

L405 DSS Accessory Manual (1).pdf

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Reference SSM62237

Models Range Rover (All New) / L405

Title L405 13MY Deployable side step ECU

Category Accessories

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Symptom Electrical Accessories

Note this is for 13MY L405 only

Issue:

Deployable side step ECU's are being replaced due to incorrect or complete lack of function of the deployable side step.

Cause:

The issue is the same as seen on L322, SSM58697, Module has not been fully turned on

Action:

Follow attached trouble shooting guide prior to ordering a replacement ECU

Content

NOTE: Please ensure the steps are correctly turned on following the instruction in the attached Manual

Plug the vehicle into SDD and record the fault codes and associated reference. Once complete clear the codes, disconnect the ECU and re-connect. This will reset the unit and should erase any faults the customer has experienced.. Once re-connected check for operation following the instructions in the DSS owners manual. Once the reset is completed operate the steps for 5 cycles and check for fresh DTC's.



RANGE ROVER

Publication Part No. VPLGT0113

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Operation overview

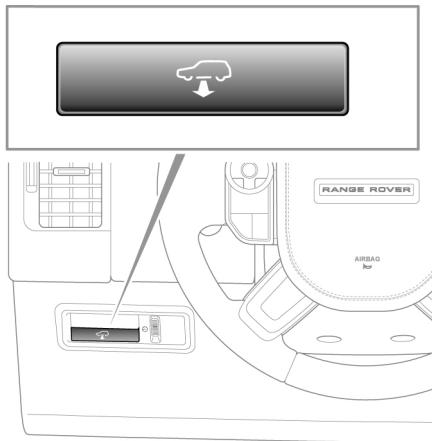
INTRODUCTION



The Deployable Side Steps (DSS) or their brackets must not be used for vehicle towing or recovery. For more information refer to the Owner's Handbook.

The DSS system, available on all Range Rover models, is a side step which automatically deploys from the vehicle to aid entry and exit from the vehicle.

FUNCTION SWITCH



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The function switch is used to:

- Deploy the steps for roof access.
- Override the Terrain Response inhibits.
- Switch the system on/off.

STEP DEPLOYMENT

If the vehicle is stationary, with the doors locked and Terrain Response is set to either General (normal) or Grass/Gravel/Snow mode, the side steps deploy as follows:

The side steps deploy when the doors are unlocked. They will remain deployed for a period of 1 minute, if the doors are not opened.

If either or both of the driver's side doors are opened, the driver's side step will remain deployed until both doors are closed.

If either or both of the passenger's side doors are opened, the passenger's side step will remain deployed until both the doors are closed.

STEP STOWAGE

When the system is in either General or Grass/Gravel/Snow mode, the driver's step stows when the driver's side doors are both closed, or when the vehicle speed exceeds 5 kph regardless of the state of the doors.

The passenger's side step stows when the passenger's side doors are both closed or when the vehicle speed exceeds 5 kph regardless of the state of the doors.

SWITCH INHIBIT

The steps will not deploy, regardless of door state, if the vehicle functions are set as follows:

- Vehicle speed is greater than 5 kph
- The Terrain Response is set to:



Mud/Ruts.

Sand.

Rock Crawl.

Operation overview

TERRAIN RESPONSE OVERRIDE

When Terrain Response is set to Mud/Ruts, Sand or Rock Crawl, the side steps will not deploy. To override the inhibit, press and hold the function switch for 3 seconds. This turns the function switch indicator on. Terrain Response will remain overridden until one of the following conditions is met:

- The function switch is pressed and held for 3 seconds.
- Terrain Response is set to normal mode.

ROOF ACCESS

To enter Roof Access mode, the rotary selector must be in Park and /or the Electric Parking Brake (EPB) applied:

- Press the START/STOP button to switch the ignition on.
- Press and hold the function switch within 3 seconds of switching the ignition on.

The button indicator will illuminate continuously to indicate the DSS system is in Roof Access mode.

To exit Roof Access mode, repeat the procedure outlined above. The button indicator will extinguish to indicate the system is back in normal mode.

In Roof Access mode, the steps remain deployed even after switching the ignition off.

The system will remain in Roof Access mode until one of the following actions are taken:

- The vehicle is locked.
- The vehicle speed exceeds 5 kph.

BOUNCE BACK

If the DSS detects an obstacle during deployment, it will reverse its direction and return to its starting position. If the step detects another obstacle whilst trying to return to its start position, the step will stop. The step will not move again until there is another request to move in the opposite direction.

SWITCHING THE SYSTEM OFF/ON

The DSS system is switched off as follows:

With the ignition off:

- Press and hold the function switch.
- Press the START/STOP button to switch the ignition on.

The button indicator will flash 2 times to indicate the DSS systems is switched off.

To switch the DSS system on, repeat the procedure outlined above. The button indicator will flash 3 times to indicate the system is switched on.



If the steps are deployed when the system is switched off, the steps remain in the same state.

When the system is switched back on, and if the door is closed, the steps will remain deployed. Only when the door is opened and closed (cycled) will the steps stow.

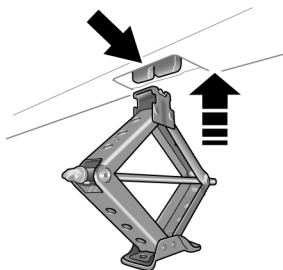
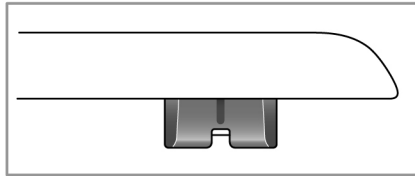
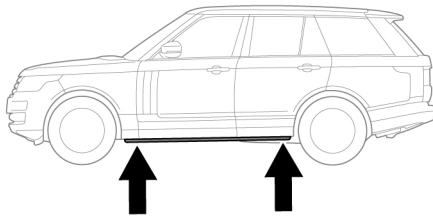
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Wheel changing

JACKING THE VEHICLE

-  Jack up the vehicle using only the jacking points described below or damage to the vehicle could occur.
-  Always refer to the guidelines given in the Owners Handbook before jacking the vehicle and changing a road wheel.

Prior to jacking the vehicle, the side steps must be in the stowed position and the DSS system must be switched off. Refer to 'Operation Overview'.



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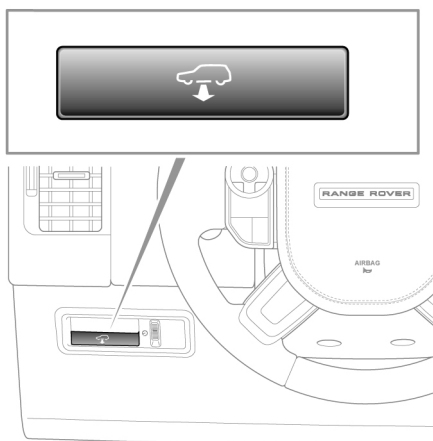
INTRODUCTION



Les marchepieds latéraux déployables (DSS) ou leurs supports respectifs ne doivent pas être utilisés pour le remorquage ou le dépannage du véhicule. Pour plus d'informations, reportez-vous au manuel du conducteur.

Le système DSS, disponible sur tous les modèles Range Rover, est un marchepied escamotable qui se déploie automatiquement du véhicule pour faciliter l'entrée dans le véhicule et la sortie de celui-ci.

COMMUTATEUR



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Le commutateur permet de :

- Déployer le marchepied pour accéder au toit.
- Neutraliser le système de neutralisation de Terrain Response.
- Mettre le système sous tension/hors tension.

DEPLOIEMENT DU MARCHEPIED

Si le véhicule est à l'arrêt, les portes verrouillées et le système Terrain Response en mode Général (normal) ou Herbe/Gravier/Neige, le marchepied latéral se déploie de la façon suivante :

Le marchepied latéral se déploie lorsque les portes sont déverrouillées. Si les portes ne sont pas ouvertes, il restera déployé pendant 1 minute.

Si l'une ou l'autre des portes côté conducteur ou les deux sont ouvertes, le marchepied côté conducteur restera déployé jusqu'à ce que les deux portes soit fermées.

Si l'une ou l'autre des portes côté passager ou les deux sont ouvertes, le marchepied côté passager restera déployé jusqu'à ce que les deux portes soit fermées.

REPLI DU MARCHEPIED

Lorsque le système est en mode Général ou Herbe/Gravier/Neige, le marchepied côté conducteur se rétracte lorsque les portes latérales du conducteur sont toutes deux fermées ou lorsque la vitesse du véhicule dépasse les 5 km/h, quel que soit l'état d'ouverture des portes.

Le marchepied côté passager se rétracte lorsque les portes du côté passager sont toutes deux fermées ou lorsque la vitesse du véhicule dépasse les 5 km/h, quel que soit l'état d'ouverture des portes.

NEUTRALISATION DU COMMUTATEUR

Le marchepied ne se déploie pas, quel que soit l'état d'ouverture des portes, si les fonctions du véhicule sont configurées comme suit :

- La vitesse du véhicule est supérieure à 5 km/h.
- Le système Terrain Response est dans l'un des modes suivants :



Boue/Ornières.

Sable.

Franchissement rocheux.

Fonctionnement – Vue d'ensemble

NEUTRALISATION DU SYSTEME TERRAIN RESPONSE

Lorsque le système Terrain Response est en mode Boue/Ornières, Sable ou Franchissement rocheux, le marchepied ne se déploie pas. Pour neutraliser la fonction de neutralisation, appuyez pendant 3 secondes sur le commutateur. Le témoin du commutateur s'allume. Le système Terrain Response reste neutralisé jusqu'à ce que l'une des conditions suivantes soit remplie :

- Le commutateur est enfoncé pendant 3 secondes.
- Le système Terrain Response est réglé en mode normal.

ACCES AU TOIT

Pour passer en mode d'accès au toit, le sélecteur rotatif doit être en position de stationnement et/ou le frein de stationnement électrique (EPB) doit être serré :

- Appuyez sur le bouton MARCHE/ARRET pour établir le contact.
- Appuyez sur le commutateur dans les 3 secondes qui suivent l'établissement du contact.

Le témoin du bouton s'allume de façon continue pour indiquer que le système DSS est en mode d'accès au toit.

Pour quitter le mode d'accès au toit, répétez la procédure décrite ci-dessus. Le témoin du bouton s'éteint pour indiquer que le système est revenu en mode normal.

En mode d'accès au toit, le marchepied reste déployé, même après une coupure du contact.

Le système reste en mode d'accès au toit jusqu'à ce que l'une des actions suivantes soit entreprise :

- Le véhicule est verrouillé.
- La vitesse du véhicule dépasse les 5 km/h.

REBOND

Si le DSS détecte un obstacle lors du déploiement, il retourne en position initiale. Si le marchepied détecte un autre obstacle alors qu'il essaye de revenir en position initiale, il s'immobilise et ne bouge plus jusqu'à la prochaine instruction entraînant son déplacement dans la direction opposée.

ACTIVATION/DESACTIVATION DU SYSTEME

Le système DSS est désactivé comme suit :

Lorsque le contact est éteint :

- Appuyez sur le commutateur et maintenez-le enfoncé.
- Appuyez sur le bouton MARCHE/ARRET pour établir le contact.

Le témoin du bouton clignote 2 fois pour indiquer que le système DSS est hors tension.


Pour activer le système DSS, répétez la procédure indiquée ci-dessus. Le témoin du bouton clignote 3 fois pour indiquer que le système est activé.


Si le marchepied est déployé alors le système est hors tension, il reste immobile.

