



Diagnostics Release Note– Archive 22

These Release Notes contain important information regarding Land Rover Diagnostic CD Releases.

Please ensure that all users of Land Rover Diagnostic hardware at the location are made aware of the content.

Applicable to:

T4	✓
T4 Mobile+	✓
T4 Hand Held Tester	✗

CD USE GUIDANCE

It is **IMPERATIVE NOT** to **USE** old Diagnostic / Configuration CDs unless agreed with Land Rover Technical Support Hotline or a Product Investigation Brief explaining the use of superseded T4 CDs.

A number of issues have been reported relating to the use of previously superseded T4 CDs. This has impacted on customer satisfaction.

Please ensure that **ALL** superseded CDs are collected from the workshop and stored in a secure area.

Request for use must be sanctioned by the Workshop Supervisor or Land Rover Technical Support or a supported Product Investigation Brief.

PLEASE ENSURE THAT ONLY THE LATEST ISSUE OF ANY T4 CDs ARE ISSUED TO THE WORKSHOP TECHNICIANS BY THE SERVICE MANAGER OR SUPERVISOR.

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN COMPROMISE OF WARRANTY CLAIMS AND CUSTOMER SATISFACTION

What's New On This CD?

This release is for Diagnostics and contains comprehensive updates to the diagnostics. Land Rover is concluding the development of the "Archive" series CD. This CD release has been under extended development to ensure the majority of reported diagnostic issues are corrected.

SLABS - Discovery II

- Correction of MAP error during fault code read.
- Deflate option for SLS added.
- Manual programming of SLABS ECU bugs corrected.
- Error with 04MY Discovery II Diff Lock fitment corrected.
- SLS and ABS diagnostic split for System Test.
- System test offers the ability for retest of failed tests.

Td5 Engine Management – Discovery II and Defender

- Correction of incorrect tune download for Discovery II Manual vehicles selecting Non-cooled EGR tunes.
- Addition of ignition cycle to overcome communications error when programming a new ECU.
- Correction on Injector grade programming issue for pre 02MY Td5 variants to overcome issue with programming.

- Function introduced to enable setting of 2 and 3 track throttle potentiometer.
- Real Time display of Driver Demand Supply Voltage corrected.

ACE - Discovery II

- DCV force output flagged a "Hydraulic or mechanical failure" fault code. This has now been fixed.
- Fault Code 46 – this fault code can be caused by a communications error. This has now been fixed.
- ACE Bleed engine running message was reported when the engine was not running. This issue has now been fixed.
- ACE Bleed Split – ACE Bleed has now been updated to offer a front only bleed, a rear only bleed and a complete system bleed.

Air Suspension – Range Rover (38A)

- Air Suspension Calibration procedure has been rewritten to offer the facility to reset the car on the calibration blocks and display target and actual heights to enable adjustment to the correct height for the calibration blocks to be fitted.
- Map error on fault code read now corrected.
- Functional test for valves and height sensors added to System Test.
- Pressure Switch Real Time Display updated to display the correct reading.
- Hand Brake Switch Real Time Display – text added to ensure car is in Neutral else the display does not function correctly.
- High Lock and Transport Mode functionality have been changed to adjust the height when clearing the mode back to standard ride height.
- Air Suspension Deflate function has been fixed and now correctly lowers the complete vehicle.
- Force Outputs functionality has been updated to show the current state of the force i.e whether it is forced on or off.

V8 Engine Management – Discovery II and Range Rover (38A)

- DMTL Self Test moved into Vehicle Maintenance to bring it in line with Freelander and New Range Rover (L322). Icon renamed to "LEV2 0.5mm DMTL Leak Test." (Discovery II only)
- "ELC 0.5mm Leak Test Pump" replaced by "LEV2 0.5mm Leak Tracing" which allows the force of DMTL Pump and/or Change Over Valve (Discovery II only).
- P codes updated for DMTL as on previous discs they were reported incorrectly.
- Map error fixed on entry to diagnostics.
- Realignment of engine roughness and misfire Real Time Display to both show physical cylinder number. Previously the misfire Real Time Display showed cylinder firing order.
- Tune download correction for non NAS variants to overcome issues seen with communication issues (Discovery II only).
- Idle Air Real Time Display has been revised to show the correct value.

