

How Programming Affects Diagnosis

There are two possible malfunctions of a control unit:

- A hardware problem
- A software problem (Programming).

A large majority of all control units that are replaced during service have a software problem that can be corrected by reprogramming of the hardware. It is suggested before any modules are replaced a hard reset and/or reprogramming should be carried out. Several options are available with WDS: Program New Module, Program Existing Module, Dealer options, Setup and configuration.

NOTE:

A hard reset does not repair a fault condition. It simply brings all control modules back to their baseline condition. If a hard reset eliminates the symptoms, then further diagnosis is needed to determine the cause of the conditions i.e. low battery causing a single control module to come off line temporarily.

On vehicles that cannot be programmed via the diagnostic equipment, note the three conditions below before interchanging control modules between identical vehicles to confirm diagnosis.

The VCATS label is located on the floor of the luggage compartment of X100 only models. Each label is specific to each individual vehicle, and lists the VIN of the vehicle along with the part numbers of the CMs originally fitted to the vehicle during manufacture.

The part number of the Body Processor Module is identified as: LJA2500AG/ 055. In the illustration, the basic part number LJA2500AG has been programmed during vehicle manufacture for the specific market and features of the vehicle concerned, and is identified as 055. This would be the complete part number for a replacement BPM for the vehicle concerned if it were necessary to order one from Jaguar Parts Operations. Note that the suffix 055 (in the example above) does not appear on the label on the CM concerned. This number appears only on the VCATS label of the vehicle.

It is permissible to **temporarily** interchange a CM from another vehicle for testing purposes, only if:

- a. The full vehicle history of both vehicles is available
- b. The history of both vehicles indicates that the CM in question has not previously been replaced by a CM from another vehicle or by a replacement part
- c. The VCATS label information for the full part number of the CM in question on vehicle is **identical** as illustrated above.
- d. The donor vehicle is known to have no electrical defect.

Always disconnect the battery first, and reconnect it after connecting the replacement CM. The possibility exists, particularly for control modules that control the movement of door windows or power operated convertible tops, for inadvertent uncontrolled operation of these systems if the battery remains connected during such operations. This can result in injury to persons working on the vehicle.