Si la porte est fermée lorsque le système est remis sous tension, le marchepied reste déployé. Le marchepied ne se rétractera que lorsque la porte sera ouverte puis fermée.

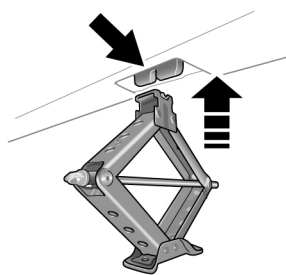
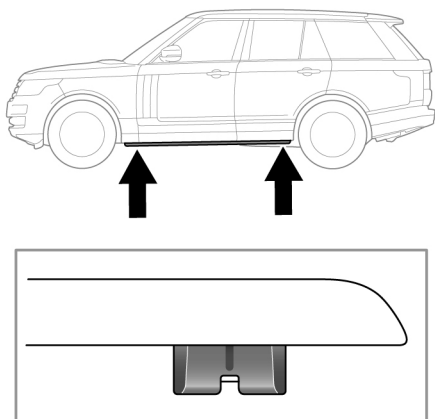
Changement d'une roue

LEVAGE DU VEHICULE A L'AIDE D'UN CRIC

 Posez uniquement le cric sur l'un des points de levage indiqués ci-dessous pour éviter d'endommager le véhicule lors du levage.

 Consultez toujours les instructions fournies dans le manuel du conducteur avant de soulever le véhicule à l'aide d'un cric et de changer une roue.

Avant de soulever le véhicule à l'aide du cric, le marchepied latéral doit être en position rangée et le système DSS doit être coupé. Reportez-vous à la section "Fonctionnement - Vue d'ensemble".



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Overzicht van de werking

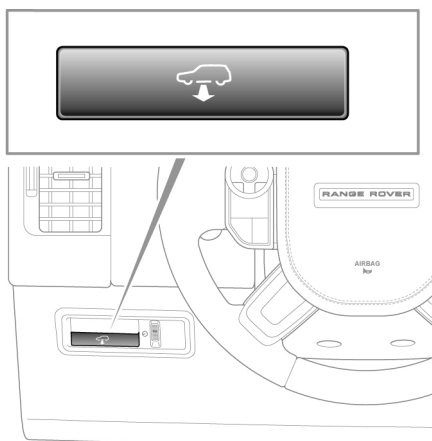
INLEIDING



De uitklapbare treeplanken (DSS) en hun beugels mogen niet worden gebruikt om het voertuig te slepen of te bergen. Voor aanvullende informatie wordt verwezen naar het Instructieboekje.

Het DSS-systeem is leverbaar op alle Range Rover-modellen en omvat treeplanken die automatisch worden uitgeklaapt om het in- en uitstappen te vergemakkelijken.

FUNCTIESCHAKELAAR



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De functieschakelaar wordt gebruikt voor de volgende zaken:

- De treeplanken uitklappen voor toegang tot het dak.
- De Terrain Response-blokkeringen opheffen.
- Het systeem in/uitschakelen.

TREEPLANKEN UITKLAPPEN

Als het voertuig stilstaat met vergrendelde portieren en de Terrain Response op Algemeen (normaal) of Gras/Grind/Sneeuw, werken de treeplanken als volgt:

De treeplanken worden uitgeklaapt bij het ontgrendelen van de portieren. Ze blijven uitgeklaapt gedurende 1 minuut, als de portieren niet worden geopend.

Als een of beide portieren aan bestuurderszijde worden geopend, blijft de treeplank aan bestuurderszijde uitgeklaapt totdat beide portieren worden gesloten.

Als een of beide portieren aan passagierszijde worden geopend, blijft de treeplank aan passagierszijde uitgeklaapt totdat beide portieren worden gesloten.

TREEPLANKEN INKLAPPEN

Wanneer het systeem op Algemeen of Gras/Grind/Sneeuw staat, wordt de treeplank aan bestuurderszijde ingeklapt wanneer beide portieren aan bestuurderszijde worden gesloten, of wanneer de snelheid van het voertuig hoger wordt dan 5 km/h, ongeacht de staat van de portieren.

De treeplank aan passagierszijde wordt ingeklapt wanneer beide portieren aan passagierszijde worden gesloten, of wanneer de snelheid van het voertuig hoger wordt dan 5 km/h, ongeacht de staat van de portieren.

SCHAKELAAR BLOKKEREN

De treeplanken kunnen niet worden uitgeklaapt, ongeacht de staat van de portieren, als het volgende geldt:

- De snelheid van het voertuig is hoger dan 5 km/h
- De Terrain Response staat op:



Modder/sporen.

Zand.

Rotskruipen.

Overzicht van de werking

TERRAIN RESPONSE OPHEFFEN

Als de Terrain Response op Modder/Sporen, Zand of Rotskruipen staat, kunnen de treeplanken niet worden uitgeklaapt. Om deze blokkering op te heffen, moet u de functieschakelaar gedurende 3 seconden indrukken. Het lampje in de functieschakelaar gaat branden. De Terrain Response wordt opgeheven totdat aan een van de volgende voorwaarden is voldaan:

- De functieschakelaar wordt gedurende 3 seconden ingedrukt.
- De Terrain Response wordt in de normale stand gezet.

TOEGANG TOT HET DAK

Voor de stand voor toegang tot het dak moet de draaiknop in de parkeerstand staan en/of moet de elektrische parkeerrem (EPB) zijn aangetrokken:

- Druk op START/STOP om het contact in te schakelen.
- Binnen 3 seconden na het inschakelen van het contact drukt u op de functieschakelaar en houdt u deze ingedrukt.

Het lampje in de schakelaar gaat continu branden om aan te geven dat het DSS-systeem nu in de stand voor toegang tot het dak staat.

Om de stand voor toegang tot het dak uit te schakelen herhaalt u de bovenstaande procedure. Het lampje in de schakelaar dooft om aan te geven dat het systeem weer in de normale stand staat.

In de stand voor toegang tot het dak blijven de treeplanken uitgeklaapt ook na het uitschakelen van het contact.

Het systeem blijft in de stand voor toegang tot het dak, totdat het volgende gebeurt:

- Het voertuig wordt vergrendeld.
- De snelheid van het voertuig wordt hoger dan 5 km/h.

TERUGVEREN

Als het DSS een obstakel detecteert tijdens het uitklappen, veert het terug tot in de uitgangspositie. Als de treeplank nog een obstakel detecteert tijdens het terugveren naar de uitgangspositie, wordt de beweging gestopt. De treeplank zal niet meer bewegen tot het volgende verzoek om uit te klappen.

HET SYSTEEM IN/UITSCHAKELEN

Het DSS-systeem wordt als volgt uitgeschakeld:

Met contact uitgeschakeld:

- Druk op de functieschakelaar en houd deze ingedrukt.
- Druk op START/STOP om het contact in te schakelen.

Het lampje op de schakelaar knippert 2 keer om aan te geven dat het DSS-systeem is uitgeschakeld.


Om het DSS-systeem in te schakelen, herhaalt u de bovenstaande procedure. Het lampje op de schakelaar knippert 3 keer om aan te geven dat het systeem is ingeschakeld.

Als de treeplanken zijn uitgeklaapt wanneer het systeem wordt uitgeschakeld, blijven ze in dezelfde stand.

Wanneer het systeem weer wordt ingeschakeld, en als het portier is gesloten, blijven de treeplanken uitgeklaapt. Alleen wanneer het portier wordt geopend en gesloten, worden de treeplanken ingeklapt.

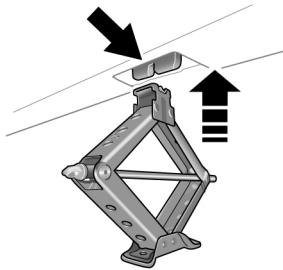
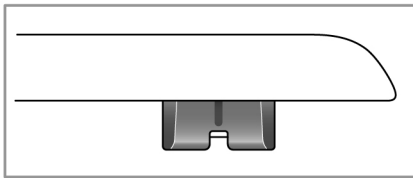
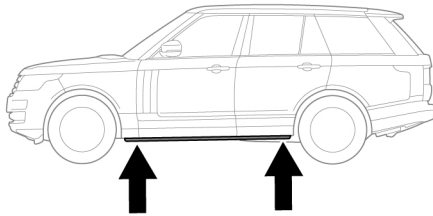
Wiel verwisselen

HET VOERTUIG OPKRIKKEN

 U mag het voertuig alleen bij de aangegeven krikpunten opkrikken, aangezien u anders het voertuig kunt beschadigen.

 Raadpleeg altijd de richtlijnen in het instructieboekje voordat u het voertuig opkrikt en een wiel verwisselt.

Voordat u het voertuig opkrikt, moeten de treeplanken worden ingeklapt en het DSS-systeem worden uitgeschakeld. Raadpleeg 'Overzicht van de werking'.



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Betriebsübersicht

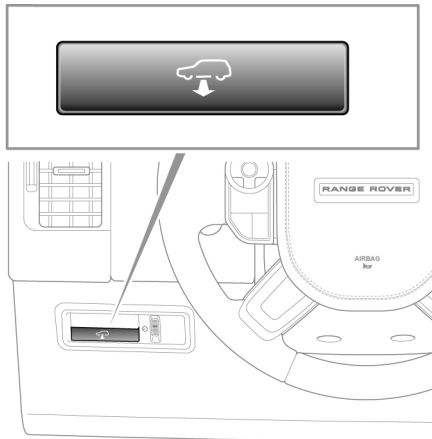
EINFÜHRUNG



Die ausklappbaren Trittstufen (DSS) oder ihre Halterungen dürfen beim Abschleppen oder Bergen des Fahrzeugs nicht verwendet werden. Weitere Informationen enthält die Betriebsanleitung.

Das DSS-System, das bei allen Range Rover Modellen verfügbar ist, besteht aus einer Trittstufe, die automatisch ausgefahren wird, um den Ein- und Ausstieg zu erleichtern.

FUNKTIONSSCHALTER



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Der Funktionsschalter wird für Folgendes benötigt:

- Ausfahren der Stufen für den Zugang zum Dach.
- Umgehen der Terrain Response-Sperren.
- Ein- und Ausschalten des Systems.

AUSFAHREN DER STUFEN

Bei stehendem Fahrzeug, verriegelten Türen und Terrain Response auf normal oder im Modus Gras/Schotter/Schnee funktionieren die Stufen wie folgt:

Die Trittstufen werden ausgefahren, wenn die Türen entriegelt werden. Sie bleiben eine Minute lang ausgefahren, wenn die Türen nicht geöffnet werden.

Wenn eine oder beide der Türen auf der Fahrerseite geöffnet werden, bleibt die fahrerseitige Stufe ausgefahren, bis beide Türen geschlossen sind.

Wenn eine oder beide der Türen auf der Beifahrerseite geöffnet werden, bleibt die beifahrerseitige Stufe ausgefahren, bis beide Türen geschlossen sind.

EINFAHREN DER STUFEN

Wenn sich das Fahrzeug im normalen oder im Modus Gras/Schotter/Schnee befindet, wird die Stufe auf der Fahrerseite eingefahren, wenn beide Türen auf der Fahrerseite verschlossen sind oder wenn die Fahrgeschwindigkeit mehr als 5 km/h beträgt (unabhängig vom Status der Türen).

Die Stufe auf der Beifahrerseite wird eingefahren, wenn beide Türen auf der Beifahrerseite verschlossen sind oder wenn die Fahrgeschwindigkeit als mehr 5 km/h beträgt (unabhängig vom Status der Türen).

