

Published: 11-May-2011

2019.0 E-PACE (X540), 303-00

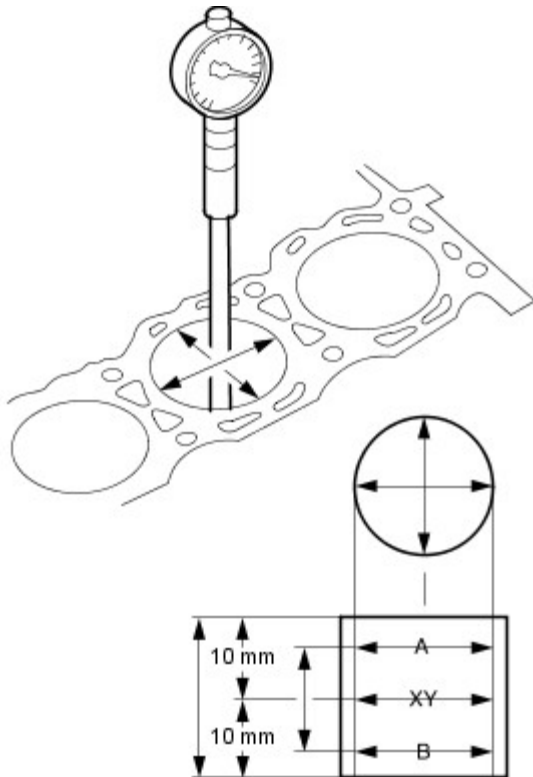
Engine System - General Information

Cylinder Bore Out-of-Round (G61243)

GENERAL PROCEDURES

1. NOTE:

The main bearing caps or lower crankcase must be in place and tightened to the specified torque; however, the bearing shells should not be installed.



VUJ0002234

Measure the cylinder bore with an internal micrometer.

- Carry out the measurements in different directions and at different heights to determine if there is any out-of-roundness or tapering.
- If the measurement is out of the specified range, hone out the cylinder block or install a new block.

1.4.2 The instrument cluster message "Tire Pressure set for Normal Load", is a reminder that the load switching has been set the normal setting, and is the highest tire pressures recommended.

1.5 EU and ROW warning messages.

The load setting of the vehicle may be changed in the load setting menu, (vehicle dependant).



1.5.1 The instrument cluster message "Tire Pressure set for Light Load", is a reminder that the load switching has been set to the light setting, and are the lower of the tire pressures recommended.

1.5.2 The instrument cluster message "Tire Pressure set for Heavy Load", is a reminder that the load switching has been set to the Heavy setting, and is the highest tire pressures recommended.

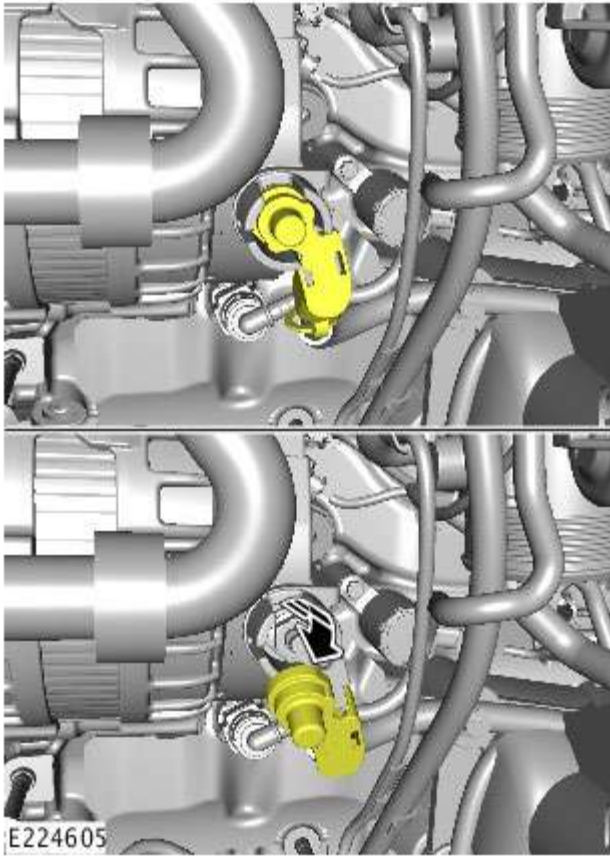
2.0 TPMS faults

Using the instrument cluster menu, with the ignition on and the vehicle stationary, does the instrument cluster show one or more wheels with a yellow cross highlighted above the wheel? No then go to section 2.2.

