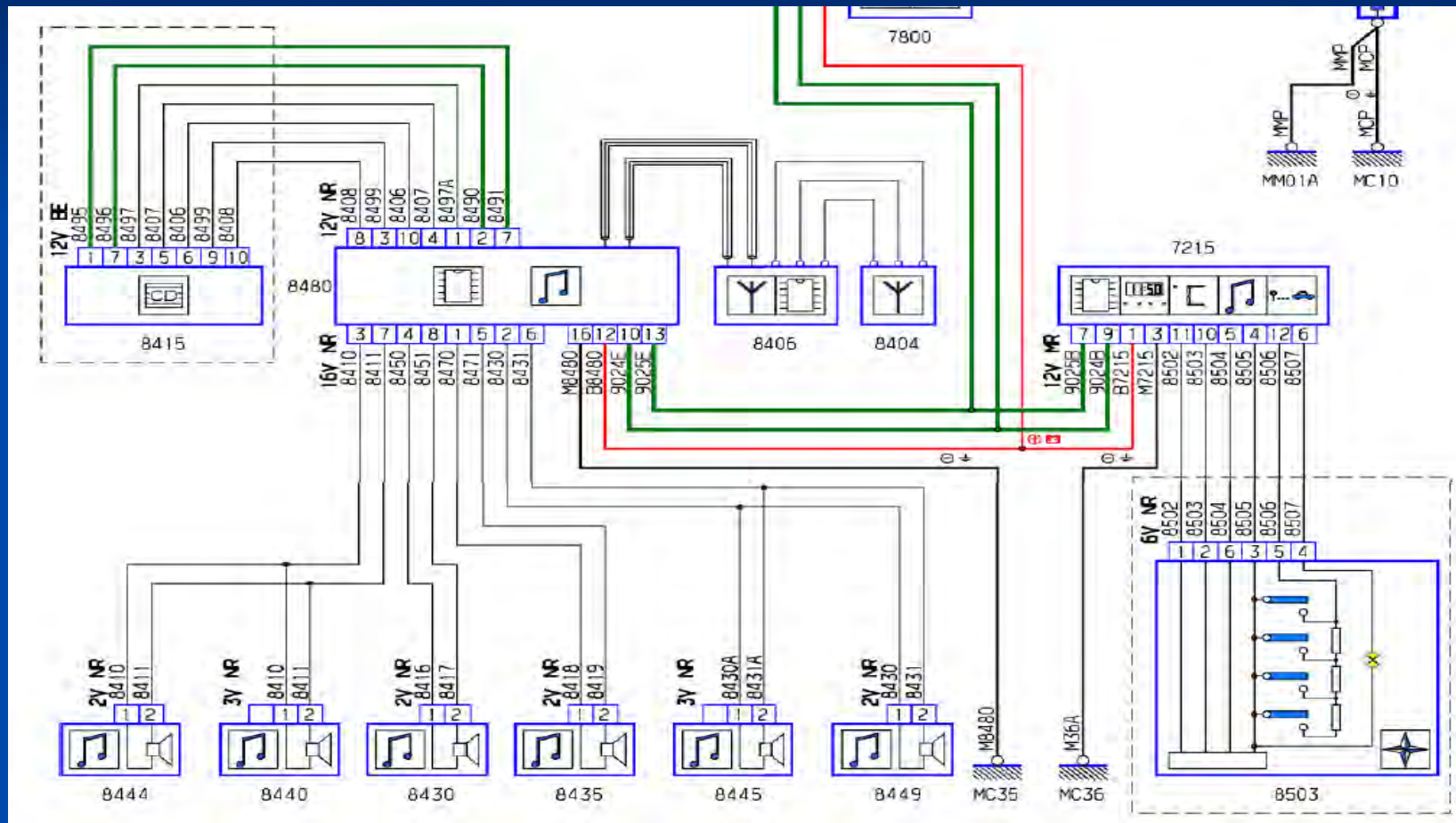


2 x 2 way connectors (left "J" or "view") 3&4

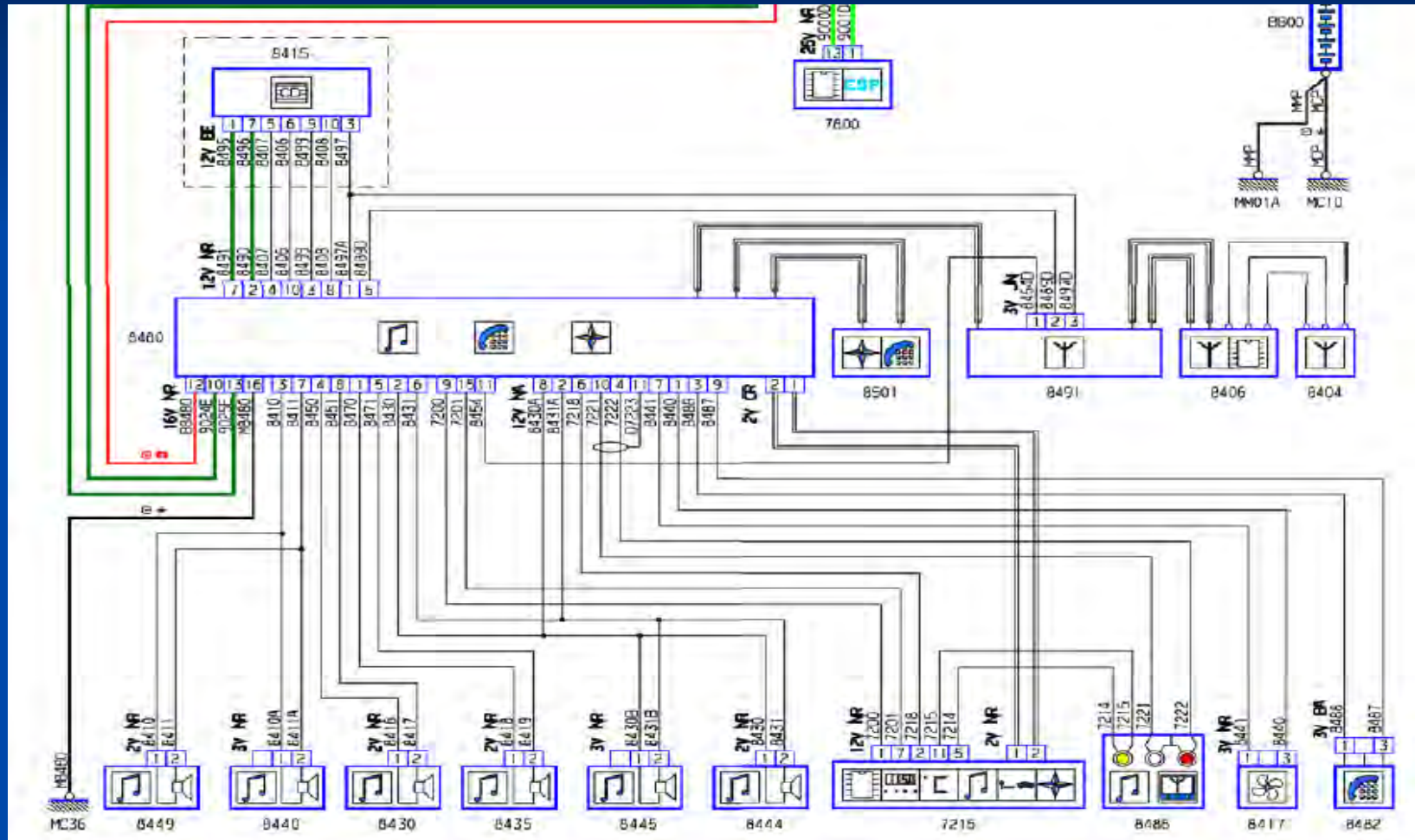
| Pin Number | Effectivity |
|------------|----------------------------------|
| 1 | Not Used |
| 2 | Not Used |
| 3 | Entry or fibre optic (DT screen) |
| 4 | Exit of fibre optic (DT screen) |



