

RANGE ROVER



Electrical troubleshooting manual

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RANGE ROVER

ELECTRICAL TROUBLESHOOTING MANUAL 1992 MODEL

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1992 Range Rover

ELECTRICAL TROUBLESHOOTING MANUAL

CONTENTS

Section Name	Section Name
<i>i</i> Introduction	
A1 Electronic Fuel Injection (EFI)	H3 Headlamp Leveling
A4 Diesel Fuel Injection	H4 Side Lamps
A5 Diesel Glow Plug Control	H5 Stop Lamps
B1 Starting and Charging, Single Battery	H6 Direction Indicator Lamps
B2 Starting and Charging, Dual Battery	H7 Reversing Lamps
B5 Cruise Control	H8 Auxiliary Lamps
C1 Transmission Shift Interlock	H9 Rear Fog Guard Lamps
D1 Anti-Lock Brake System	J1 Interior Lamps
E1 Instruments	J2 Cigar Lighters
E2 Warnings and Indicators (Without Warning Lamps Check Unit)	K1 Blower Controls
E3 Warnings and Indicators (With Warning Lamps Check Unit)	K2 Compressor Controls
E5 Horns	K5 Cooling Fans
E6 Radio	L1 Power Windows
E7 Radio (Pioneer CD)	L4 Sunroof
E8 Radio (Clarion CD)	L6 Central Locking
F1 Front Wipe/Wash	L8 Door Lock Heaters
F3 Rear Wipe/Wash	M1 Power Seats
F6 Heated Front Screen	M2 Heated Seats
F8 Heated Rear Screen and Mirror Demisters	M3 Power Mirrors
G1 Electrochromic Rear View Mirror	M5 Memory Seat/Mirrors
G5 Headlamp Leveling	P1 Trailer Auxiliary Socket
H1 Headlamps (Without Warning Lamps Check Unit)	P2 Refrigerator
H2 Headlamps (With Warning Lamps Check Unit)	P3 Winch
	Y1 Power Distribution
	Y2 Fuse Details
	Y4 Load Reduction Circuit
	Y5 Earth Distribution
	Z4 Component Location Table
	Z5 Component Location Views
	Z8 Harness Routing
	Z9 Index

NOTE: This manual contains cross references to systems and circuits which may not be fitted to your domestic specification vehicles.

INTRODUCTION

This manual is intended for use by trained Land Rover technicians as an aid to diagnosing electrical concerns on 1992 Range Rovers.

This manual is organized into sections, with most sections containing circuit diagrams. Each section has a unique alpha-numeric code that will normally remain the same from year to year. For example, the Headlights circuit is in Section H1, with the first page of the section numbered H1-1. The following pages of this section will be numbered H1-2, H1-3, H1-4 etc. The manual does not contain any information concerning removal, refit or overhaul of electrical components or harnesses. These details are contained in the Workshop Manual. The following information forms the basis of the troubleshooting routines:

- Circuit Diagrams
- System Diagnosis Flow Charts
- Component Location Table
- Component Locations Views

Additional information, such as Circuit Operation, is also contained in the manual to aid in your understanding of how the different circuits operate.

DESCRIPTION OF MANUAL

Circuit Operation And Diagram

The Circuit Operation information at the beginning of the section will give you an overview of how the circuit works.

The Circuit Diagrams should always be your starting point in using this Electrical Troubleshooting Manual. The diagram shows the electrical current paths when a circuit is operating properly. It is essential to understand how a circuit should work before trying to figure out why it doesn't. Diagrams are shown with the Ignition Switch in the OFF position and other switches in the OFF or 'at rest' position.

Circuit Diagrams (schematics) break the entire electrical system into individual circuits. Electrical components that work together are shown together.

Each diagram is arranged so current flows from positive, at the top of the page, to earth, at the bottom of the page. The 'power' labels at the top of a fuse show when the Battery or Ignition Switch supplies power to that fuse.

Wires that connect to another circuit are shown with an arrowhead pointing in the direction of current flow. The name of the circuit that shares the wiring is provided for reference.

'See Fuse Details' means there are more connections to other circuits that are not shown. All such shared circuits are shown on the Fuse Details diagrams. 'See Earth Distribution' means there are more shared earth circuits which are shown on the Earth Distribution diagrams.