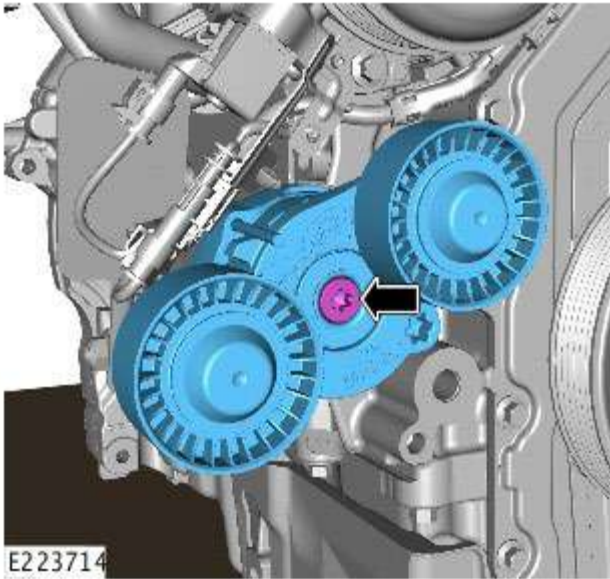


Torque: 47Nm

- Connect the electrical connector and the wiring harness clip.



69. Reposition the generator connector cover.



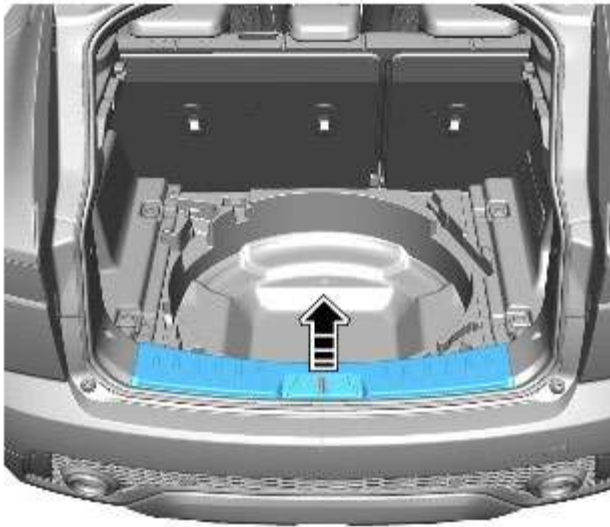
70. Install the accessory drive belt tensioner. Install and tighten the bolt.
Torque: 47.5Nm



E208818

4.

If installed, release the spare wheel by turning the retainer counter-clockwise and then remove the spare wheel.



E213805

5.

Remove the bumper trim. For additional information, refer to: [Loadspace Trim Panel](#) (501-05 Interior Trim and Ornamentation, Removal and Installation).

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2019.0 E-PACE (X540), 501-19

Bumpers

Front Bumper (G2164547)

REMOVAL AND INSTALLATION

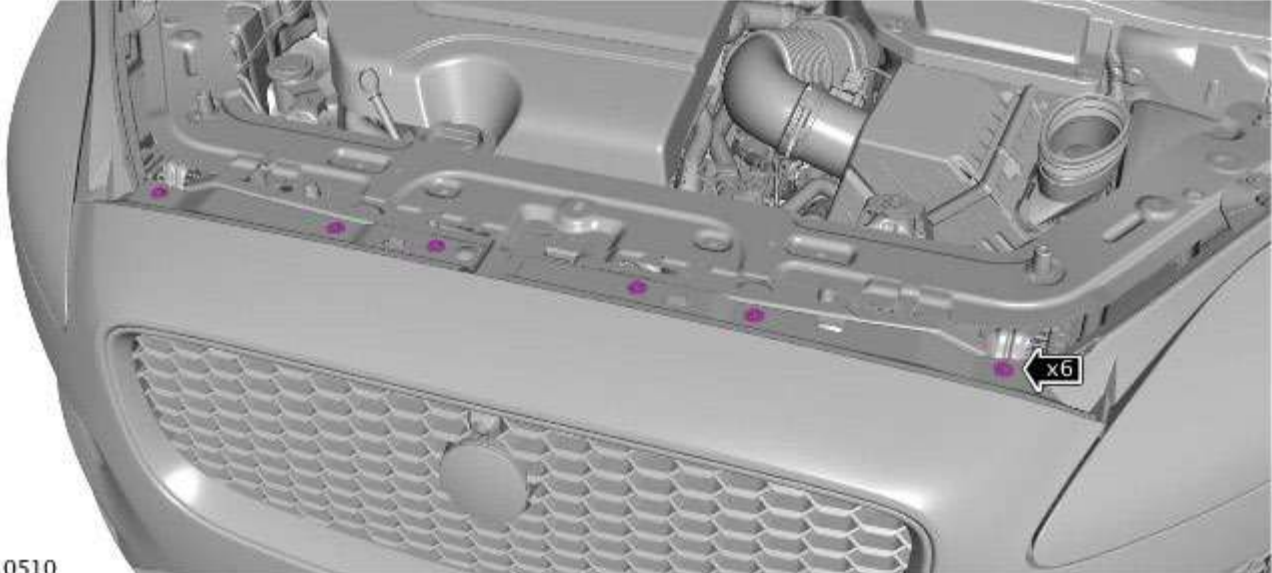
- 76.22.78
- Front Bumper - Renew
- All Derivatives
- 1.90
- USED WITHINS
-