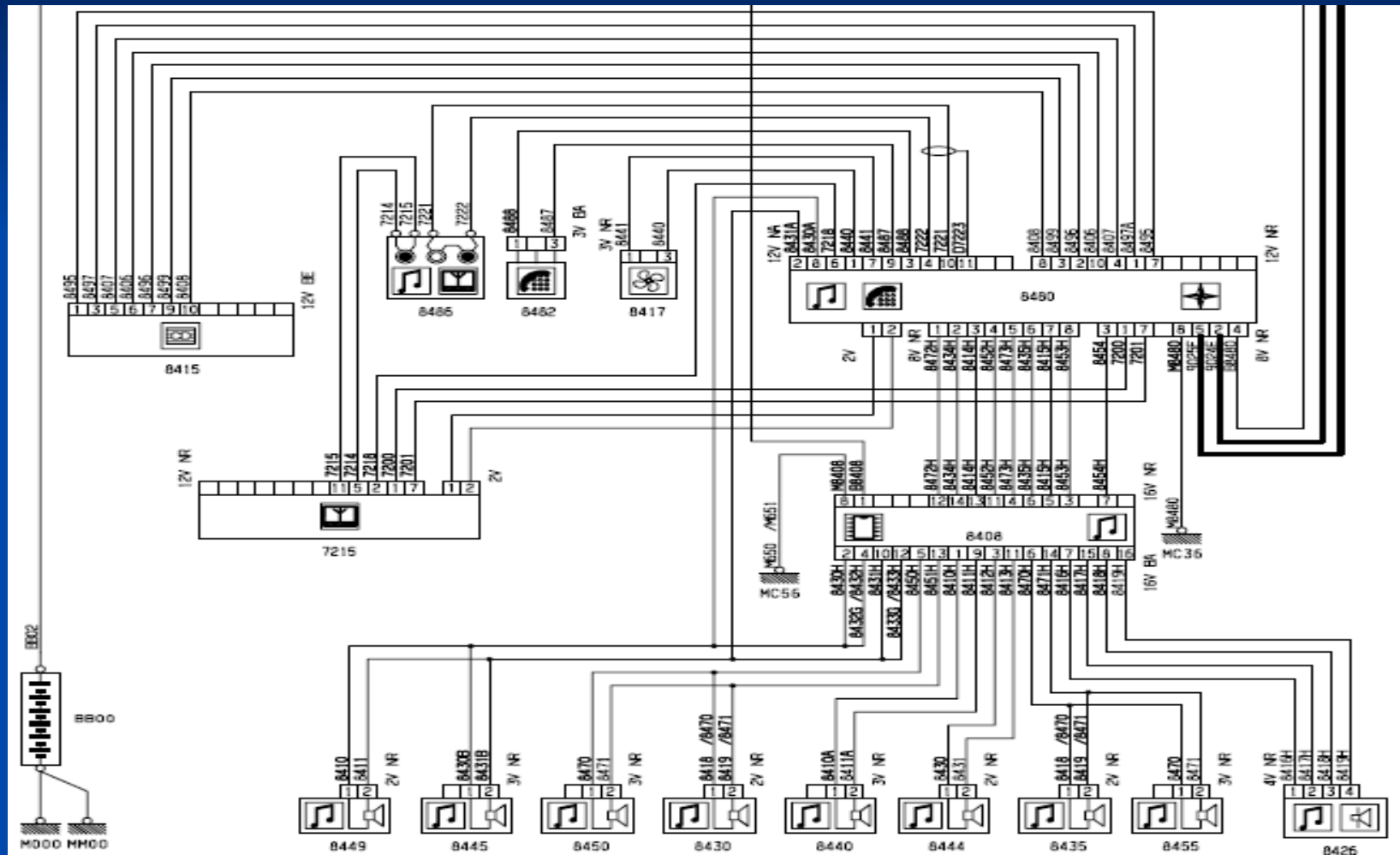
RD4 SCHEMATIC DIAGRAM



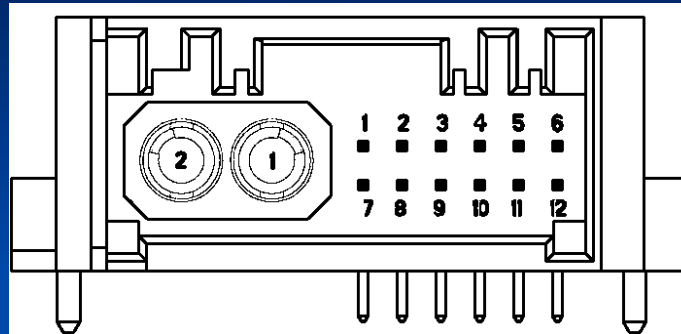
RT3 SCHEMATIC DIAGRAM



RT3 WITH JBL SCHEMATIC



DT SCREEN WIRING CONNECTIONS



| N° | Pin use | N° | Pin use |
|----|---|----|---|
| 1 | + Display | 7 | GND display |
| 2 | On/Off Display | 8 | GND RS232 (test equipment link). Do not connect in standard use . |
| 3 | GND video 3 | 9 | Video 3 in |
| 4 | Video 2 in | 10 | GND video 2 |
| 5 | GND video 1 | 11 | Video 1 in |
| 6 | RS232 reception (from test equipment). Do not connect in standard use . | 12 | RS232 transmission (to test equipment). Do not connect in standard use. |

MAKING WIRING HARNESSSES