No attempt is made on the diagrams to represent components and wiring as they physically appear on the car. For example, a long length of wire is treated no differently in a diagram from one which is only a few centimeters long. The number of cavities for each connector is listed in the Component Location Table rather than illustrated. Similarly, switches and other components are shown as simply as possible, with regard to function only.

Power Distribution

The Power Distribution diagrams are found in Section Y1. These diagrams show how voltage

is supplied from the positive Battery terminal to the various circuits in the vehicle.

The individual Circuit Diagrams begin with a fuse or the Ignition Switch. Power Distribution shows the wiring from the Battery to the Fuse Boxes, the Ignition Switch, and any circuit fuses not located in a Fuse Box.

Fuse Details

The Fuse Details diagrams are found in Section Y2. These diagrams show all the wiring between each fuse in the Fuse Boxes and the components connected to the output of the fuse. The Fuse Details diagrams are extremely helpful in locating a short circuit that causes a fuse to blow. These diagrams also aid in troubleshooting an inoperative circuit by showing a second circuit using the same fuse. If the second circuit works, then the fuse and certain wires of the inoperative circuit are good.

Earth Distribution

The Earth Distribution diagrams are found in Section Y5. These diagrams show which components share each earth point. This information can often be a time-saver when troubleshooting a poor earth.

For example, if the Fuel Pump does not run, you may suspect an open in its circuit to earth. However, if the Number Plate Lamps work, and they share the same earth point as the Fuel Pump, you know that the earth and the wire up to the common splice are good. You have learned this just by inspecting the diagram and knowing the vehicle's symptoms.

Component Location Table

A Component Location Table can be found in Section Z4. Except for the location of obvious components like the Left Headlight, the table lists the location of every component, connector and earth point depicted in the Circuit Diagrams. The table also gives references to Component Location Views located in Section Z5. The number of cavities in each connector and the connector color is also listed. Wires may not be used in all connector cavities.

TROUBLESHOOTING TECHNIQUE

The following five-step troubleshooting procedure is recommended.

(1) Verify the Problem

Check the operation of the circuit to be sure you understand the problem. Do not begin disassembly or testing until you have narrowed down the possible causes.

(2) Analyze the Circuit Diagram (schematic)

Analyze the diagram. Check circuits that share the wiring with the problem circuit. The names of shared circuits are often given on each Circuit Diagram to aid troubleshooting. Shared power and earth circuits can be found in the Power and Earth Distribution sections. Try to operate the shared circuits. If these circuits work, then the shared wiring is OK. The cause must be within the wiring used only by the problem circuit. If several circuits fail at the same time, chances are the power (fuse) or earth circuit is faulty.

(3) Find the Cause

- Narrow down the possible causes.
- Before you replace a component, check power, signal, and earth wires at the component harness connector.

(4) Repair the Problem

Once the specific problem is identified, make the repair. Be sure to use the correct tools and safe procedures.

(5) Check the Repair

Check the operation of the repaired circuit in all modes to make sure you fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems are present.

TEST EQUIPMENT

Where applicable, Land Rover recommended testers should be used.

Voltmeter and Test Light

Use a voltmeter or test light to check for voltage. While a test light shows whether or not voltage is present, a voltmeter indicates how much voltage there is.

CAUTION: A number of circuits include solid-state devices. Voltages in these circuits should be tested only with a 10-megohm or higher impedance digital multimeter. Never use a test light on circuits that contain solid-state devices. Damage to the device may result.

On circuits without solid-state devices, a test light may be used to check for voltage. A test light is made up of a 12-volt bulb with a pair of leads attached. After earthing one lead, touch the other lead to various points along the circuit where voltage should be present. The bulb will come on if the voltage at the point being tested is greater than 5 volts.

Self-powered Test Light and Ohmmeter

Use a self-powered test light or ohmmeter to check for continuity. The ohmmeter shows how much resistance there is between two points along a circuit. Low resistance means good continuity.

CAUTION: Never use a self-powered test light on circuits that contain solid-state devices. Damage to these devices may result.

Diodes and solid-state devices in a circuit can make an ohmmeter give a false reading. To find out if a component is affecting a measurement, take one reading, reverse the leads, and take a second reading. If the readings differ, the component is affecting the measurement.

Circuits that contain solid-state devices should only be tested with a 10-megohm or higher impedance digital multimeter.

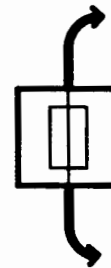
A self-powered test light consists of a light bulb, Battery and two leads. If the leads are touched together, the bulb will go on.