SCHALTERSPERRE

Die Stufen werden (unabhängig vom Status der Türen) nicht ausgefahren, wenn Fahrzeugfunktionen wie folgt sind:

- Fahrgeschwindigkeit ist höher als 5 km/h
- Terrain Response ist eingestellt auf:



Schlamm/Spurrillen



Sand



Felsenkriechen

Betriebsübersicht

TERRAIN RESPONSE UMGEHEN

Wenn Terrain Response auf Schlamm/Spurrillen, Sand oder Felsenkriechen eingestellt ist, werden die Stufen nicht ausgefahren. Zum Deaktivieren der Sperren den Funktionsschalter drei Sekunden lang gedrückt halten. Dadurch wird die Kontrollleuchte des Funktionsschalters aktiviert. Terrain Response wird umgangen, bis eine der folgenden Bedingungen erfüllt ist:

- Der Funktionsschalter wird drei Sekunden lang gedrückt gehalten.
- Terrain Response wird auf den Normalzustand gestellt.

ZUGANG ZUM DACH

Für den Zugang zum Dach muss sich der Drehknopf in der Parkstellung befinden und/oder die elektrische Parkbremse (EPB) aktiviert sein:

- Die START/STOP-Taste drücken, um die Zündung zu aktivieren.
- Innerhalb von drei Sekunden nach Einschalten der Zündung die Funktionstaste drücken und gedrückt halten.

Die Kontrollleuchte leuchtet durchgehend, um zu signalisieren, dass sich das DSS-System im Modus „Zugang zum Dach“ befindet.

Zum Verlassen des Modus „Zugang zum Dach“ das Verfahren oben wiederholen. Die Kontrollleuchte erlischt, um anzuzeigen, dass sich das System wieder im Normalzustand befindet.

Im Modus „Zugang zum Dach“ bleiben die Stufen ausgefahren, auch wenn die Zündung ausgeschaltet wurde.

Das System bleibt so lange im Modus „Zugang zum Dach“ bis eine der folgenden Maßnahmen ergriffen wird:

- Das Fahrzeug wird verriegelt.
- Die Fahrzeuggeschwindigkeit beträgt 5 km/h oder mehr.

ZURÜCKPRALLEN

Wenn das DSS-System beim Ausfahren ein Hindernis erkennt, bewegt es sich in die entgegengesetzte Richtung und kehrt in die Ausgangsposition zurück. Erkennt das System beim Zurückkehren in die Ausgangsposition ein weiteres Hindernis, bleibt die Stufe stehen. Die Stufe bewegt sich solange nicht mehr, bis ein weiterer Befehl erfolgt, sich in die andere Richtung zu bewegen.

DAS SYSTEM AUS-/EINSCHALTEN

Das DSS-System wird wie folgt ausgeschaltet:

Bei ausgeschalteter Zündung:

- Den Funktionsschalter gedrückt halten.
- Die START/STOP-Taste drücken, um die Zündung zu aktivieren.

Die Kontrollleuchte blinkt zweimal, um zu signalisieren, dass das DSS-System ausgeschaltet ist.



Zum Einschalten des DSS-System das Verfahren oben wiederholen. Die Kontrollleuchte blinkt dreimal, um zu signalisieren, dass das System eingeschaltet ist.

Wenn die Stufen ausgefahren sind, während das System ausgeschaltet wird, verbleiben die Stufen in diesem Zustand.

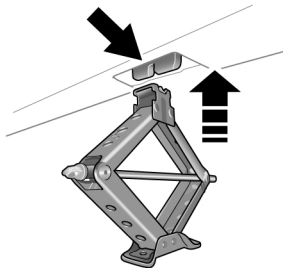
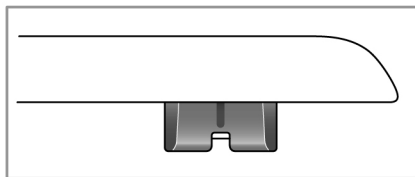
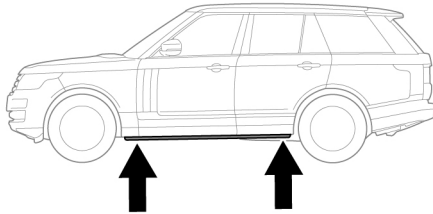
Wenn das System wieder eingeschaltet wird und wenn die Tür geschlossen ist, bleiben die Stufen ausgefahren. Nur wenn die Tür geöffnet und wieder geschlossen wird, werden die Stufen wieder eingefahren.

Radwechsel

FAHRZEUG ANHEBEN

-  Das Fahrzeug nur an den unten gezeigten Wagenheber-Ansatzpunkten anheben, da das Fahrzeug sonst beschädigt werden kann.
-  Vor dem Anheben des Fahrzeugs bzw. Reifenwechsel immer die Anweisungen in der Betriebsanleitung zu Rate ziehen.

Vor dem Anheben des Fahrzeugs müssen die Trittstufen verstaut und das DSS-System ausgeschaltet werden. Siehe „Betriebsübersicht“.



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Panoramica del funzionamento

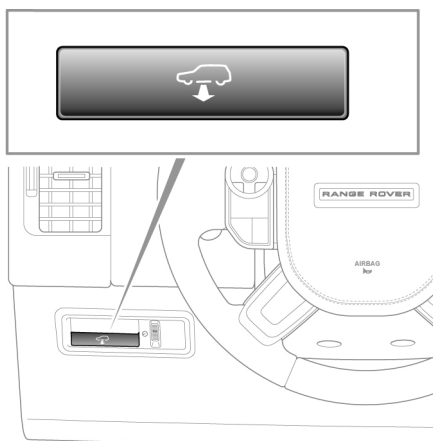
INTRODUZIONE



I predellini laterali estraibili (DSS) o le rispettive staffe non devono essere utilizzati per trainare o rimorchiare il veicolo. Per ulteriori informazioni consultare il Manuale dell'utente.

Il sistema DSS, disponibile su tutti i modelli Range Rover, è costituito da un predellino laterale che fuoriesce automaticamente dal veicolo per agevolare l'entrata e l'uscita.

INTERRUTTORE FUNZIONE



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L'interruttore funzione viene utilizzato per:

- Estrarre il predellino per accedere al tetto.
- Escludere le disattivazioni del sistema Terrain Response.
- Accensione/spengimento del sistema.

DISPIEGAMENTO DEL PREDELLINO

Quando il veicolo è fermo, le porte sono bloccate e il sistema Terrain Response è impostato in modalità Generale (normale) o in modalità Erba/Ghiaia/Neve, i predellini laterali si dispiegheranno nel modo seguente:

I predellini laterali si dispiegano quando le portiere sono sbloccate. Se le portiere non sono aperte, resteranno dispiegati per un periodo di 1 minuto.

Nel caso in cui una o entrambe le portiere lato guidatore siano aperte, il predellino laterale del lato guidatore rimarrà dispiegato fino alla chiusura di entrambe le portiere.

Nel caso in cui una o entrambe le portiere lato passeggero siano aperte, il predellino laterale lato passeggero rimarrà dispiegato fino alla chiusura di entrambe le portiere.

RIPIEGAMENTO DEL PREDELLINO

Quando il sistema è in modalità Generale o in modalità Erba/Ghiaia/Neve, il predellino del lato conducente si ripiegherà quando entrambe le portiere del lato conducente sono bloccate o quando la velocità del veicolo supera i 5 km/h indipendentemente dallo stato delle portiere.

Il predellino laterale lato passeggero si ripiega quando le portiere lato passeggero sono entrambe bloccate o quando la velocità del veicolo supera i 5 km/h indipendentemente dallo stato delle portiere.

DISABILITAZIONE DELL'INTERRUTTORE

I predellini non si dispiegano, indipendentemente dallo stato delle portiere, se le funzioni del veicolo sono impostate nel modo seguente:

- La velocità del veicolo supera i 5 km/h
- Il sistema Terrain Response è impostato su:



Fango/Solchi.

Sabbia.

Arrampicata su roccia.

Panoramica del funzionamento

ESCLUSIONE DEL SISTEMA TERRAIN RESPONSE

Quando il sistema Terrain Response è impostato in modalità Fango/Solchi, Sabbia o Arrampicata su roccia, i predellini laterali non si dispiegheranno. Per escludere la disabilitazione, tenere premuto l'interruttore funzione per 3 secondi. Ciò determina l'accensione della spia dell'interruttore funzione. Il sistema Terrain Response rimarrà disattivato fin quando non verrà soddisfatta una delle seguenti condizioni:

- L'interruttore funzione viene tenuto premuto per 3 secondi.
- Il sistema Terrain Response viene impostato in modalità normale.

ACCESSO AL TETTO

Per inserire la modalità di accesso al tetto, il selettore rotativo deve essere in modalità Parcheggio e/o il freno di stazionamento elettrico (EPB) applicato.

- Premere il pulsante START/STOP per inserire l'accensione.
- Tenere premuto l'interruttore funzione entro 3 secondi dall'inserimento dell'accensione.

La spia del pulsante rimarrà fissa per indicare che il sistema DSS è in modalità di accesso al tetto.

Per uscire dalla modalità di accesso al tetto, ripetere la procedura sopra descritta. La spia del pulsante si spegnerà per indicare che il sistema è tornato in modalità normale.

In modalità di accesso al tetto, i predellini rimangono dispiegati anche dopo il disinserimento dell'accensione.

Il sistema rimarrà in modalità di accesso al tetto finché non viene eseguita una delle seguenti azioni:

- Il veicolo viene bloccato.
- La velocità del veicolo supera i 5 km/h.

RIMBALZO

Se il sistema DSS rileva un ostacolo durante l'apertura, ne invertirà la direzione per tornare alla posizione iniziale. Il predellino si arresterà se, ritornando nella posizione iniziale, rileva un altro ostacolo. Il predellino non effettuerà ulteriori movimenti fino a quando non vi è una nuova richiesta di movimento nella direzione opposta.

ACCENSIONE/SPEGNIMENTO DEL SISTEMA

Il sistema DSS viene spento come indicato di seguito:

Con l'accensione disinserita:

- Tenere premuto l'interruttore funzione.
- Premere il pulsante START/STOP per inserire l'accensione.

La spia del pulsante lampeggerà 2 volte per indicare che il sistema DSS è disattivato.

Per attivare il sistema DSS, ripetere la procedura sopra descritta. La spia del pulsante lampeggerà 3 volte per indicare che il sistema è attivato.


Se i predellini sono dispiegati quando il sistema è disattivato, i predellini rimangono nello stesso stato.


Quando il sistema viene nuovamente attivato e se la portiera è chiusa, i predellini rimarranno dispiegati. Solo quando la portiera viene aperta e bloccata (ciclo) i predellini si ripiegheranno.

Sx

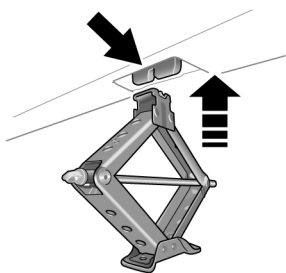
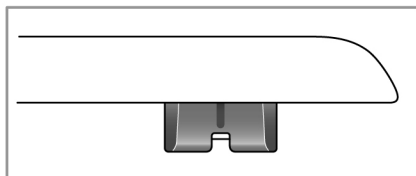
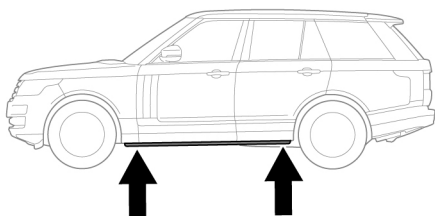
SOSTITUZIONE DI UNA RUOTA

SOLLEVAMENTO DEL VEICOLO

 Sollevare il veicolo con un martinetto utilizzando solo i punti di sollevamento descritti di seguito per evitare di danneggiare il veicolo.