- IF YOU ARE CANNOT GET THE ORIGINAL PEUGEOT WIRING HARNESSSES, THEM MAKING YOUR OWN IS AN OPTION, THIS WILL REQUIRE A DEGREE OF ELECTRICAL SKILL AND SOME AFTERMARKET PARTS SHOWN ON THE NEXT SCREEN
- THE EASIEST WAY WOULD BE TO MODIFY A HANDS FREE TELEPHONE KIT AND AN IPOD AUXILIARY ADAPTOR (FROM PEUGEOT)
- I HAVE GIVEN YOU THE SCHEMATICS, THE REST IS UP TO YOU TO MODIFY THE ADAPTORS
- PLEASE NOTE: YOU CANNOT MAKE THE FIBRE OPTIC CABLE, YOU WILL HAVE TO PURCHASE THIS

MAKING WIRING HARNESSES

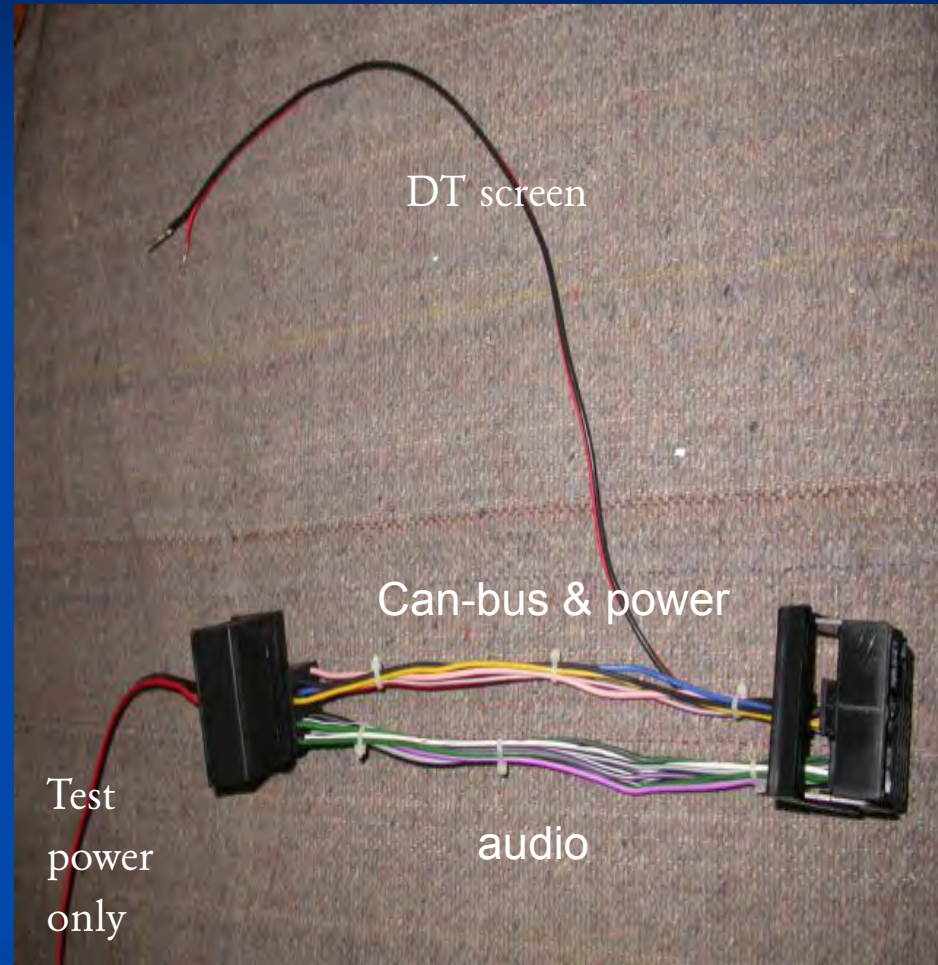


Part B ipod
adaptor



Part C CD
changer

metal crimp terminals for the wires
that go into the plugs (parts B & C)
the cd changer and the auxiliary,
part no. 6542WY