A self-powered test light is only used on an unpowered circuit. First, disconnect the Battery or remove the fuse that feeds the circuit you are working on. Select two points along the circuit through which there should be continuity. Connect one lead of the self-powered test light to each point. If there is continuity, the test light's circuit will be completed and the bulb will go on.

Fused Jumper Wire

Use a fused jumper wire to bypass an open circuit. A fuse jumper wire is made up of an in-line fuse holder connected to a set of test leads. Never use a jumper wire across any load. This direct Battery short will blow the fuse.

The following symbol represents a fused jumper:



SYMBOLS

The abbreviations and symbols explained here are used throughout the manual; it is necessary to know what they mean in order to use the diagrams effectively.

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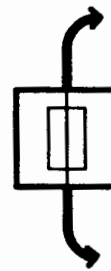
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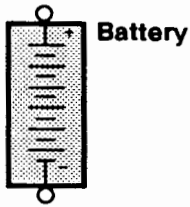
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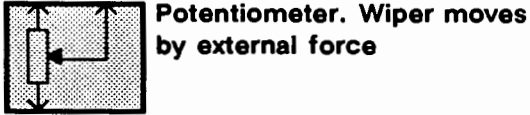
Battery



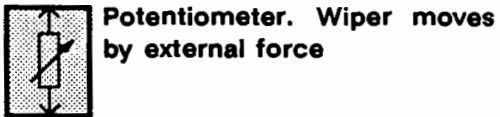
Fuse



Two-pole switch
Dashed line indicates mechanical connection between switches



Potentiometer. Wiper moves by external force



Potentiometer. Wiper moves by external force



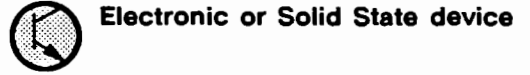
Diode. Current flows in direction of arrow only



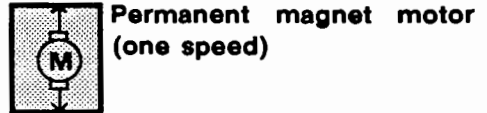
LED



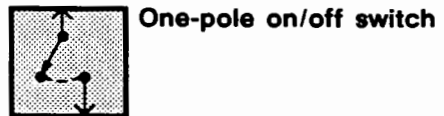
Bulb



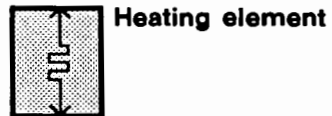
Electronic or Solid State device



Permanent magnet motor (one speed)



