

**S-TYPE**

DATE 09/00

S414-02

SERVICE**TECHNICAL BULLETIN**

High Quiescent Drain –
Intermittent Loss of Permanent Power Feed –
Install Forward Harness Bypass Lead

MODEL 2000 MY
S-TYPE
VIN L00001-L70801

Issue:

Some 2000 MY S-TYPE vehicles may experience an intermittent loss of permanent battery power feed from the primary junction box to the General Electronic Control Module (GECM). The vehicle may experience the following symptoms:

- The headlights may flash once on their own, this has also been reported to happen at a specific time after the ignition has been turned off (30 minutes or 60 minutes).
- There would also be a higher than normal battery quiescent drain, due to the four ignition power relays (located in the luggage compartment) being re-energized at the 30 or 60 minutes mark.

Action:

In case of a **customer complaint** of the above symptoms on a 2000 MY S-TYPE within the above VIN range, check the power feed at the GECM and the continuity of the wire from the GECM to the primary junction box.

DIAGNOSTIC PROCEDURE**Voltage check**

1. Turn the ignition to off.
2. Using a DVOM, set to voltage.
3. Probe the back of pin 6 (orange and green wire) at connector FH59 on the GECM. Refer to the S-TYPE 2000 MY Electrical Guide, Fig. 01.5.
4. Reading should remain at battery voltage and monitor for any voltage change for approximately 10 minutes.
5. If the voltage is considerably lower than the battery voltage, refer to the procedure for installing the forward harness bypass lead. If the voltage remains constant at battery voltage, refer to the resistance check

Resistance check:

1. Set the DVOM to read resistance. Touch the two leads to each other and zero the meter or note the resistance of the leads.
2. Disconnect FH59 from the GECM.
3. Disconnect FH7 from the primary junction box. Refer to the S-TYPE 2000 MY Electrical Guide, Fig. 01.2.

4. Connect one DVOM lead to pin 6 at connector FH59 and the other to pin 2 (orange and yellow wire) at connector FH7. (Gray 6 way connector located uppermost of the primary junction box in the central position)
5. Check the resistance reading for continuity. Resistance should be less than 1 ohm.
6. If the reading shows a high resistance, refer to the procedure for installing the forward harness bypass lead.

INSTALLING THE FORWARD HARNESS BYPASS LEAD.

If the above checks show low voltage or high resistance, install a bypass lead to take the permanent power feed to the GECM away from the forward harness as follows:

Record the following customer settings before disconnecting the battery so they can be reset to the customer's preferred setting:

- Clock 12/24 hr setting
- CD compress mode (if equipped)
- Navigation volume defaults to 14 (if equipped)
- Voice feedback volume defaults to 14 (if equipped)
- Transmission mode (sport/normal)
- Radio presets - AM/FM, Bass, Treble settings
- Compass calibrations and zone setting

Navigation memory will be retained if the battery is not disconnected longer than 24 hours.

Always reset the clock to the correct time before returning the vehicle to the customer.

1. Disconnect the car battery. (Refer to workshop manual JTIS CD ROM section 414-01, SRO 86.15.01)
2. Remove both of the plastic A-post side trims. (Refer to workshop manual (JTIS CD ROM) section 501-05, SRO 76.13.31)
3. Disconnect connector FH59 from the GECM.
4. Disconnect the connector FH7 from the primary junction box.
5. Connect the relevant ends of the bypass lead to the primary junction box and the disconnected harness connector.
6. Pull the interior carpets away from the firewall and both footwells.
7. Route the bypass lead from the primary junction box, around the foot well to the console, taping at intervals to the firewall.
8. Route the bypass lead through the opening at the front edge of the air conditioning (A/C) assembly across to the other side.
9. Position the bypass leads inline connector within the A/C aperture.

Note: When positioning the bypass lead inline connector within the A/C aperture, ensure it will not rattle when the vehicle is moving.

10. Route the bypass lead across the foot well towards the left A-post, taping at intervals to the firewall.
11. Using an appropriate terminal removal tool, remove pin 6 from connector FH59.

Note: The pin to be removed has an orange and green wire color.

12. Cut off the terminal and insulate using a termination splice and heatshrink tubing, and tape the lead to the harness.

Note: The heatshrink tubing and termination splice are available from the harness repair kit.

13. Insert the terminal from the bypass lead into the redundant aperture.
14. Secure any excess bypass lead, ensuring that it will not create any future rattles.
15. Reconnect connector FH59 to the GECM.
16. Refit all the interior trim.
17. Reconnect the car battery. (Refer to workshop manual JTIS CD ROM section 414-01 SRO 86.15.01). Reset the customer's preferred settings as noted at the beginning of this procedure.
18. Check the operation of the vehicle.

Parts Information:

<u>DESCRIPTION</u>	<u>PART NUMBER</u>	<u>QTY</u>
Bypass lead	XR8 22981	As required

Warranty Information:

<u>FAULT CODE</u>	<u>R.O. NUMBER</u>	<u>DESCRIPTION</u>	<u>TIME ALLOWANCE</u>
RD CF 42	86.92.61	Install forward harness bypass lead	0.60 hrs.