Automatic Temperature Control (ATC) – Range Rover (38A)

- Fault Code Clear Power Down timer increased from 10 seconds to 30 seconds to allow the fault codes to be cleared correctly.
- Blend motors and recirculation motors were identified as LH and RH side and this was wrong depending on hand of drive. The descriptions have now been updated to reflect the correct positioning on the car.
- Fault status (Permanent/Intermittent) now shown for all fault codes.

- Servo tune function now has a timer to allow the function to complete its operation before continuing with diagnostics.
- Temperature Real Time Display are now shown with increased accuracy resolution.
- Fault explorer for heater temperature sensor updated to make reference to the resistor fitted as part of a Bulletin for hot climate markets.

Venezuelan Defender Support

Venezuelan Defender is a new build specification with a unique VIN. The diagnostics have been updated to support this change.

Engine Management Calibrations

There are new engine management calibrations included on this disc to support tune updates for M5.2.1 V8 Engine Management.

Reference

Below is additional information on diagnostic changes included on previous discs and general guidance notes to aid in vehicle diagnostics.

NAS Discovery 04MY V8 Petrol Engine Management Tune Download

The tune download function did not work correctly on NAS 04MY Discovery V8. This has now been corrected.

Discovery Petrol Engine Management updates

There has been feedback from the markets that certain diagnostics for Petrol Engine Management did not work or were not available. This disc release fixes those issues.

Changes include:

- Secondary Air Injection sub-system test added
- DMTL sub-system test functionality corrected
- Secondary Air Injection P-code correction and fault explorer updates

Discovery 04MY updates

As part of the Discovery 04MY program, drive away locking is introduced as a standard feature for all markets except NAS and Japan. The feature is configurable for NAS and Japan using Dealer Configuration.

Discovery Td5 Non cooled EGR update

Discovery Td5 Non Cooled EGR was not recognised on the previous T4 discs. This disc introduces full support for the specification.

Discovery SLABS VIN mismatches

When entering diagnostics for SLABS a VIN check is carried out, T4 reported that the VINs did not match even when they were identical. This has now been fixed.

Discovery I / Range Rover Classic SRS diagnostics

The diagnostics for SRS on Discovery I and Range Rover Classic has been updated to overcome communications issues. There is now a choice of which cable to use (J1962 or direct harness connection) depending on vehicle specification.

T4 Configuration "Comms Setup"

With the new release of RDS 6.00, under the configuration menu there is an option to change the "Comms Setup" between "Docking Station" and "J2534 Hardware Module" This is to support the introduction of T4 Mobile+.

This option allows the configuration to be switched between the "conventional" T4 docking station (Docking Station) and the T4 Mobile+ communications box (J2534 Hardware Module)

T4 Diagnostic Cabling

There have been concerns raised by some users over the correct cabling to use with certain diagnostics. Some older diagnostics prompt the user to connect cable DTC0007A (VCSI Extension Cable) and DTC0006A (VCSI 'Brick') along with the relevant vehicle diagnostic connector. This is not applicable for T4. For T4, use cable DTC4007B (T4 VCSI Extension Cable) along with the relevant vehicle diagnostic connector.

For further details refer to the T4 User Guide, which contains cabling guides for all ECU applications.



Disc Care

Dirt, dust, condensation and heat can damage the discs. Always observe the following precautions:

NEVER touch the horizontal playing surface (the unlabelled side) of the disc. Handle discs by holding the outer edges, or the edge of the central hole the outer edge, between finger and thumb.

ALWAYS return discs to their supplied protective wallets after use and ensure that there is only ONE CD per wallet. Dirt and scratches can affect the ability of the disc to be read.

NEVER leave the disc or the box exposed to excessive heat or direct sunlight.

NEVER use a solvent or abrasive. Dust or dirt should be removed from the playing surface by wiping with a clean dry, lint free cloth always wipe in a straight line from the center to the edge of the disc.

If your T4 disc is damaged, replacements are available from Omitec at a charge of £15 per CD (including shipping).