One-pole on/off switch



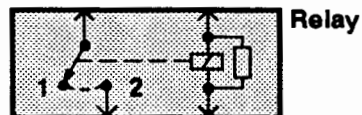
Heating element



Loudspeaker or horn

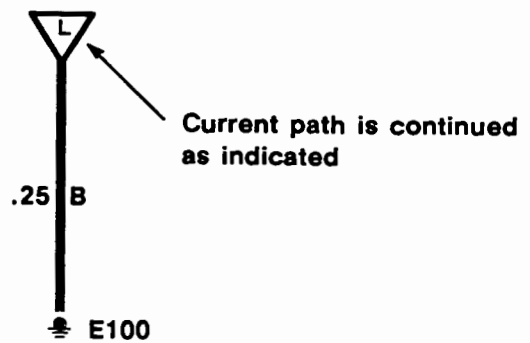
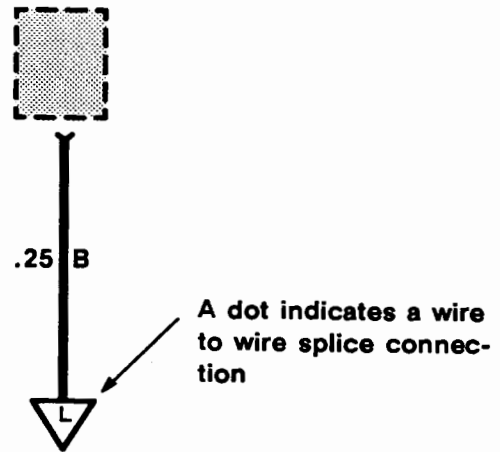
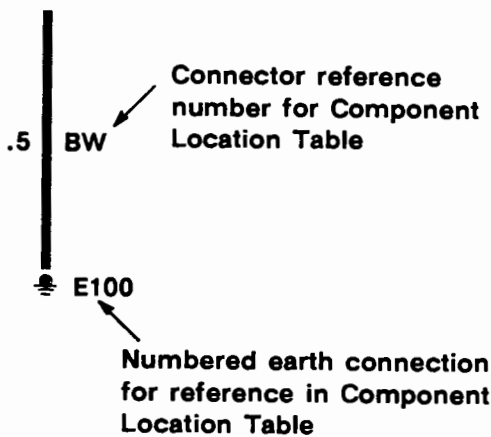
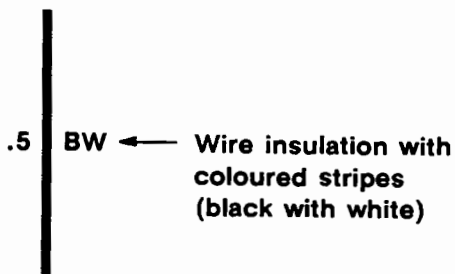
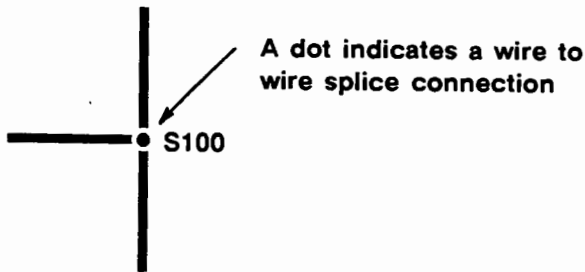
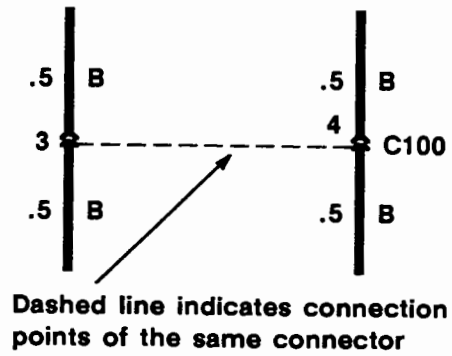
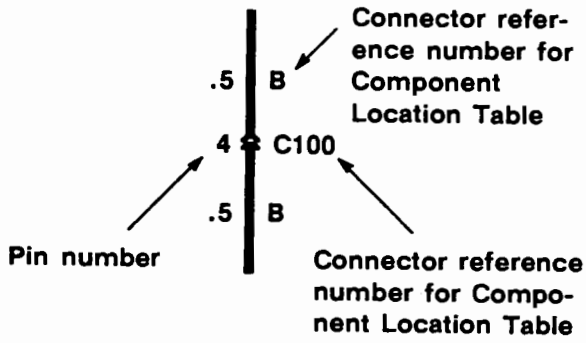


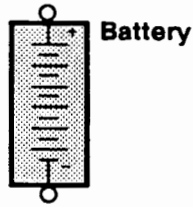
Solenoid coil



Relay

Switch is drawn in closed position when current flows through coil

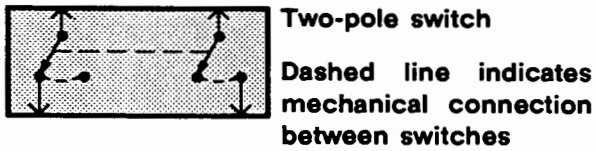




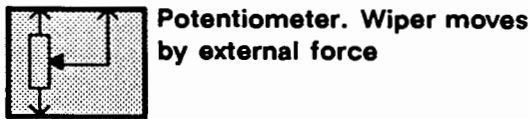
Battery



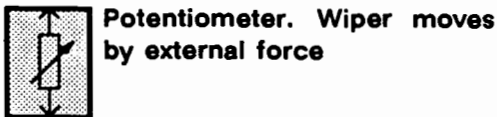
Fuse



Two-pole switch
Dashed line indicates mechanical connection between switches



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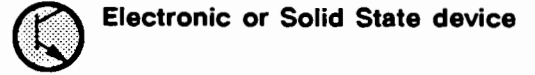
Diode. Current flows in direction of arrow only