 Consultare sempre le linee guida fornite nel manuale d'istruzioni prima di sollevare il veicolo e sostituire una ruota.

Prima di sollevare il veicolo, i predellini laterali devono trovarsi nella posizione di riposo e il sistema DSS deve essere spento. Consultare la sezione "Panoramica di funzionamento".



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Descripción general del funcionamiento

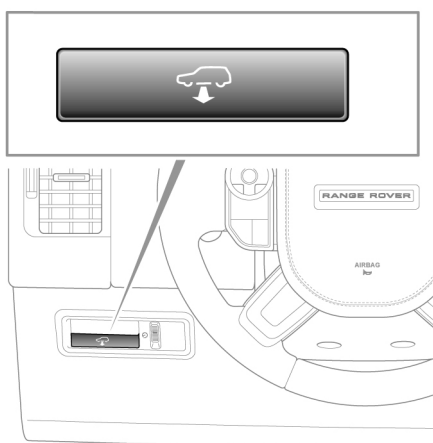
INTRODUCCIÓN



Los peldaños laterales desplegados o sus soportes no se deben utilizar para remolcar o rescatar el vehículo. Si desea obtener más información, consulte el manual del propietario.

El sistema de peldaños laterales desplegados está disponible en todos los modelos Range Rover y se trata de una escalera lateral que se despliega automáticamente desde el vehículo para facilitar la entrada y la salida del vehículo.

INTERRUPTOR DE FUNCIÓN



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El interruptor de función se utiliza para:

- Desplegar los peldaños para acceder al techo.
- Anular el bloqueo del sistema Terrain Response.
- Activar y desactivar el sistema.

DESPLIEGUE DE LOS PELDAÑOS

Si el vehículo está parado con las puertas bloqueadas y el sistema Terrain Response en modo general (normal) o en modo de hierba/gravilla/nieve, los peldaños laterales se despliegan de la siguiente manera:

Los peldaños laterales se despliegan cuando se desbloquean las puertas. Permanecen desplegados durante un período de 1 minuto si las puertas no están abiertas.

Si se abren una o las dos puertas del lado del conductor, el peldaño del lado del conductor permanece desplegado hasta que se cierran las dos puertas.

Si se abren una o las dos puertas del lado del acompañante, el peldaño del lado del acompañante permanece desplegado hasta que se cierran las dos puertas.

PLEGADO DE LOS PELDAÑOS

Si el sistema se encuentra en modo general o de hierba/gravilla/nieve, el peldaño del conductor se pliega cuando se cierran las dos puertas del lado del conductor o cuando la velocidad del vehículo supera los 5 km/h independientemente de si las puertas están abiertas o cerradas.

El peldaño del acompañante se pliega cuando se cierran las dos puertas del lado del acompañante o cuando la velocidad del vehículo supera los 5 km/h independientemente de si las puertas están abiertas o cerradas.

Descripción general del funcionamiento

INTERRUPTOR DE BLOQUEO

Los peldaños no se despliegan, independientemente del estado de las puertas, si las funciones del vehículo están configuradas de la siguiente manera:

- La velocidad del vehículo es superior a los 5 km/h
- El sistema Terrain Response se encuentra en uno de los siguientes modos:



Barro/roderas.

Arena.

Arrastre en rocas.

ANULACIÓN DE TERRAIN RESPONSE

Cuando el sistema Terrain Response se encuentra en modo de barro/roderas, arena o arrastre en rocas, los peldaños laterales no se despliegan. Para anular el bloqueo, mantenga pulsado el interruptor de función durante 3 segundos. Con esto, se enciende el testigo del interruptor de función. El sistema Terrain Response permanece anulado hasta que se cumple una de las siguientes condiciones:

- El interruptor de función se mantiene pulsado durante 3 segundos.
- El sistema Terrain Response se encuentra en modo normal.

ACCESO AL TECHO

Para activar el modo de acceso al techo, el selector giratorio debe estar en las posiciones de estacionamiento y el freno de estacionamiento eléctrico (EPB) debe estar aplicado:

- Pulse el botón START/STOP (Arranque/parada) para activar el sistema de encendido.
- Mantenga pulsado el interruptor de función durante 3 segundos tras la activación del encendido.

El testigo del botón se iluminará de forma fija para indicar que el sistema de peldaños laterales desplegados está en modo de acceso al techo.

Para salir del modo de acceso al techo, repita el procedimiento indicado anteriormente. El testigo del botón se apaga para indicar que el sistema está de nuevo en modo normal.

En el modo de acceso al techo, los peldaños permanecen desplegados incluso después de desactivar el sistema de encendido.

El sistema permanecerá en modo de acceso al techo hasta que se realice una de las siguientes acciones:

- Se bloquee el vehículo.
- La velocidad del vehículo supere los 5 km/h.

RETROCESO DE LOS PELDAÑOS

Si el sistema de peldaños laterales desplegados detecta un obstáculo durante el despliegue, invertirá su dirección y retrocederá a la posición inicial. Si el sistema detecta otro obstáculo al intentar retroceder a la posición inicial, este se detendrá. El peldaño no se volverá a mover hasta que haya otra solicitud de movimiento en el sentido opuesto.

ACTIVACIÓN Y DESACTIVACIÓN DEL SISTEMA

El sistema de peldaños laterales desplegados se desactiva de la siguiente manera:

Con el sistema de encendido desactivado:

- Mantenga pulsado el interruptor de función.
- Pulse el botón START/STOP (Arranque/parada) para activar el sistema de encendido.

El testigo del botón parpadeará 2 veces para indicar que se ha desactivado el sistema de peldaños laterales desplegados.

Para activar el sistema de peldaños laterales desplegados, repita el procedimiento anterior.


El testigo del botón parpadeará 3 veces para indicar que el sistema está activado.


Si los peldaños se despliegan cuando el sistema está desactivado, permanecerán en el mismo estado.

Cuando se vuelve a activar el sistema, si la puerta está cerrada, los peldaños permanecerán desplegados. Sólo cuando la puerta se abra y se cierre (ciclo completo), se plegarán los peldaños.

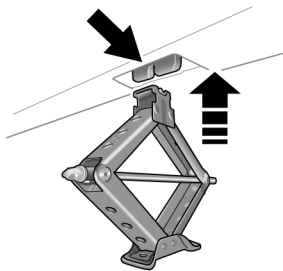
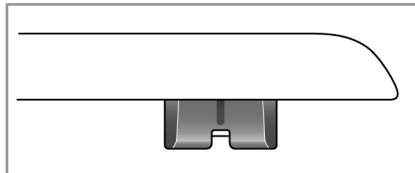
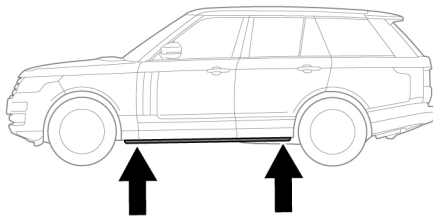
Cambio de una rueda

ELEVACIÓN DEL VEHÍCULO CON GATO

 Eleve el vehículo utilizando únicamente los puntos de apoyo descritos anteriormente para el gato. De lo contrario, podrían producirse daños en el vehículo.

 Consulte siempre las instrucciones que se facilitan en el manual del propietario antes de elevar el vehículo con un gato y sustituir una rueda.

Antes de elevar el vehículo con un gato, los peldaños laterales deben estar en su posición de plegado y el sistema de peldaños laterales desplegados debe estar desactivado. Consulte "Descripción general del funcionamiento".




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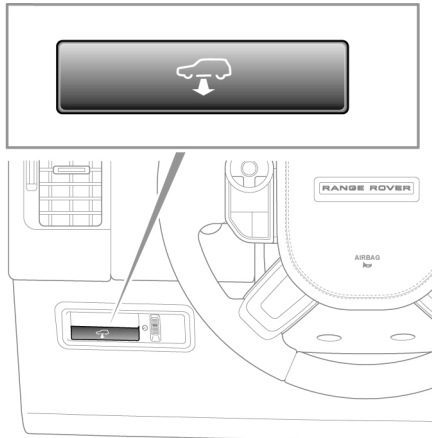
操作の概要

はじめに

 展開サイドステップ (DSS) またはブラケットは、車両のけん引または回収目的で使用しないでください。詳細については、「取扱説明書」を参照してください。

Range Rover 全モデルで利用できる DSS システムは、車両からの乗り降りを容易にするために車両から自動的に展開されるサイドステップです。

ファンクションスイッチ



SL2303

ファンクションスイッチは、以下の用途で使用します：

- ルーフアクセスのためにステップを展開する。
- テレインレスポンスを一時解除する。
- システムのオン/オフを切り替える。

ステップの展開

車両が停止し、ドアはロックされた状態で、テレインレスポンスが一般 (標準) または草地 / 砂利 / 雪モードのいずれかに設定されている場合、サイドステップは次のように展開します：

ドアのロックを解除すると、サイドステップが展開します。ドアを開けていない場合、サイドステップは1分間展開したままです。

運転席のサイドドアのいずれか一方または両方を開けている場合、両方のドアが閉まるまで運転席のサイドステップは展開したままです。

助手席のサイドドアのいずれか一方または両方を開けている場合、ドアが両方とも閉まるまで助手席のサイドステップは展開したままです。

ステップの格納

システムが一般または草地 / 砂利 / 雪モードのいずれかである場合、運転席のサイドドアが両方とも閉まっているかまたは車速がドアの状態に関係なく 5 kph を超えると、運転席のサイドステップが格納されます。

助手席のサイドドアが両方とも閉まっているかまたは車速がドアの状態に関係なく 5 kph を超えると、助手席のサイドステップが格納されます。

スイッチの作動抑制

車両機能の状態が以下のように設定されている場合、ドアの状態に関係なくステップは展開されません：

- 5 kph を超える車速
- テレインレスポンスの設定：



泥 / わだち。

砂地。

岩登り。

操作の概要

トレイン レスポンスの一時解除

トレイン レスポンスが泥 / わだち、砂地または岩登りに設定されている場合、サイド ステップは展開されません。サイド ステップ展開の作動抑制を解除するには、ファンクションスイッチを3秒間押します。ファンクションスイッチ インジケータがオンになります。トレイン レスポンスの作動を元の戻すには、以下を行ないます：

- ファンクションスイッチを3秒間押す。
- テレイン レスポンスを標準モードに設定する。

ルーフ アクセス

ルーフ アクセス モードに切り替えるには、ロータリ セレクタをパーク (P) 位置にしてエレクトリック パーキング ブレーキ (EPB) をかけるか、またはそのいずれかを行います：

- START/STOP (スタート/ストップ) ボタンを押して、イグニッションをオンにする。
- イグニッションをオンにして、最大3秒間ファンクションスイッチを押し続ける。

ボタン インジケータが点灯します。これは、DSS システムがルーフ アクセス モードになっていることを示します。

ルーフ アクセス モードを終了するためには、上記の手順を繰り返します。ボタン インジケータが消えます。これは、システムが標準モードに戻っていることを示します。

ルーフ アクセス モードでは、イグニッションがオフになった後でもステップは展開されたままになります。

システムは、次の作業のうちの1つが行われるまでルーフ アクセス モードのままです：

- 車両がロックされている。
- 車速が5 kph を超える。

跳ね返り

ステップの展開中に DSS が障害物を検知すると、ステップは展開を停止して開始ポジションに戻ります。ステップが開始ポジションに戻る際に、別の障害物を検知すると停止します。開始ポジションに戻るよう別の要求があるまで、ステップは停止します。

