

EPB DTC CODES C2007-11 C2008-11.doc

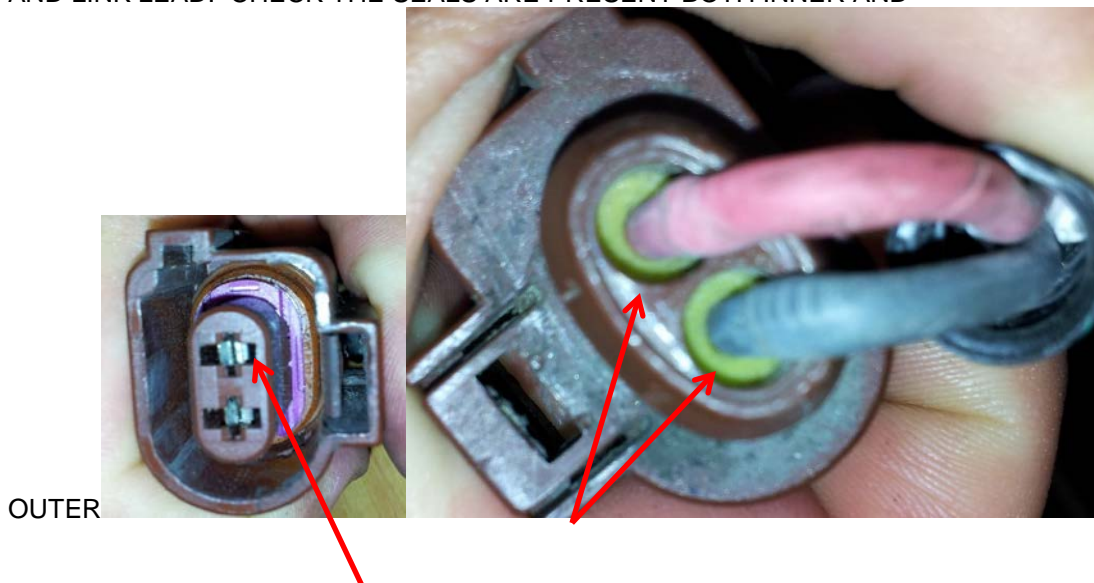
Reference	SSM66897
Models	LR2 / L359 Range Rover Evoque / L538
Title	RR Evoque and Freelander 2: EPB DTC Codes C2007-11 and C2008-11
Category	Chassis
Last modified	09-Sep-2013 00:00:00
Symptom	302000 Parking Brake System
Content	<p>Issue: Customers have reported warning lamp illumination and Park Brake Activation / De-Activation functionality issues with related DTCs C2007-11 or C2008-11.</p> <p>Cause: JLR Engineering are continuing to investigate root cause of the issue.</p> <p>Action: In order to implement a Right First Time repair, dealers are instructed to follow the attached process for root cause investigation should the above DTCs be observed. Following analysis, dealers are requested to report the causal part for the DTC flag via an EPQR.</p>

DEALER SMM INFO FOR EPB DTC CODES C2007-11 AND C2008-11.

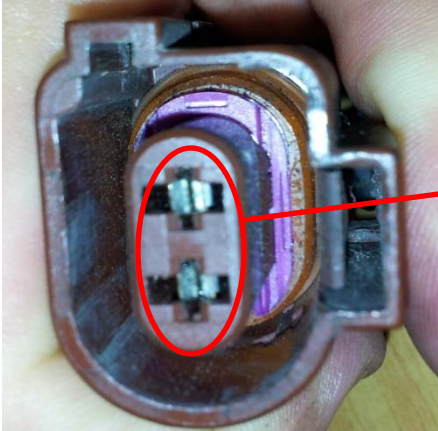
THE MOST LIKELY CAUSE OF A CIRCUIT SHORT TO GROUND FAULT IS HARNESS / MOTOR LINK LEAD DAMAGE. START ANY DIAGNOSIS WITH A VISUAL INSPECTION UNDER THE WHEEL ARCH / UNDER BODY FOR OBVIOUS SIGNS OF HARNESS / LINK LEAD DAMAGE AND FOR POORLY LATCHED CONNECTORS.