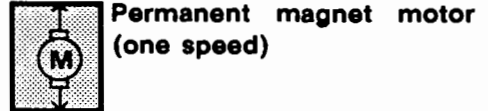
LED



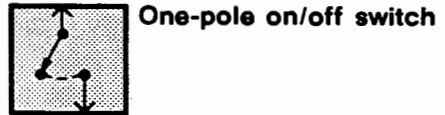
Bulb



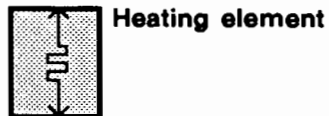
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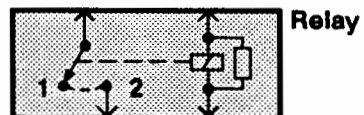
Heating element



Loudspeaker or horn

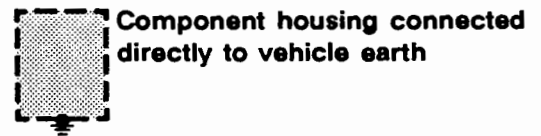
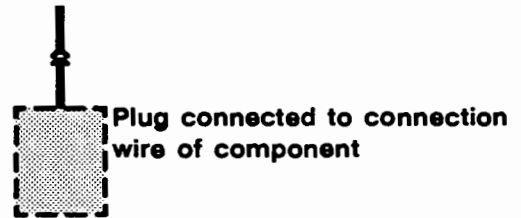
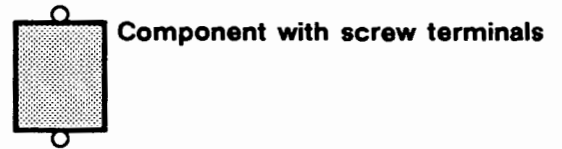
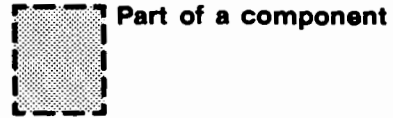
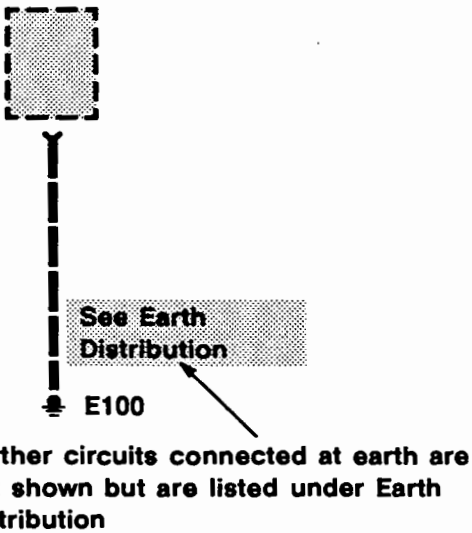
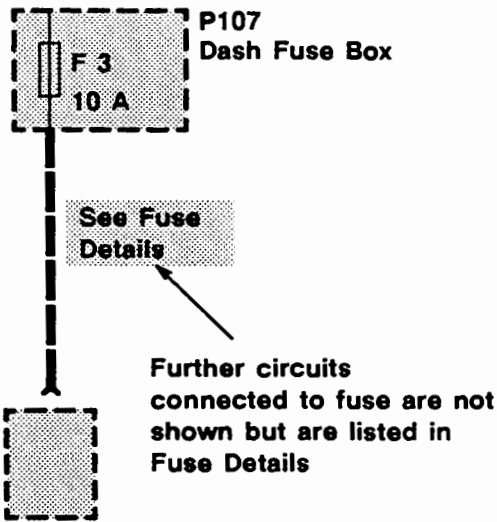
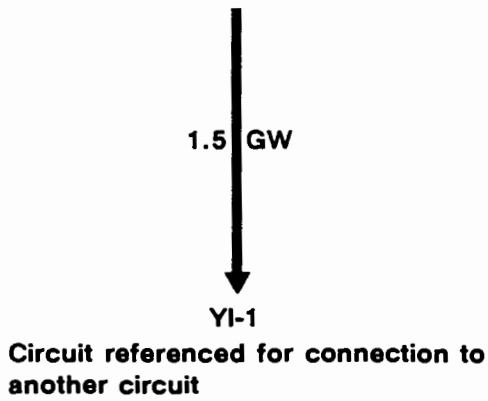