システム オフ / オンの切り替え

DSS システムがオフになる場合は次のとおりです：

イグニッションをオフにした状態：

- ファンクションスイッチを押し続ける。
- START/STOP (スタート/ストップ) ボタンを押して、イグニッションをオンにする。

ボタン インジケータが2回点滅し、DSS システムのスイッチがオフになったことを示します。

DSS システムをオンにするためには、上記の手順を繰り返します。ボタン インジケータが3回点滅し、DSS システムのスイッチがオンになったことを示します。

DSS システムがオフになりステップが展開された場合、ステップは同じ状態のままになります。

システムがオンに戻った後にドアを閉めると、ステップは展開状態のままになります。ドアを開けて閉めたときのみ、ステップが格納されます。

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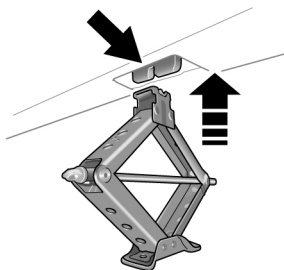
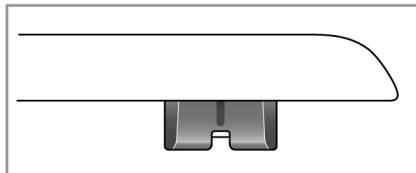
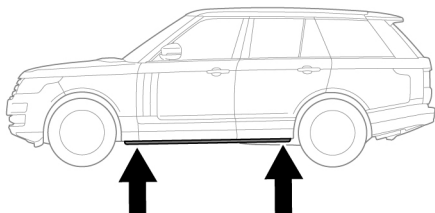
タイヤ交換

車両のジャッキアップ

⚠ 以下の図に示されているジャッキアップポイント以外にジャッキをセットしないでください。ジャッキアップポイント以外にジャッキをセットすると、車両が損傷する可能性があります。

⚠ 車両をジャッキアップしてタイヤ交換をする前に、必ず「取扱説明書」に記載のガイドラインを参照してください。

車両をジャッキアップする前にサイドステップを収納して DDS システムをオフにしてください。「操作の概要」を参照してください。



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Perspectiva geral do funcionamento

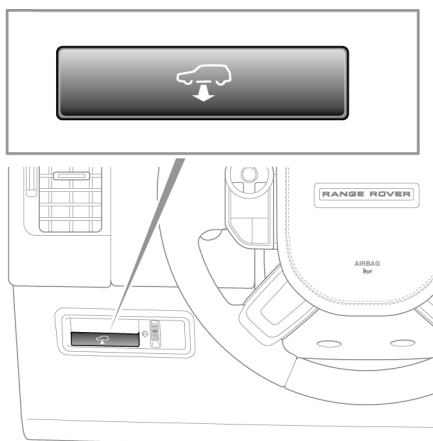
INTRODUÇÃO



Os Estribos Laterais Rebatíveis (DSS) ou os respectivos suportes não podem ser usados para reboque ou recuperação do veículo. Para mais informações, consulte o Manual do Proprietário.

O sistema DSS, disponível em todos os modelos Range Rover, consiste num estribo lateral que é accionado automaticamente para facilitar a entrada e a saída do veículo.

INTERRUPTOR DE FUNÇÕES



SL2303

O interruptor de funções é utilizado para:

- Accionar os estribos para acesso ao tecto de abrir.
- Anular as inibições do sistema Terrain Response.
- Ligar/desligar o sistema.

ACCIONAMENTO DOS ESTRIBOS

Se o veículo estiver parado, com as portas trancadas e o sistema Terrain Response estiver definido para o modo Geral (normal) ou Relva/Gravilha/Neve, os estribos laterais são accionados da seguinte forma:

Os estribos laterais são accionados quando as portas são destrancadas. Permanecem accionados durante 1 minuto, se as portas não forem abertas.

Se uma ou ambas as portas do lado do condutor forem abertas, o estribo lateral do condutor permanece accionado até as duas portas serem fechadas.

Se uma ou ambas as portas do lado do passageiro forem abertas, o estribo lateral do passageiro permanece accionado até as duas portas serem fechadas.

RECOLHIMENTO DOS ESTRIBOS

Quando o sistema se encontra no modo Geral ou Relva/Gravilha/Neve, o estribo do condutor é recolhido quando ambas as portas do lado do condutor são fechadas ou quando a velocidade do veículo ultrapassa os 5 km/h, independentemente do estado das portas.

O estribo do lado do passageiro é recolhido quando ambas as portas do lado do passageiro são fechadas ou quando a velocidade do veículo ultrapassa os 5 km/h, independentemente do estado das portas.

INIBIÇÃO DO INTERRUPTOR

Os estribos não são accionados, independentemente do estado das portas, se as funções do veículo estiverem definidas da seguinte forma:

- Velocidade do veículo superior a 5 km/h
- O sistema Terrain Response estiver definido para:



Lama/Sulcos.

Areia.

Subida de Pedras.

Perspectiva geral do funcionamento

ANULAÇÃO DO TERRAIN RESPONSE

Quando o sistema Terrain Response está definido para Lama/Sulcos, Areia ou Subida de Pedras, os estribos laterais não são accionados. Para anular a inibição, prima continuamente o interruptor de funções durante 3 segundos. Esta acção faz acender o indicador do interruptor de funções. O sistema Terrain Response continuará desactivado até se verificar uma das seguintes condições:

- O interruptor de funções for premido continuamente durante 3 segundos.
- O sistema Terrain Response for definido para o modo normal.

ACESSO AO TECTO DE ABRIR

Para entrar no modo de Acesso ao Tecto de Abrir, o selector rotativo tem de estar em Estacionamento e/ou o Travão de Estacionamento Eléctrico (EPB) aplicado:

- Prima o botão START/STOP (Arranque/Paragem) para ligar a ignição.
- Prima continuamente o interruptor de funções no espaço de 3 segundos após ter ligado a ignição.

O indicador no botão acende-se continuamente para indicar que o sistema DSS está no modo de Acesso ao Tecto de Abrir.

Para sair do modo de Acesso ao Tecto de Abrir, repita o procedimento indicado acima. O indicador no botão apaga-se para indicar que o sistema voltou ao modo normal.

No modo de Acesso ao Tecto de Abrir, os estribos mantêm-se accionados mesmo depois de desligar a ignição.

O sistema mantêm-se no modo de Acesso ao Tecto de Abrir até ser tomada uma das seguintes acções:

- Trancar o veículo.
- A velocidade do veículo exceder os 5 km/h.

RETROCESSO

Se o sistema DSS detectar um obstáculo durante o accionamento, inverte a direcção e regressa à posição inicial. Se o estribo detectar outro obstáculo quando está a tentar regressar à sua posição inicial, o estribo pára. O estribo não se desloca novamente até existir outro pedido de deslocação na direcção oposta.

DESLIGAR/LIGAR O SISTEMA

O sistema DSS é desligado da seguinte forma:

Com a ignição desligada:

- Prima continuamente o interruptor de funções.
- Prima o botão START/STOP (Arranque/Paragem) para ligar a ignição.

O indicador no botão pisca 2 vezes para indicar que os sistemas DSS estão desligados.

Para ligar o sistema DSS, repita o procedimento indicado acima. O indicador no botão pisca 3 vezes para indicar que o sistema está ligado.

Se os estribos forem accionados quando o sistema está desligado, mantêm-se no mesmo estado.

Quando o sistema é novamente ligado e, se a porta for fechada, os estribos permanecem accionados. Os estribos são recolhidos apenas quando a porta é aberta e fechada (efectua um ciclo).

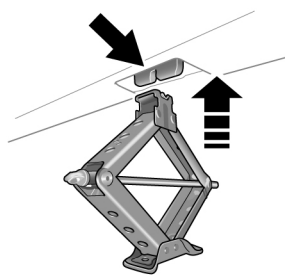
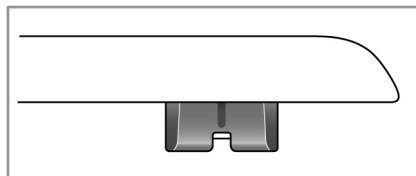
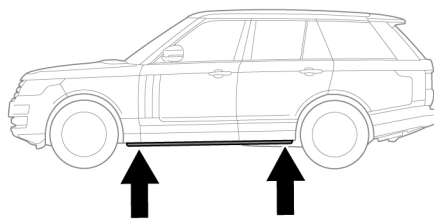
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Substituição das rodas

ELEVAÇÃO DO VEÍCULO COM O MACACO

- ⚠ Eleve o veículo com o macaco utilizando apenas os pontos de apoio do macaco abaixo descritos; caso contrário, poderão ocorrer danos no veículo.
- ⚠ Consulte sempre as instruções fornecidas no Manual do Proprietário antes de elevar o veículo com o macaco e de mudar uma roda.

Antes de elevar o veículo com o macaco, os estribos laterais têm de estar na posição recolhida e o sistema DSS tem de estar desligado. Consulte "Perspectiva Geral do Funcionamento".



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Общие сведения по работе

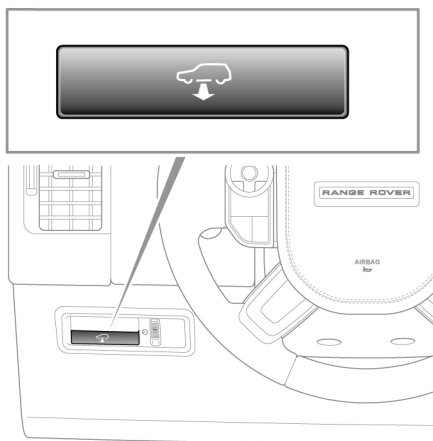
ВВЕДЕНИЕ



Выдвигающиеся боковые подножки (DSS) или их кронштейны не должны использоваться для буксировки или эвакуации автомобиля. Дополнительную информацию см. в "Руководстве по эксплуатации".

Система DSS, предлагаемая для всех моделей Range Rover, представляет собой боковые подножки, автоматически выдвигающиеся для облегчения посадки и высадки из автомобиля.

ПЕРЕКЛЮЧАТЕЛЬ ФУНКЦИИ



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Переключатель функции используется для:

- выдвижения подножек в целях обеспечения доступа к крыше,
- отмены запретов системы Terrain Response,
- включения/выключения системы.

ВЫДВИЖЕНИЕ ПОДНОЖЕК

Если автомобиль неподвижен, двери заперты, и для системы Terrain Response выбрана стандартная программа "General" (Общая) или "Grass/Gravel/Snow" (Трава/гравий/снег), боковые подножки выдвигаются следующим образом:

Боковые подножки выдвигаются, когда двери отпираются. Они остаются в выдвинутом положении в течение 1 минуты, если двери не открыты.

В случае открывания одной или обеих дверей со стороны водителя подножка со стороны водителя остается в выдвинутом положении, пока обе двери не будут закрыты.

В случае открывания одной или обеих дверей со стороны пассажира подножка со стороны пассажира остается в выдвинутом положении, пока обе двери не будут закрыты.

СКЛАДЫВАНИЕ ПОДНОЖЕК

Если система находится в режиме "General" (Общая) или "Grass/Gravel/Snow" (Трава/гравий/снег), подножка водителя складывается при закрывании обеих дверей со стороны водителя или независимо от состояния дверей, если скорость автомобиля превышает 5 км/ч.