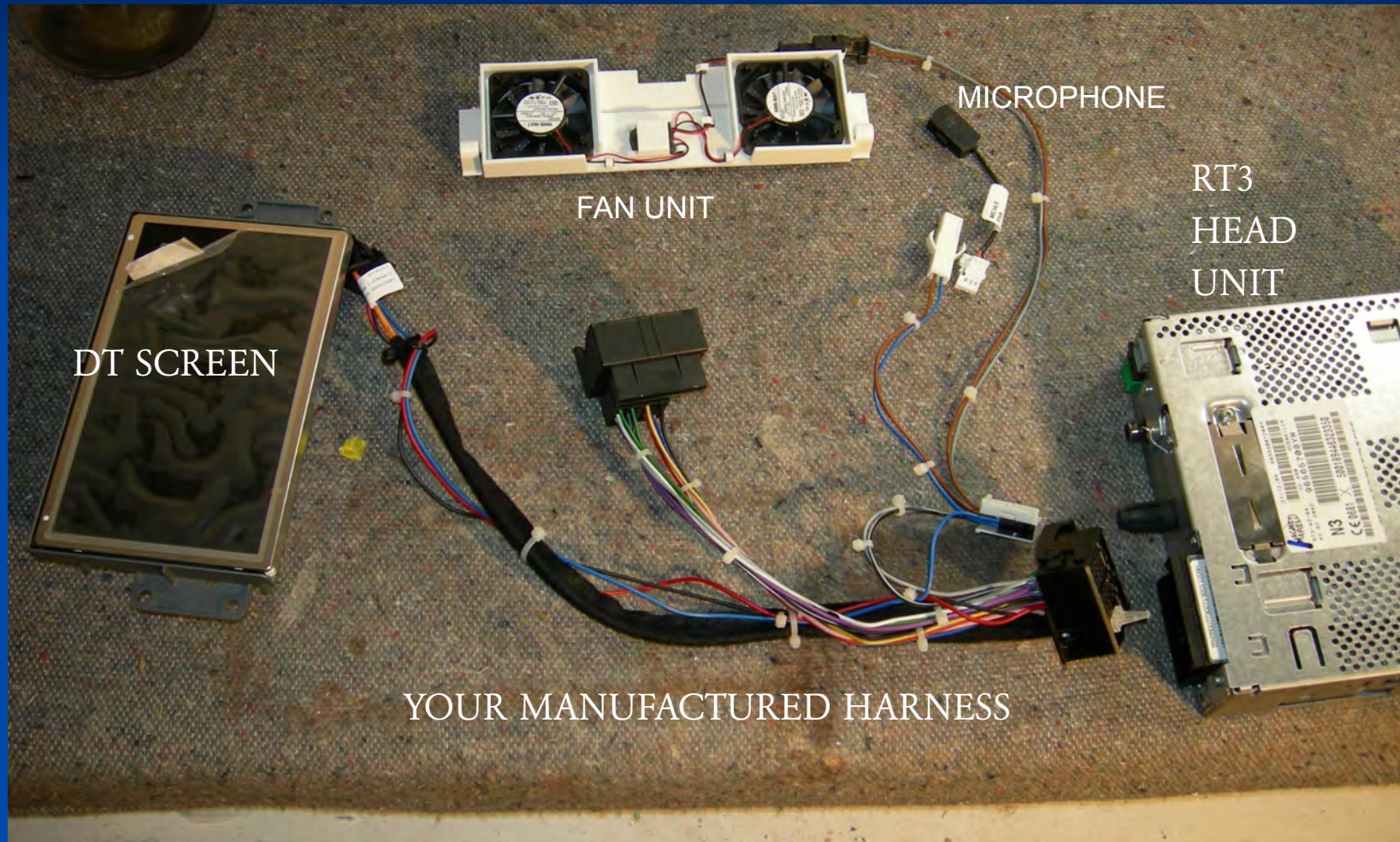
DT screen

Can-bus & power

Test
power
only

audio

MAKING WIRING HARNESES



DT SCREEN

FAN UNIT

MICROPHONE

RT3
HEAD
UNIT

YOUR MANUFACTURED HARNESS

AERIAL BOOSTER

- FROM UNDER THE DRIVERS SIDE FOOTWELL PULL THE TWO AERIAL WIRES THROUGH INTO THE FOOTWELL, THREAD THE NEW AERIAL CABLE THROUGH THE TUBE AND UP INTO THE RADIO HOLE
- FIT THE AERIAL BOOSTER INTO ITS SOCKET AND CONNECT THE CABLES AND POWER WIRES, (YOU MAY HAVE TO MAKE YOUR OWN POWER WIRES, CONNECTIONS ARE IN THE SCHEMATICS
- CABLE TIE ALL WIRES SECURE

FAN AND SCREEN FITMENT

- CONNECT THE FAN HARNESS TO THE FAN AND FIT THE FAN INTO ITS SOCKETS, THIS IS A LITTLE TIGHT BUT THIS IS NORMAL
- FIT THE SCREEN WIRES INTO THE DASHBOARD, CONNECT THE WIRES TO THE SCREEN, FIT THE SCREEN AND SCREW THE SCREEN INTO PLACE, FIT THE SCREEN COVER

QUADLOCK WIRING

- IF USING PEUGEOT WIRING HARNESSES YOU WILL NEED TO MODIFY THE WIRING IN THE QUADLOCK CONNECTOR TO SUIT THE DT SCREEN, THIS IS WHERE IT IS HANDY IF YOU WERE ABLE TO KEEP THE WIRING HARNESS FROM THE DONOR VEHICLE AS YOU WOULD THEN KNOW WHERE THE TWO SCREEN WIRES GO
- REMOVE THE BLUE STAY FROM THE QUADLOCK CONNECTOR, THE WIRES WILL NOT FALL OUT