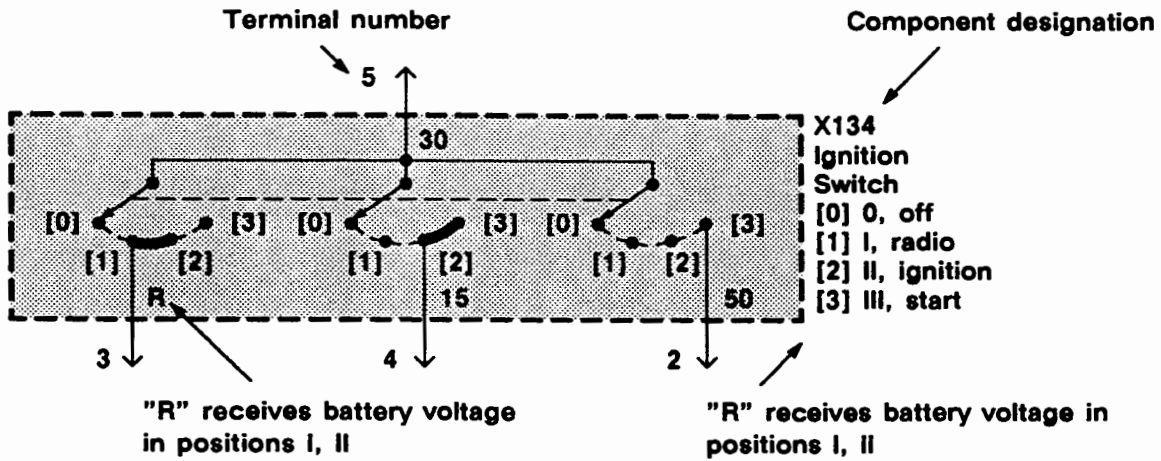
Solenoid coil



Relay

Switch is drawn in closed position when current flows through coil





Terminal number

Designation

50

Battery voltage: Ignition Switch in position III

30

Battery voltage: supplied constantly

15

Battery voltage: Ignition Switch in position II or III

R

Battery voltage: Ignition Switch in positions I, II

31

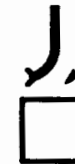
Earth



Component is disconnected.
Backprobe harness connector



Component is connected.
Backprobe harness connector



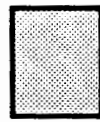
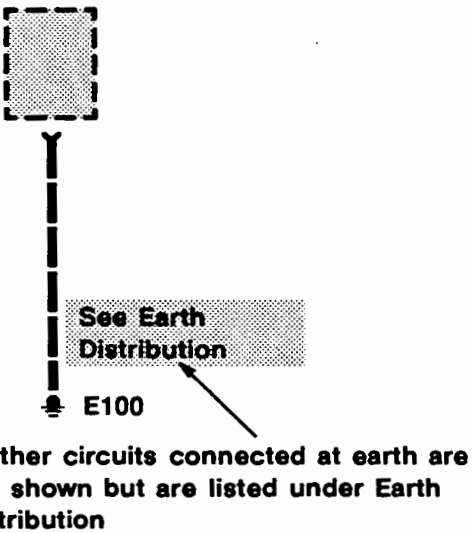
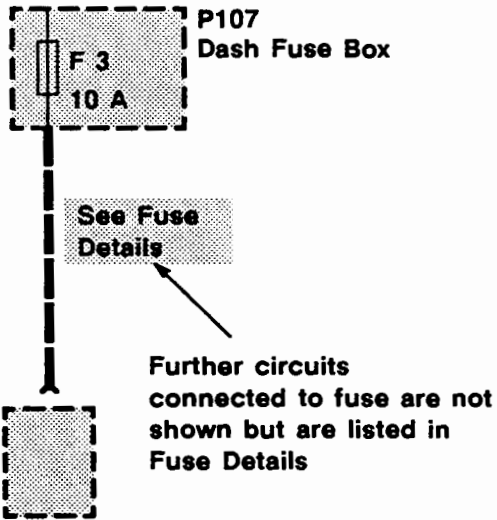
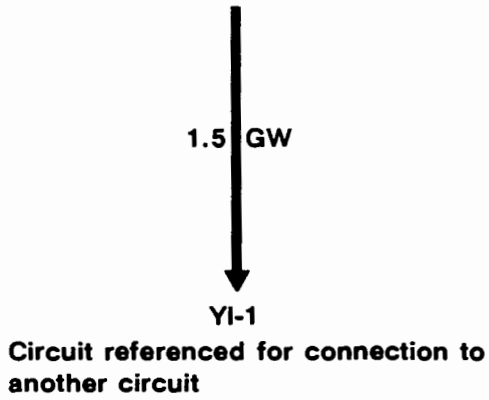
Component is disconnected.
Probe component