Подножка со стороны пассажира складывается при закрывании обеих дверей со стороны пассажира или независимо от состояния дверей, если скорость автомобиля превышает 5 км/ч.

БЛОКИРОВКА ПЕРЕКЛЮЧАТЕЛЯ

Подножки не выдвигаются, независимо от состояния дверей, при следующих условиях:

- Скорость автомобиля превышает 5 км/ч
- Система Terrain Response установлена в режим:



"Mud/Ruts" (Грязь/колея).

Общие сведения по работе



"Sand" (Песок).

"Rock crawl" (Камни/малый ход).

ОТМЕНА TERRAIN RESPONSE

Если для системы Terrain Response выбран режим "Mud/Ruts" (Грязь/колея), "Sand" (Песок) или "Rock Crawl" (Камни/малый ход), боковые подножки не выдвигаются. Для отмены данного запрета нажмите и удерживайте переключатель функций в течение 3 секунд. При этом включится индикатор переключателя функций. Система Terrain Response будет оставаться заблокированной, пока не будет выполнено одно из перечисленных условий:

- Переключатель функций нажат и удерживается в течение 3 секунд.
- Система Terrain Response установлена в нормальный режим.

ДОСТУП К КРЫШЕ

Для активации режима доступа к крыше необходимо установить поворотный селектор в положение "Park" (Стоянка) и/или включить электрический стояночный тормоз (EPB):

- Нажмите кнопку "START/STOP" (Запуск/выключение двигателя), чтобы включить зажигание.
- Нажмите и удерживайте переключатель функций в течение 3 секунд с момента включения зажигания.

Индикатор кнопки будет гореть, не мигая, указывая на то, что система DSS находится в режиме "Roof Access" (Доступ к крыше).

Для выхода из режима доступа к крыше повторите описанную выше процедуру. Индикатор кнопки погаснет, указывая на возврат системы в нормальный режим.

В режиме доступа к крыше подножки остаются в выдвинутом положении даже после выключения зажигания.

Данная система остается в режиме доступа к крыше, пока не будет предпринято одно из следующих действий:

- запираение автомобиля;
- превышение скорости автомобиля 5 км/ч.

ВОЗВРАТ В ИСХОДНОЕ ПОЛОЖЕНИЕ

Если DSS обнаружила препятствие во время выдвигания подножек, она изменит направление их движения на противоположное и вернется в исходное положение. Если подножка обнаружит другое препятствие во время возврата в исходное положение, она остановится. Подножка не будет перемещаться, пока не поступит еще один запрос перемещения в противоположном направлении.

ВКЛЮЧЕНИЕ/ВЫКЛЮЧЕНИЕ СИСТЕМЫ

Система DSS выключается следующим образом:

При выключенном зажигании:

- Нажмите и удерживайте переключатель функций.
- Нажмите кнопку "START/STOP" (Запуск/выключение двигателя), чтобы включить зажигание.

Индикатор кнопки мигнет 2 раза, указывая на выключение системы DSS.

Чтобы включить систему DSS, повторите описанную выше процедуру. Индикатор кнопки мигнет 3 раза, указывая на включение системы DSS.

Если подножки выдвинуты, при выключении системы они останутся в том же положении.


При повторном включении системы и при условии, что дверь закрыта, подножки останутся в выдвинутом положении.


Подножки складываются только при выполнении полного цикла работы двери (открывание и закрывание).

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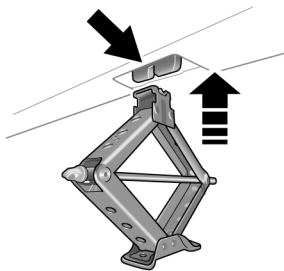
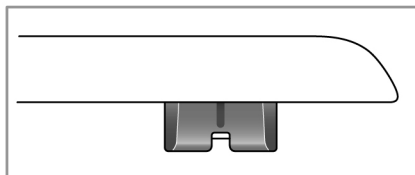
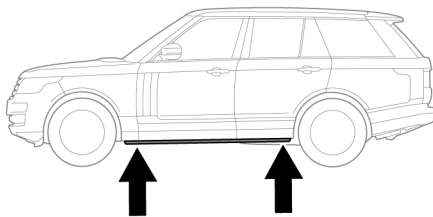
Замена колеса

ПОДЪЕМ АВТОМОБИЛЯ ДОМКРАТОМ

 Используйте только указанные ниже места для установки домкрата, чтобы исключить риск повреждения автомобиля.

 Всегда соблюдайте указания руководства по эксплуатации перед подъемом автомобиля с помощью домкрата и заменой колеса.

Перед подъемом автомобиля с помощью домкрата необходимо сложить боковые подножки и выключить систему DSS. См. "Общие сведения по работе".



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操作概述

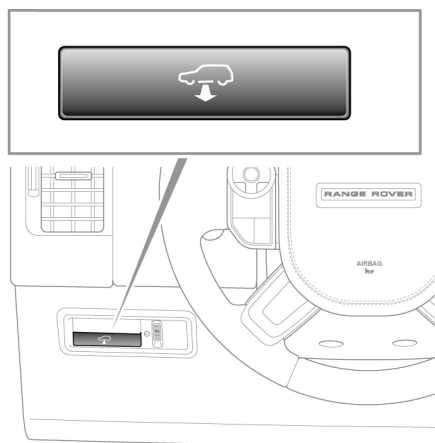
简介



展开式侧踏板 (DSS) 或其支架不得用于车辆牵引或救援。有关更多信息, 请参阅《车主手册》。

DSS 系统 (配备于所有 Range Rover 车型) 是一个侧踏板, 可自动在车辆上展开以辅助进入和退出车辆。

功能开关



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功能开关用于:

- 展开踏板使其可在车顶操作。
- 覆盖全地形反馈适应系统禁用。
- 打开 / 关闭系统。

踏板展开

如果车辆静止、车门锁闭且全地形反馈适应系统设置为常用 (正常) 或草地 / 砂砾 / 雪地模式, 侧踏板将按以下方式展开:

车辆解锁时, 侧踏板展开。如果车门未打开, 则踏板将保持展开 1 分钟。

如果驾驶者一侧 1 个或 2 个车门都已打开, 则驾驶者一侧踏板将保持展开直至 2 个车门均关闭。

如果驾驶者一侧 1 个或 2 个车门都已打开, 则驾驶者一侧踏板将保持展开直至 2 个车门均关闭。

踏板收放

当系统处于常用或草地 / 砂砾 / 雪地模式时, 且驾驶者一侧车门均关闭或当车速超过 5 公里 / 小时 (无论车门处于何种状态), 驾驶者一侧踏板将收放。

当乘客一侧车门均关闭或当车速超过 5 公里 / 小时 (无论车门处于何种状态) 时, 乘客一侧踏板将收放。

开关禁用

当车辆功能按以下方式设置时, 无论车门处于何种状态, 踏板将不会展开:

- 车速大于 5 公里 / 小时
- 全地形反馈适应系统设置为:



泥泞地面 / 车辙地。



沙地。



岩石爬行。

操作概述

全地形反馈适应系统覆盖

当全地形反馈适应系统设置为泥泞地面 / 车辙地、沙地或岩石爬行时, 侧踏板将不会展开。要覆盖该禁用操作, 按住功能开关 3 秒钟。这样可将功能开关指示器打开。全地形反馈适应系统将保持覆盖直至满足以下任一条件:

- 按住功能开关 3 秒钟。
- 全地形反馈适应系统设置为常用模式。

车顶操作

要进入车顶操作模式, 旋转换档杆必须处于驻车档和 / 或已启用电子驻车制动器 (EPB):

- 按下启动 / 停止按钮以打开点火。
- 在打开点火的 3 秒内, 按住功能开关。

按钮指示器将持续点亮以表明 DSS 系统处于车顶操作模式。

要退出车顶操作模式, 请重复上述步骤。按钮指示器将熄灭, 表明系统已恢复至常用模式。

在车顶操作模式下, 即使已关闭点火, 踏板仍将保持展开。

系统将保持车顶操作模式直至采取以下任一措施:

- 锁闭车辆。
- 车速超过 5 公里 / 小时。

回弹

如果在展开过程中 DSS 检测到障碍物, 其将倒转方向并返回至起始位置。如果踏板在尝试返回至起始位置时检测到另一障碍物, 将停止移动。踏板将不再移动直到收到朝反方向移动的请求。

关闭 / 打开系统

按以下方式关闭 DSS 系统:

在点火关闭的情况下:

- 按住功能开关。
- 按下启动 / 停止按钮以打开点火。

按钮指示器将闪烁 2 次, 表明 DSS 系统已关闭。

要打开 DSS 系统, 请重复执行上述步骤。按钮指示器将闪烁 3 次, 表明 DSS 系统已打开。

如果系统关闭时, 踏板已展开, 其将保持展开状态。

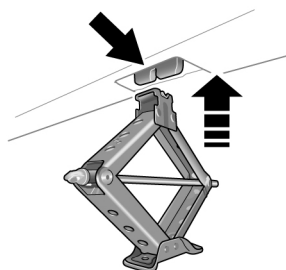
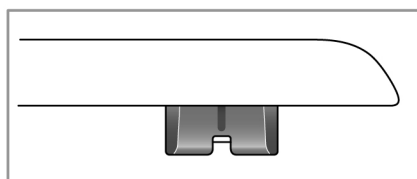
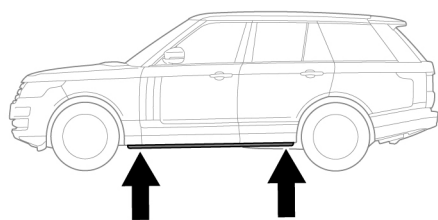
如果车门已关闭, 当系统重新打开时, 踏板将保持展开。仅当车门打开并关闭 (循环) 时, 踏板才收放。