IF THERE ARE NO OBVIOUS SIGNS OF DAMAGE THEN CARRY OUT THE FOLLOWING DIAGNOSTIC PROCEDURE:-

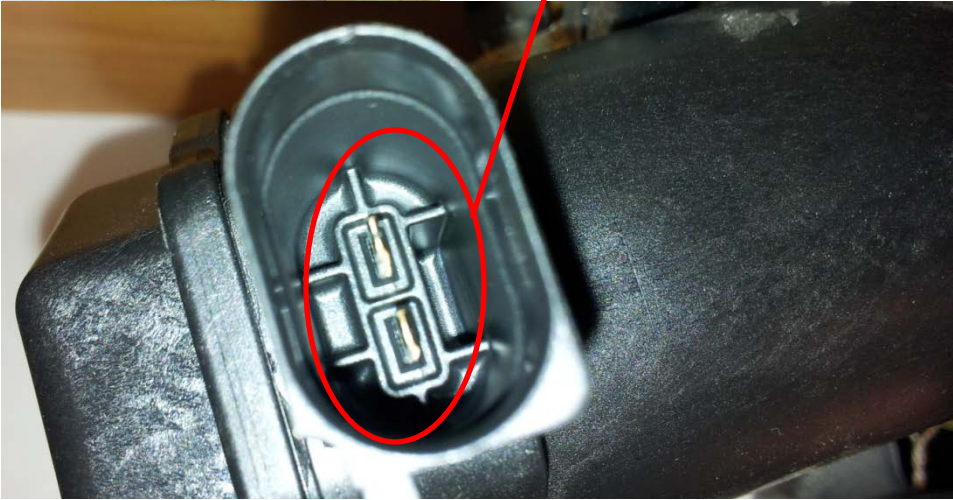
- 1) CHECK FUSE FOR AFFECTED SIDE.
- 2) CHECK ECU GROUND CONNETIONS TO VEHICLE CHASSIS (STUD G4D152-1) (CHECK FOR CORROSION/SCREW TORQUE/LOOSE CONNECTION/PAINT).
- 3) REMOVE THE AFFECTED CALIPER ACTUATOR AND SWAP WITH THE UN AFFECTED CALIPER ACTUATOR (REFER TO TOPIX FOR REMOVAL AND REFITMENT PROCESS), ACTUATE THE EPB VIA SWITCH. CHECK IF THE FAULT FOLLOWS THE ACTUATOR. IF IT DOES THE ACTUATOR IS FAULTY. IF IT DOES NOT THE FAULT IS LIKELY TO BE IN THE LINK LEAD/CONNECTORS ON THE FAULTY SIDE.
- 4) CHECK THE LINK LEAD, CHECK THE PINS FOR CORROSION ON BOTH ACTUATOR AND LINK LEAD. CHECK THE SEALS ARE PRESENT BOTH INNER AND



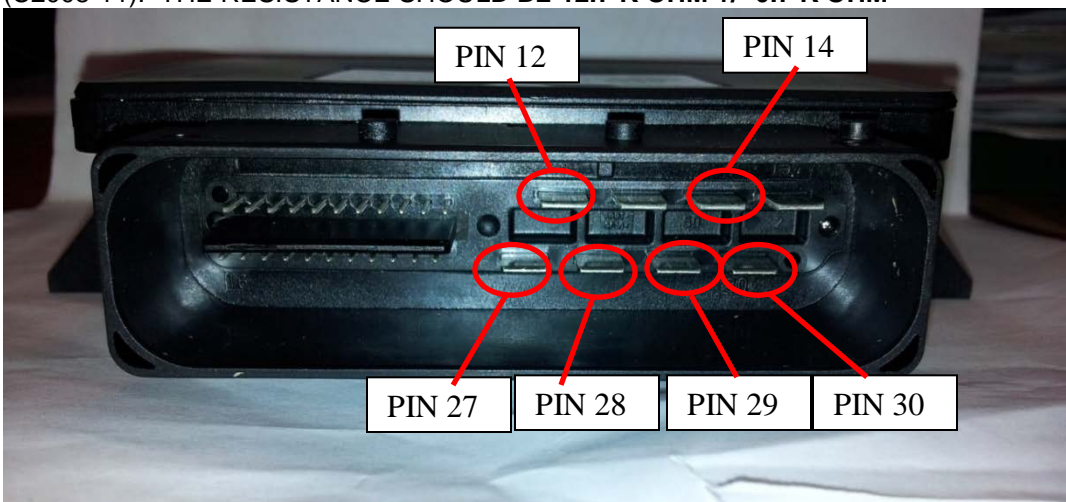
LINK LEAD SEALS – INNER AND OUTER. CHECK FOR PRESENCE AND DAMAGE.



CHECK THAT PINS ARE NOT BACKED OUT. CHECK FOR CORROSION.



