

CIRCUIT OPERATION

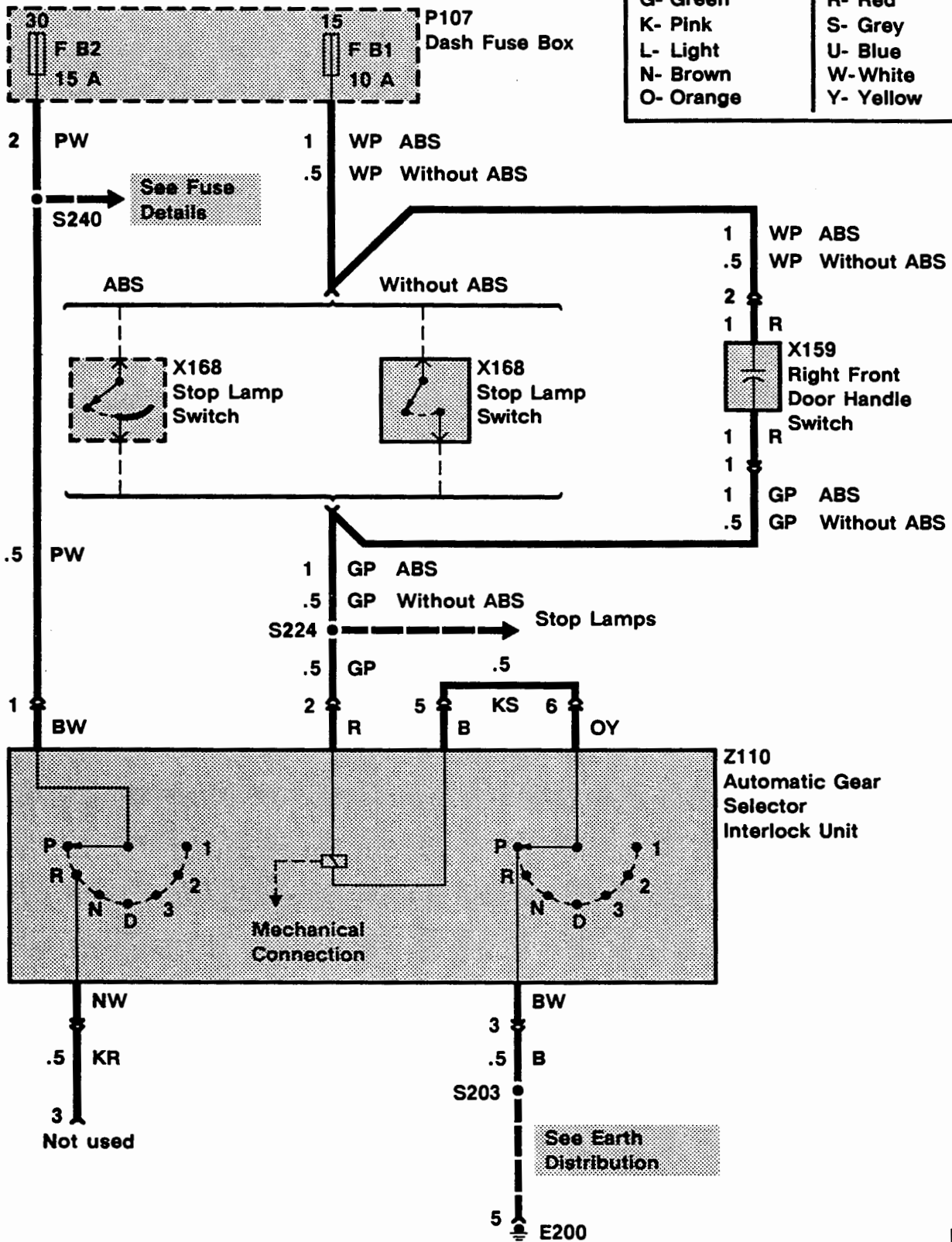
When the gear selector is in the PARK position, the Automatic Gear Selector Interlock Unit (Z110) is de-energized and prevents the gear selector from being moved into another gear. To free the gear selector, the Ignition Switch (X134) must be in position II and the brake pedal must be depressed. When this occurs, voltage from Fuse F B1 is applied to the Interlock Unit through the closed Stop Lamp Switch (X168). The Interlock Unit is earthed at E200 through the gear selector micro switch in Interlock Unit, the KS wire and the B wire. The solenoid now energizes, freeing the gear selector.