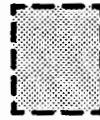
Component is disconnected.
Probe harness connector



Probe in-line connector



Entire component



Part of a component



Component with screw terminals



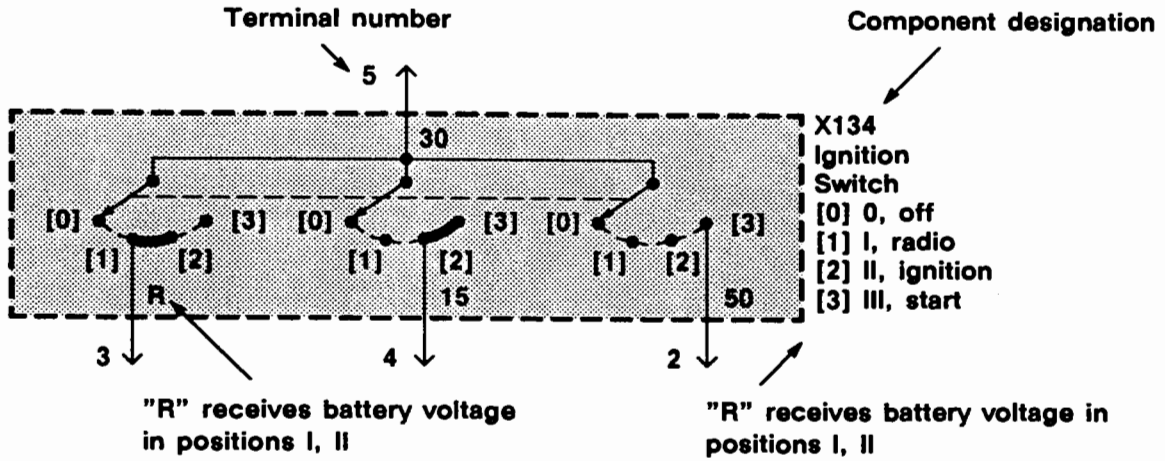
Plug connected at component



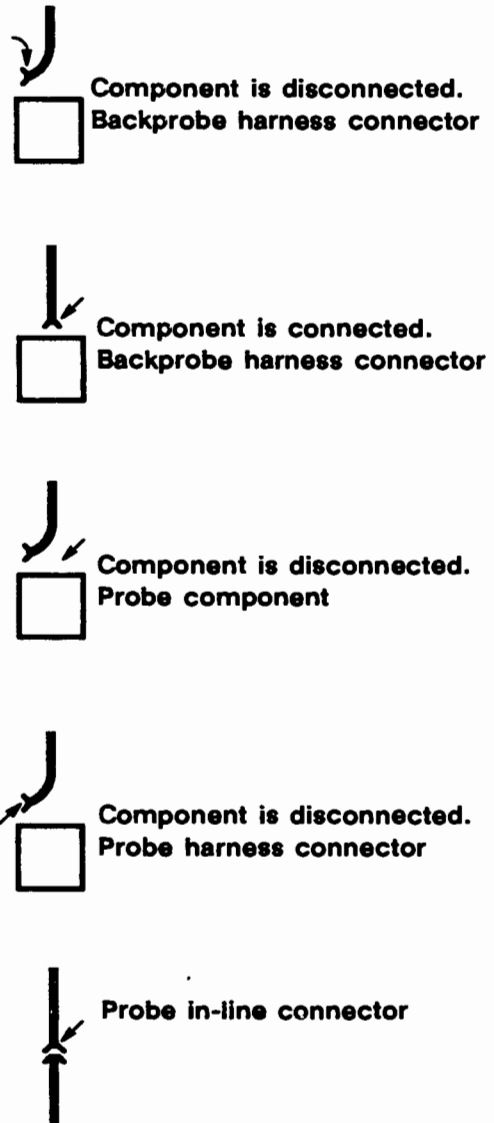
Plug connected to connection wire of component



Component housing connected directly to vehicle earth



Terminal number	Designation
50	Battery voltage: Ignition Switch in position III
30	Battery voltage: supplied constantly
15	Battery voltage: Ignition Switch in position II or III
R	Battery voltage: Ignition Switch in positions I, II
31	Earth



Connector, Earth and Splice Identification by Location