- 5) REMOVE LINK LEAD AND CAREFULLY CHECK FOR ANY VISIBLE SIGNS OF DAMAGE (CHAFING, PINCHING AND STRETCHING).
- 6) REMOVE EPB ECU (REFER TO TOPIX) AND TEST THE RESISTANCE BETWEEN THE MOTOR LINES AND GND ON THE ECU. USING PINS 12 OR 27 (MULTIMETER POSTIVE) TO PIN 28 (GND) FOR THE RIGHT CHANNEL (2007-11). USING PINS 14 OR 29 (MULTIMETER POSTIVE) TO PIN 30 (MULTIMETER G ND) FOR THE LEFT CHANNEL (C2008-11). THE RESISTANCE SHOULD BE **12.7 K OHM +/- 0.7 K OHM**

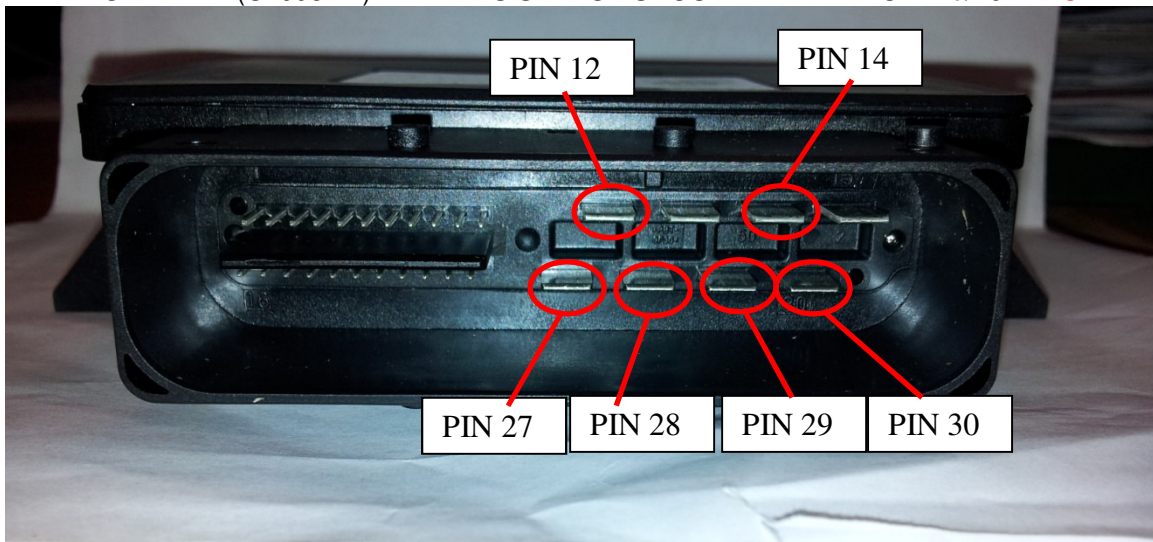


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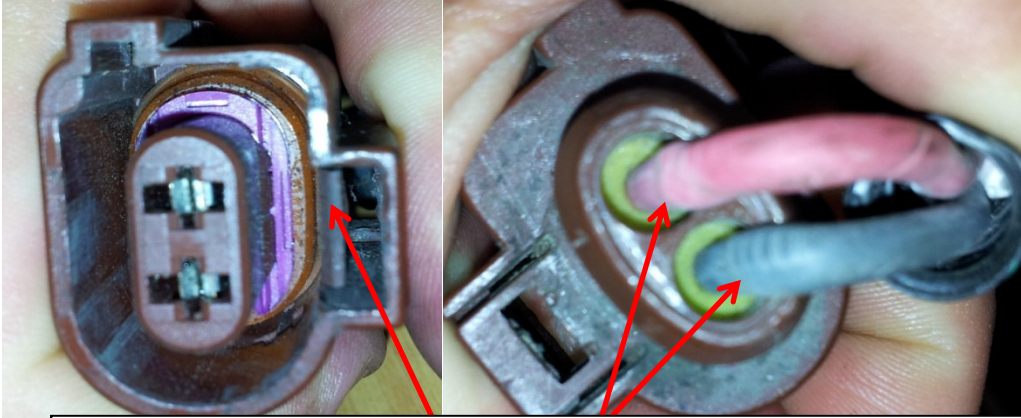
IF THERE ARE NO OBVIOUS SIGNS OF DAMAGE THEN CARRY OUT THE FOLLOWING DIAGNOSTIC PROCEDURE:-

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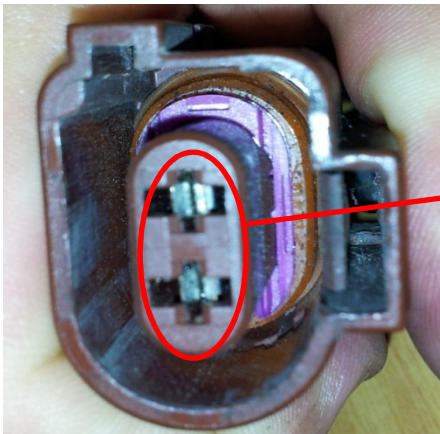