C1 ETM

1992 RANGE ROVER

Wire Colour Chart

B- Black	P- Purple
G- Green	R- Red
K- Pink	S- Grey
L- Light	U- Blue
N- Brown	W- White
O- Orange	Y- Yellow



SYSTEM DIAGNOSIS

If the Automatic Gear Selector Interlock system does not operate correctly, do Test A.

C1 ETM

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Test A

1A

CONDITIONS

- Ignition Switch
Position: II

RESULTS

- Brake Pedal - Depressed
BAT VOLT
- Brake Pedal - Released
0V

Z110
Automatic Gear
Selector Interlock Unit



PROBLEM CAUSE

- GP Wire
- WP Wire
- F B1 Fuse
- Stop Lamp Switch



2A

CONDITIONS

- Ignition Switch
Position: 0

RESULTS

Less than 1 ohm

Z110
Automatic Gear
Selector Interlock Unit



PROBLEM CAUSE

- B Wire
- E200



2A

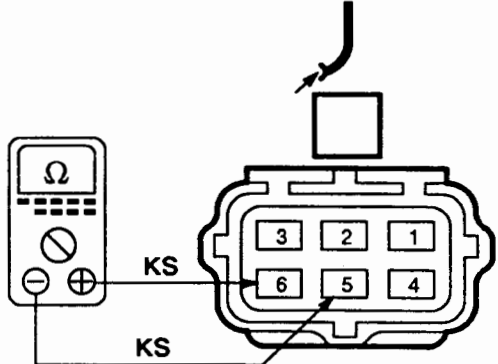
3A

CONDITIONS

- Ignition Switch
Position: II

RESULTS

Less than 1 ohm



Z110
Automatic Gear
Selector Interlock Unit

~~OK~~ PROBLEM CAUSE
- KS Wire

OK



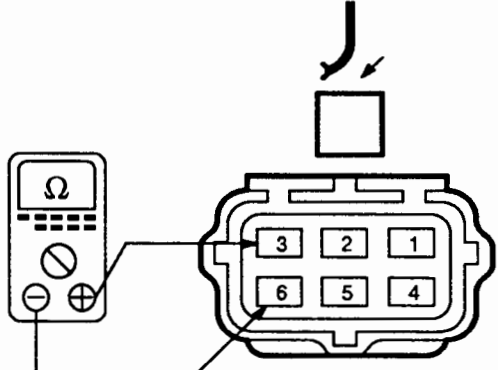
4A

CONDITIONS

- Ignition Switch
Position: 0

RESULTS

- Gear Selector
P = Less than 1 ohm
D = More than 1000 ohms



Z110
Automatic Gear
Selector Interlock Unit

~~OK~~ PROBLEM CAUSE
- Microswitch (Gear Selector)

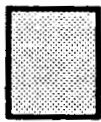
OK PROBLEM CAUSE
- Interlock Solenoid

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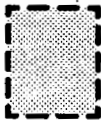
KEY INFORMATION

CIRCUIT DIAGRAMS

- Circuit diagrams are arranged so that current flow is from the top of the diagram (current source) to the bottom of the diagram (earth).
- Only those components that work together in the circuit are shown. If only part of a component is used in the circuit, then only that part of the component is shown.
- Remember:



Entire component



Part of a component

TERMINAL NUMBER

50

DESIGNATION

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

See Introduction (i) for additional circuit diagram symbols.

DIAGNOSIS

- If the diagram is accompanied by text:
 - Read the Circuit Operation before proceeding with the electrical diagnosis.
 - Read the Troubleshooting Hints before performing the System Diagnosis.
 - Tests follow the System Diagnosis.
 - When performing the System Diagnosis, be certain that all components disconnected in previous steps are reconnected unless otherwise directed.



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