车轮更换

顶升车辆

- ⚠ 仅在下述顶升点举升车辆，否则可能会损坏车辆。
- ⚠ 在顶升车辆和更换行轮之前，请始终参阅《车主手册》中的指南。

顶升车辆前，侧踏板必须处于收起位置且必须关闭 DSS 系统。请参阅“操作概述”。



SL2304



LandRover
L405_DSS – Troubleshooting Guide

Release 1.0

Authors: Robert Brzyski
Zygmunt Piotrowski

Number of Pages: 29

DTC Hex No: 5002	Display DTC: C1002	Failure Byte: 77	Pin No: C3265-2
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board Stow Timeout		Commanded position not reachable	
Fault Description:			
The motor keeps turning after ARB operation initiated and never reaches mechanical stop that should occur at the ARB mechanism end of travel. The ECU will time out the operation after 4 seconds and the motor will stop			
	Possible Problem:	Troubleshooting:	
1	Loose or missing drive link wedge	The motor output shaft is mechanically connected with the board drive link by the wedge. Check if the wedge is present and the motor output shaft is not turning inside the drive link. Tighten up the wedge bolt to 15 Nm torque if loose	
2	Broken motor internal component	Replace the motor.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5005	Display DTC: C1005	Failure Byte: 77	Pin No: C3265-1
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board Deploy Timeout		Commanded position not reachable	
Fault Description:			
The motor keeps turning after ARB operation initiated and never reaches mechanical stop that should occur at the ARB mechanism end of travel. The ECU will time out the operation after 4 seconds and the motor will stop			
	Possible Problem:	Troubleshooting:	
1	Loose or missing drive link wedge	The motor output shaft is mechanically connected with the board drive link by the wedge. Check if the wedge is present and the motor output shaft is not turning inside the drive link. Tighten up the wedge bolt to 15 Nm torque if loose	
2	Broken motor internal component	Replace the motor.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5003	Display DTC: C1003	Failure Byte: 77	Pin No: C3265-3
DTC Description:		Failure Type Byte Definition:	
RH Power Running Board Stow Timeout		Commanded position not reachable	
Fault Description:			
The motor keeps turning after ARB operation initiated and never reaches mechanical stop that should occur at the ARB mechanism end of travel. The ECU will time out the operation after 4 seconds and the motor will stop			
	Possible Problem:	Troubleshooting:	
1	Loose or missing drive link wedge	The motor output shaft is mechanically connected with the board drive link by the wedge. Check if the wedge is present and the motor output shaft is not turning inside the drive link. Tighten up the wedge bolt to 15 Nm torque if loose	
2	Broken motor internal component	Replace the motor.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5004	Display DTC: C1004	Failure Byte: 77	Pin No: C3265-4
DTC Description:		Failure Type Byte Definition:	
RH Power Running Board Deploy Timeout		Commanded position not reachable	
Fault Description:			
The motor keeps turning after ARB operation initiated and never reaches mechanical stop that should occur at the ARB mechanism end of travel. The ECU will time out the operation after 4 seconds and the motor will stop			
	Possible Problem:	Troubleshooting:	
1	Loose or missing drive link wedge	The motor output shaft is mechanically connected with the board drive link by the wedge. Check if the wedge is present and the motor output shaft is not turning inside the drive link. Tighten up the wedge bolt to 15 Nm torque if loose	
2	Broken motor internal component	Replace the motor.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5006	Display DTC: C1006	Failure Byte: 11	Pin No: C3265-1
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board motor line short to ground		Circuit short to ground	
Fault Description:			
The ECU detected one or both motor lines short to ground and interrupted the operation. It could be temporary problem that went away. The DRB may work normally after this one time event.			
	Possible Problem:	Troubleshooting:	
1	Motor internal short	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 20 kOhm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to motor connector terminal "1", it should read more than 10 kOhms. Replace the motor if different 5. Connect the meter positive probe to motor connector terminal "5", it should read more than 10 kOhms. Replace the motor if different 	
2	Harness short to GND	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 20 kOhm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "1", it should read more than 10 kOhms. Jump to "Possible Problem" #3 if not. 5. Connect the meter positive probe to vehicle harness connector terminal "5", it should read more than 10 kOhms. Jump to "Possible Problem" #3 if not. 	
3	ECU internal short	<ol style="list-style-type: none"> 1. Disconnect the ECU connectors 2. Do steps 1 to 5 from "Possible Problem" #2 3. If any step fails now, check the vehicle harness, the problem is there. If not, replace the ECU. Connect all connectors back and enable the ECU 	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5006	Display DTC: C1006	Failure Byte: 12	Pin No: C3265-2
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board motor line short to battery		Circuit short to battery	
Fault Description:			
The ECU detected one or both motor lines short to battery and interrupted the operation. It could be temporary problem that went away. The DRB may work normally after this one time event.			
	Possible Problem:	Troubleshooting:	
1	Harness short to battery	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Voltmeter mode, 20 V range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "1", it should read less than 1 Volt. Jump to "Possible Problem" #3 if not. 5. Connect the meter positive probe to vehicle harness connector terminal "5", it should read less than 1 Volt. Jump to "Possible Problem" #3 if not. 	
2	ECU internal short	<ol style="list-style-type: none"> 1. Disconnect the ECU connectors 2. Do steps 1 to 5 from "Possible Problem" #2. 3. If any step fails now, check the vehicle harness, the problem is there. If not, replace the ECU. Connect all connectors back and enable the ECU 	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5006		Display DTC: C1006	Failure Byte: 13	Pin No: C3265-1/2
DTC Description:			Failure Type Byte Definition:	
LH Power Running Board motor line open			Circuit open	
Fault Description:				
The motor lines are open between motor terminals.				
	Possible Problem:	Troubleshooting:		
1	Motor open	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 200 Ohm range 3. Connect the meter negative probe to motor connector terminal 1 4. Connect the meter positive probe to motor connector terminal 5 5. The meter should read 0.5 to 1.5 Ohm for good motor. Go to #2 Harness problem if motor is good. 6. If the reading is outside of this range, replace the motor 		
2	Harness problem	<ol style="list-style-type: none"> 1. Set multimeter to Ohmmeter mode, 200 Ohm range 2. Connect the meter negative probe to vehicle harness connector terminal 1 3. Connect the meter positive probe to vehicle harness connector terminal 5 4. The meter should read below 1.5 Ohm. 5. Check harness between ECU and the motor if the above test fails 		
3	ECU problem	<ol style="list-style-type: none"> 1. Clear the DTC and check the ARB operation. 6. Replace and enable the ECU if the problem still exists 		
Clear Fault Procedure:				
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)				
Manufacturing Use Only:				

DTC Hex No: 5007	Display DTC: C1007	Failure Byte: 11	Pin No: C3266-4
DTC Description:		Failure Type Byte Definition:	
RH Power Running Board motor line short to ground		Circuit short to ground	
Fault Description:			
The ECU detected one or both motor lines short to ground and interrupted the operation. It could be temporary problem that went away. The DRB may work normally after this one time event.			
	Possible Problem:	Troubleshooting:	
1	Motor internal short	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 20 kOhm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to motor connector terminal "1", it should read more than 10 kOhms. Replace the motor if different 5. Connect the meter positive probe to motor connector terminal "5", it should read more than 10 kOhms. Replace the motor if different 	
2	Harness short to GND	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 20 kOhm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "1", it should read more than 10 kOhms. Jump to "Possible Problem" #3 if not. 5. Connect the meter positive probe to vehicle harness connector terminal "5", it should read more than 10 kOhms. Jump to "Possible Problem" #3 if not. 	
3	ECU internal short	<ol style="list-style-type: none"> 1. Disconnect the ECU connectors 2. Do steps 1 to 5 from "Possible Problem" #2 3. If any step fails now, check the vehicle harness, the problem is there. If not, replace the ECU. Connect all connectors back and enable the ECU 	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5007	Display DTC: C1007	Failure Byte: 12	Pin No: C3265-3
DTC Description:		Failure Type Byte Definition:	
RH Power Running Board motor line short to battery		Circuit short to battery	
Fault Description:			
The ECU detected one or both motor lines short to battery and interrupted the operation. It could be temporary problem that went away. The DRB may work normally after this one time event.			
	Possible Problem:	Troubleshooting:	
1	Harness short to battery	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Voltmeter mode, 20 V range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "1", it should read less than 1 Volt. Jump to "Possible Problem" #3 if not. 5. Connect the meter positive probe to vehicle harness connector terminal "5", it should read less than 1 Volt. Jump to "Possible Problem" #3 if not. 	
2	ECU internal short	<ol style="list-style-type: none"> 1. Disconnect the ECU connectors 2. Do steps 1 to 5 from "Possible Problem" #2. 3. If any step fails now, check the vehicle harness, the problem is there. If not, replace the ECU. Connect all connectors back and enable the ECU 	
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5007		Display DTC: C1007		Failure Byte: 13		Pin No: C3265-3/4	
DTC Description:				Failure Type Byte Definition:			
RH Power Running Board motor line open				Circuit open			
Fault Description:							
The motor lines are open between motor terminals.							
	Possible Problem:			Troubleshooting:			
1	Motor open			<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 200 Ohm range 3. Connect the meter negative probe to motor connector terminal 1 4. Connect the meter positive probe to motor connector terminal 5 5. The meter should read 0.5 to 1.5 Ohm for good motor. Go to #2 harness problem if motor is good. 6. If the reading is outside of this range, replace the motor 			
2	Harness problem			<ol style="list-style-type: none"> 1. Set multimeter to Ohmmeter mode, 200 Ohm range 2. Connect the meter negative probe to vehicle harness connector terminal 1 3. Connect the meter positive probe to vehicle harness connector terminal 5 4. The meter should read below 1.0 Ohm. 5. Check harness between ECU and the motor if the above test fails 			
3	ECU problem			<ol style="list-style-type: none"> 1. Clear the DTC and check the ARB operation. 2. Replace and enable the ECU if the problem still exists 			
Clear Fault Procedure:							
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)							
Manufacturing Use Only:							