- 3) REMOVE THE AFFECTED CALIPER ACTUATOR AND SWAP WITH THE UN AFFECTED CALIPER ACTUATOR (REFER TO TOPIX FOR REMOVAL AND REFITMENT PROCESS), ACTUATE THE EPB VIA SWITCH. CHECK IF THE FAULT FOLLOWS THE ACTUATOR. **IF IT DOES THE ACTUATOR IS FAULTY. IF IT DOES NOT THE FAULT IS LIKELY TO BE IN THE LINK LEAD/CONNECTORS ON THE FAULTY SIDE.**

- 4) CHECK THE LINK LEAD, CHECK THE PINS FOR CORROSION ON BOTH ACTUATOR AND LINK LEAD. CHECK THE SEALS ARE PRESENT BOTH INNER AND OUTER



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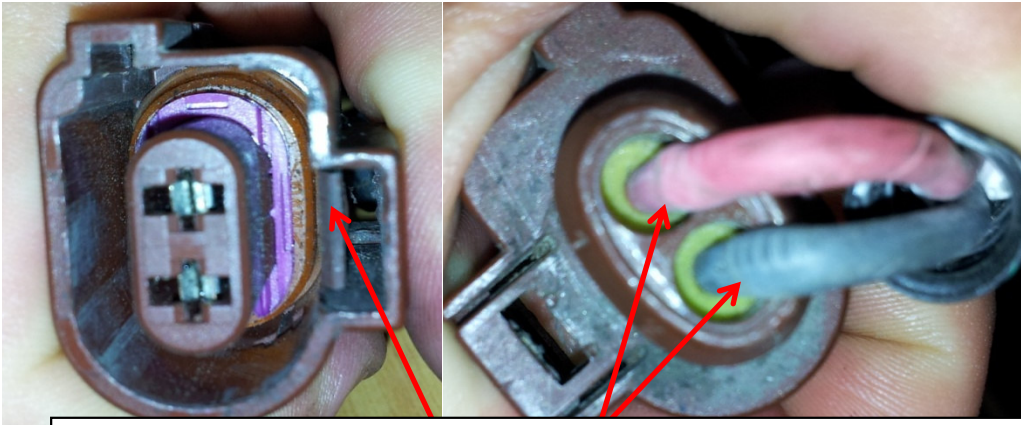
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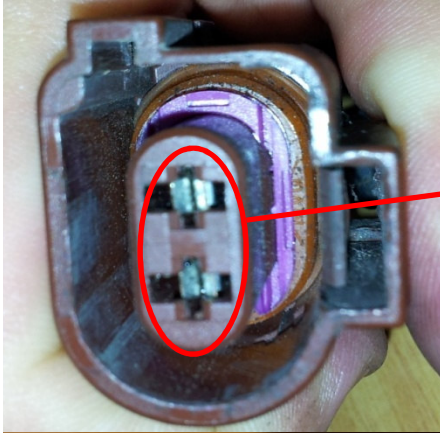
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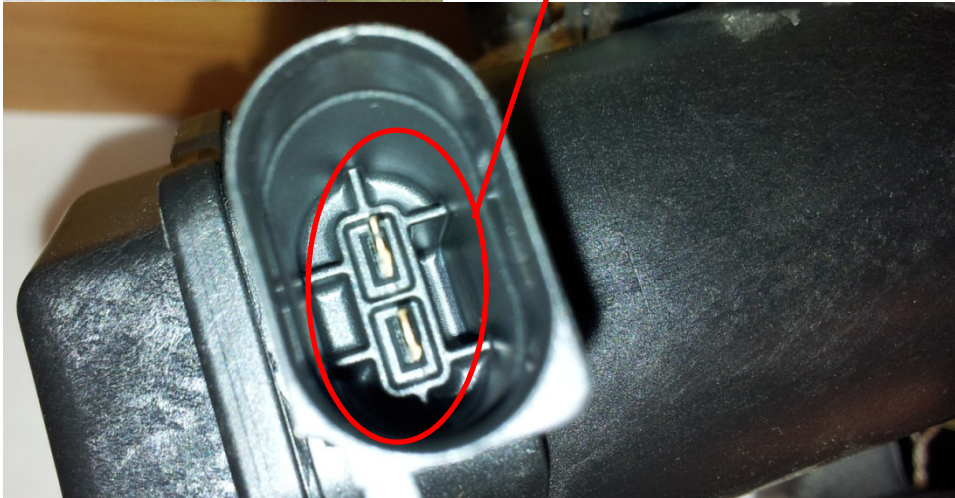
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