- THE POSITIVE FEED WIRE TO THE SCREEN PLUGS INTO EMPTY SOCKET NO. 9
- REMOVE WIRE 15 FROM THE SOCKET AND TAPE IT UP TO INSULATE IT
- FIT THE NEGATIVE WIRE TO THE SCREEN TO POSITION 15
- THE ORIGINAL SCREEN SOCKET IS REDUNDANT AND CAN BE TUCKED AWAY

FINAL STEPS

- FIT THE WIRING TO THE HEAD UNIT, TURN ON THE IGNITION AND CHECK IT ALL WORKS, YOU WILL NEED TO SET THE TIME AND DATE AND LANGUAGE IF PURCHASED ABROAD
- FIT THE RADIO INTO ITS SOCKET AND SECURE
- RE-FITMENT OF ALL OTHER PARTS IS REVERSAL OF REMOVAL

CODING

- YOU WILL NOW FIND THAT WHEN YOU USE THE HEAD UNIT A BEEPING NOISE APPEARS OVER ALL SOUNDS, THIS IS NORMAL AND MEANS THE UNIT REQUIRES VIN CODING TO YOUR VEHICLE, BUT OTHER THAN THAT ALL OPERATIONS SHOULD WORK FINE
- UNLIKE THE RD4 WHICH CAN BE CODED OFF OF THE VEHICLE, I WAS UNABLE TO FIND ANYONE WHO COULD CODE THE RT3 OFF OF THE VEHICLE
- BUT THIS WAS GOOD AS THE VEHICLES BSI REQUIRES RE-PROGRAMMING AS WELL TO TELL IT YOU NOW HAVE AN RT3 HEAD UNIT
- THE MAIN DEALER SAID THEY CANNOT CHANGE THE BSI INFORMATION AS PEUGEOT LOCK THEIR SOFTWARE FROM DOING SO (BUT THEY DID TRY, THEY HAD THE CAR FOR A DAY)
- TELEPHONE NO. OF THIS MAN IN NORTH LONDON WHO CAN CODE THE BSI AND HEAD UNIT IS 07772 822249 HIS NAME IS KARIM