DTC Hex No: 5008	Display DTC: C1008	Failure Byte: 29	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board position (Hall Effect) sensor signal noisy.		Signal invalid	
Fault Description:			
The ECU detected HE signal pulses shorter than expected and interrupted the operation. It could be temporary problem that went away. The DRB may work normally after this one time event.			
	Possible Problem:	Troubleshooting:	
1	Loose connector or one time interference.	Check ECU and motor connections, clear DTC, check DRB operation few times. Don't change anything if working fine.	
2			
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5008	Display DTC: C1008	Failure Byte: 3A	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board position (Hall Effect) sensor has sent too many pulses		Incorrect has too many pulses	
Fault Description:			
The motor keeps turning after ARB operation initiated and never reaches mechanical stop that should occur at the ARB mechanism end of travel. The ECU will time out the operation after 4 seconds and the motor will stop.			
	Possible Problem:	Troubleshooting:	
1	Loose or missing drive link wedge	The motor output shaft is mechanically connected with the board drive link by the wedge. Check if the wedge is present and the motor output shaft is not turning inside the drive link. Tighten up the wedge bolt to 15 Nm torque if loose	
2	Broken motor internal component	Replace the motor.	
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5008	Display DTC: C1008	Failure Byte: 93	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
LH Power Running Board position (Hall Effect) sensor signal not coming.		No operation	
Fault Description:			
The ECU is not registering the HE sensor signal coming from Left running board motor. Perform the test on the vehicle side indicated by the DTC.			
	Possible Problem:	Troubleshooting:	
1	Vehicle harness problem	<ol style="list-style-type: none"> 1. Disconnect the motor from the vehicle harness 2. Set multimeter to Ohmmeter mode, 200 Ohm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "6", it should read less than 10 Ohms. Check vehicle harness if different 5. Set the multimeter to Voltage mode, 20 V range 6. Connect the meter positive probe to vehicle harness connector terminal "2" 7. Close or open the vehicle door on the side indicated by DTC 8. The meter should show voltage above 6 Volts for about 2 seconds. Lower voltage indicates harness, ECU – harness connection or ECU problem 9. Connect the meter positive probe to connector terminal "3" 10. Repeat steps 6 and 7 11. Connect the motor back to the vehicle harness connector 	
2	Motor sensor not working	If the above test passed, the problem is most likely with the motor HE sensor and the motor has to be replaced.	
3	ECU internal problem	If the problem persists, replace and enable the ECU.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5009	Display DTC: C1009	Failure Byte: 29	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
RH power running board position (Hall Effect) sensor signal noisy.		Signal invalid	
Fault Description:			
The ECU detected HE signal pulses shorter than expected and interrupted the operation. It could be temporary problem that went away. The DRB may work normally after this one time event.			
	Possible Problem:	Troubleshooting:	
1	Loose connector, or one time interference.	Check ECU and motor connections, clear DTC, check DRB operation few times. Don't change anything if working fine.	
2			
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5009	Display DTC: C1009	Failure Byte: 3A	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
RH power running board position / motion sensor		Incorrect has too many pulses	
Fault Description:			
The motor keeps turning after ARB operation initiated and never reaches mechanical stop that should occur at the ARB mechanism end of travel. The ECU will time out the operation after 4 seconds and the motor will stop.			
	Possible Problem:	Troubleshooting:	
1	Loose or missing drive link wedge	The motor output shaft is mechanically connected with the board drive link by the wedge. Check if the wedge is present and the motor output shaft is not turning inside the drive link. Tighten up the wedge bolt to 15 Nm torque if loose	
2	Broken motor internal component	Replace the motor.	
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5009	Display DTC: C1009	Failure Byte: 93	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
RH Power Running Board position (Hall Effect) sensor signal not coming.		No operation	
Fault Description:			
The ECU is not registering the HE sensor signal coming from Right running board motor. Perform the test on the vehicle side indicated by the DTC.			
	Possible Problem:	Troubleshooting:	
1	Vehicle harness problem	<ol style="list-style-type: none"> 1. Disconnect the motor from the vehicle harness 2. Set multimeter to Ohmmeter mode, 200 Ohm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "6", it should read less than 10 Ohms. Check vehicle harness if different 5. Set the multimeter to Voltage mode, 20 V range 6. Connect the meter positive probe to vehicle harness connector terminal "2" 7. Close or open the vehicle door on the side indicated by DTC 8. The meter should show voltage above 6 Volts for about 2 seconds. Lower voltage indicates harness, ECU – harness connection or ECU problem 9. Connect the meter positive probe to connector terminal "3" 10. Repeat steps 6 and 7 11. Connect the motor back to the vehicle harness connector 	
2	Motor sensor not working	If the above test passed, the problem is most likely with the motor HE sensor and the motor has to be replaced.	
3	ECU internal problem	If the problem persists, replace and enable the ECU.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5B14	Display DTC: C1B14	Failure Byte: 11	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
Motor HE Sensor supply voltage short to GND.		Circuit short to ground	
Fault Description:			
Power running board Hall Effect sensor power circuit short to ground.			
	Possible Problem:	Troubleshooting:	
1	Vehicle harness problem	<ol style="list-style-type: none"> 1. Disconnect the motor from the vehicle harness 2. Set multimeter to Ohmmeter mode, 20 kOhm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to vehicle harness connector terminal "2", it should read more than 10 kOhms. Check vehicle harness if different 5. Set the multimeter to Voltage mode, 20 V range 6. Connect the meter positive probe to vehicle harness connector terminal "2" 7. Close or open the vehicle door on the side indicated by DTC 8. The meter should show voltage above 6 Volts for about 2 seconds. Lower voltage indicates harness, ECU – harness connection or ECU problem 9. Connect the motor back to the vehicle harness connector 	
2	Motor sensor not working	If the above test passed, the problem is most likely with the motor HE sensor and the motor has to be replaced.	
3	ECU internal problem	If the problem persists, replace and enable the ECU.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF)			
Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5B14	Display DTC: C1B14	Failure Byte: 12	Pin No: C3266-9
DTC Description:		Failure Type Byte Definition:	
Sensor Supply Voltage short to Battery		Circuit short to battery	
Fault Description:			
Power running board Hall effect sensor power circuit short to battery In this case everything will work, but the DTC will be set.			
	Possible Problem:	Troubleshooting:	
1	Vehicle harness problem	<ol style="list-style-type: none"> 1. Disconnect the motor from the vehicle harness 2. Connect the meter negative probe to vehicle chassis (Ground) 3. Set the multimeter to Voltage mode, 20 V range 4. Connect the meter positive probe to vehicle harness connector terminal "2" 5. The meter should show voltage below 0.5 Volts. 6. Connect the motor back to the vehicle harness connector 	
2	ECU internal problem	If the problem persists, replace and enable the ECU.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: D001	Display DTC: U1001	Failure Byte: 23	Pin No: C3265-5
DTC Description:		Failure Type Byte Definition:	
Switch Pack – Enable Switch Circuit		Signal stuck low	
Fault Description:			
The signal from momentary function switch is short to GND.			
	Possible Problem:	Troubleshooting:	
1	Switch stuck closed	<ol style="list-style-type: none"> 1. Disconnect the switch 2. Check the switch with ohmmeter. The switch resistance should be greater than 10kOhm when open and less than 50 Ohm when closed. 	
2	Harness problem	<ol style="list-style-type: none"> 1. Set multimeter to Ohmmeter mode, 20 kOhm range 2. Connect the meter negative probe to vehicle chassis (Ground) 3. Connect the meter positive probe to switch harness connector signal terminal , it should read more than 10 kOhms. Check vehicle harness if different. 	
3	ECU problem	If the problem persists, replace and enable the ECU.	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: D002	Display DTC: U1002	Failure Byte: 12	Pin No: C3265-7
DTC Description:		Failure Type Byte Definition:	
LED power line short to +Batt.		Circuit short to battery	
Fault Description:			
The ECU detected voltage present on the LED positive terminal while LED powered OFF.			
	Possible Problem:	Troubleshooting:	
1	Vehicle harness	<ol style="list-style-type: none"> 1. The LED light should be visible 2. Disconnect the ECU connectors. 3. If LED stays ON, check the harness for short to +Batt 	
2	ECU problem	Replace and enable the ECU if vehicle harness is good but the problem still exists.	
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: D002	Display DTC: U1002	Failure Byte: 14	Pin No: C3265-7
DTC Description:		Failure Type Byte Definition:	
LED power line short to GND		Circuit short to ground or open	
Fault Description:			
The ECU detected voltage not present on the LED positive terminal while LED powered ON			
	Possible Problem:	Troubleshooting:	
1	Vehicle harness	<ol style="list-style-type: none"> 1. Disconnect the LED connector. 2. Set multimeter to Ohmmeter mode, 20 kOhm range 3. Connect the meter negative probe to vehicle chassis (Ground) 4. Connect the meter positive probe to switch harness connector signal terminal , it should read more than 10 kOhms. Check vehicle harness if different. 	
2	ECU problem	Replace the ECU if vehicle harness is good but the problem still exists.	
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF)			
Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: F003		Display DTC: U3003	Failure Byte: 16	Pin No: C3266-1&4
DTC Description: Battery voltage			Failure Type Byte Definition: Circuit voltage below threshold	
Fault Description: The ECU detected voltage out of operating range while commanded to perform ARB operation. The DRB may work normally after this one time event.				
	Possible Problem:		Troubleshooting:	
1	Vehicle battery/alternator problem		Check ECU connections, clear DTC, check DRB operation few times. Don't change anything if working fine.	
2	ECU problem		Replace and enable the ECU if vehicle voltage is good (9.5 V to 16 V) and the problem exists	
3				
Clear Fault Procedure: Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)				
Manufacturing Use Only:				

DTC Hex No: F003		Display DTC: U3003		Failure Byte: 17		Pin No: C3266-1&4	
DTC Description:				Failure Type Byte Definition:			
Battery voltage				Circuit voltage above threshold			
Fault Description:							
Battery voltage is above the upper limits							
	Possible Problem:			Troubleshooting:			
1	Vehicle battery/alternator problem			Check ECU connections, clear DTC, check DRB operation few times. Don't change anything if working fine.			
2	ECU problem			Replace and enable the ECU if vehicle voltage is good (9.5 V to 16 V) and the problem exists			
3							
Clear Fault Procedure:							
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)							
Manufacturing Use Only:							

DTC Hex No: 5006	Display DTC: C1006	Failure Byte: 19	Pin No: CXXXX
DTC Description:		Failure Type Byte Definition:	
LH Power running board motor short.		Circuit current above threshold	
Fault Description:			
LH Motor is short between motor terminals.			
NOTE:			
Ohmmeter test is required first before troubleshooting the motor. Set multimeter to Ohmmeter mode, 200 Ohm range. Connect the meter probes together. The meter should read about 0. 1 to 0.2 Ohm. If it reads more, motor short condition may not be measured			
	Possible Problem:	Troubleshooting:	
1	Motor short	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 200 Ohm range 3. Connect the meter negative probe to motor connector terminal 1 4. Connect the meter positive probe to motor connector terminal 5 5. The meter should read 0.5 to 1.5 Ohm for good motor. Go to #2 harness problem if motor is good. 6. If the reading is outside of this range, replace the motor 	
2	Harness problem	<ol style="list-style-type: none"> 1. Set multimeter to Ohmmeter mode, 200 Ohm range 2. Connect the meter negative probe to vehicle harness connector terminal 1 3. Connect the meter positive probe to vehicle harness connector terminal 5 4. The meter should read below 1.0 Ohm. 5. Disconnect the ECU connectors 6. The meter should read over 200 Ohm. 7. Check harness between ECU and the motor if the above test fails 	
3	ECU problem	<ol style="list-style-type: none"> 1. Clear the DTC and check the ARB operation. 2. Replace and enable the ECU if the problem still exists 	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5007	Display DTC: C1007	Failure Byte: 19	Pin No: CXXXX
DTC Description:		Failure Type Byte Definition:	
RH Power running board motor short.		Circuit current above threshold	
Fault Description:			
RH Motor short between motor terminals.			
NOTE:			
Ohmmeter test is required first before troubleshooting the motor. Set multimeter to Ohmmeter mode, 200 Ohm range. Connect the meter probes together. The meter should read about 0. 1 to 0.2 Ohm. If it reads more, motor short condition may not be measured			
	Possible Problem:	Troubleshooting:	
1	Motor short	<ol style="list-style-type: none"> 1. Disconnect the motor connector on the vehicle side indicated by the DTC 2. Set multimeter to Ohmmeter mode, 200 Ohm range 3. Connect the meter negative probe to motor connector terminal 1 4. Connect the meter positive probe to motor connector terminal 5 5. The meter should read 0.5 to 1.5 Ohm for good motor. Go to #2 harness problem if motor is good. 6. If the reading is outside of this range, replace the motor 	
2	Harness problem	<ol style="list-style-type: none"> 1. Set multimeter to Ohmmeter mode, 200 Ohm range 2. Connect the meter negative probe to vehicle harness connector terminal 1 3. Connect the meter positive probe to vehicle harness connector terminal 5 4. The meter should read below 1..0 Ohm. 5. Disconnect the ECU connectors 6. The meter should read over 200 Ohm. 7. Check harness between ECU and the motor if the above test fails 	
3	ECU problem	<ol style="list-style-type: none"> 1. Clear the DTC and check the ARB operation. 2. Replace and enable the ECU if the problem still exists 	
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: F000	Display DTC: U3000	Failure Byte: 49	Pin No: CXXXX
DTC Description:		Failure Type Byte Definition:	
Control module (ECU) faulted		Internal electronic failure	
Fault Description:			
Internal ECU circuit problem			
	Possible Problem:	Troubleshooting:	
1	Internal ECU problem	Replace the ECU	
2			
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5006	Display DTC: C1006	Failure Byte: 67	Pin No: CXXXX
DTC Description:		Failure Type Byte Definition:	
LH Power running board motor current sensing problem.		Signal incorrect after event	
Fault Description:			
ECU has failed to measure the LH motor current.			
	Possible Problem:	Troubleshooting:	
1	Internal ECU problem	Replace the ECU	
2			
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			

DTC Hex No: 5007	Display DTC: C1007	Failure Byte: 67	Pin No: CXXXX
DTC Description:		Failure Type Byte Definition:	
RH Power running board motor current sensing problem.		Signal incorrect after event	
Fault Description:			
ECU has failed to measure the RH motor current.			
	Possible Problem:	Troubleshooting:	
1	Internal ECU problem	Replace the ECU	
2			
3			
Clear Fault Procedure:			
Clear all DTCs. (0x14 FF FF FF FF) Start new monitoring cycle (Deploy or Stow board)			
Manufacturing Use Only:			