USED WITHINS

[close](#)

Removal

1. Open the hood.



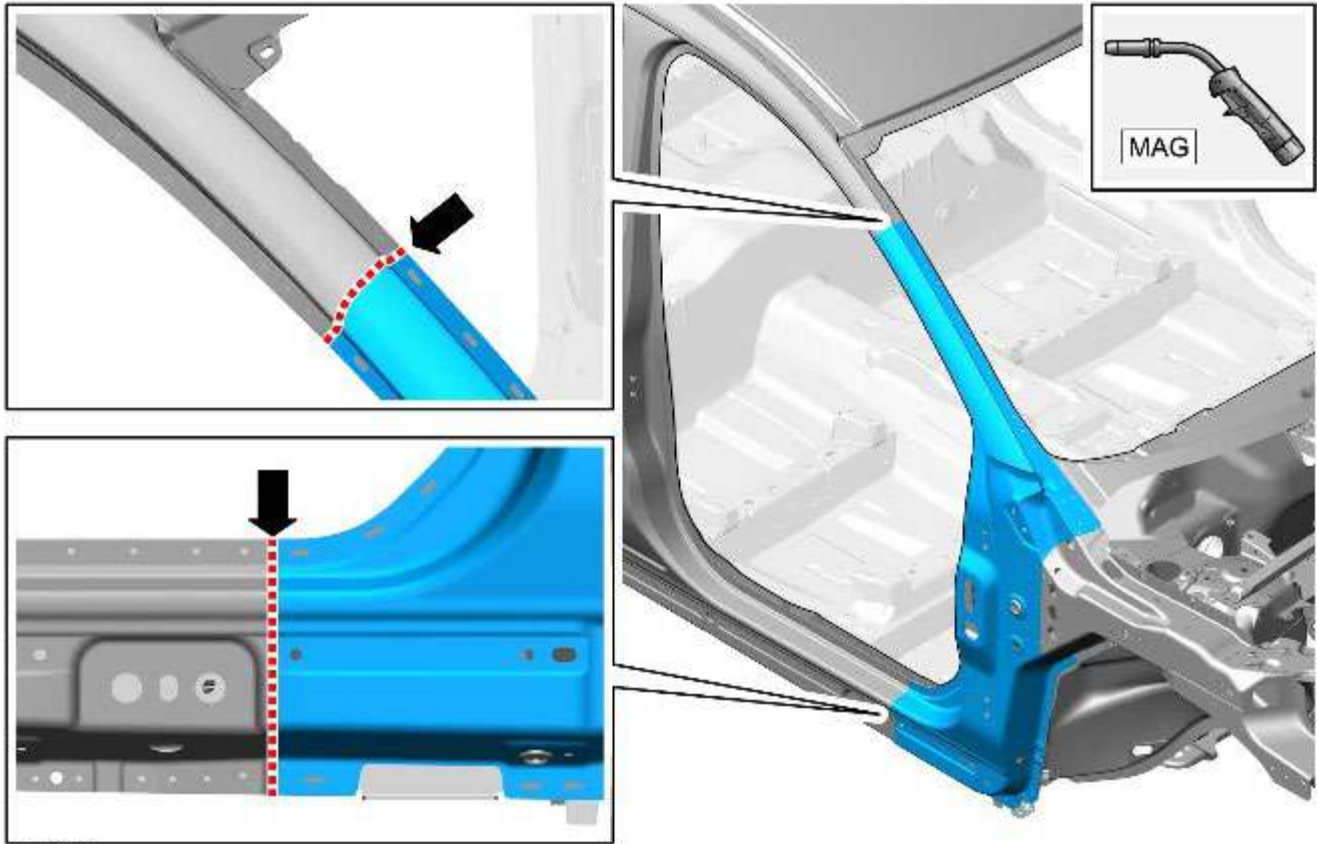
2. **E210510**
Remove the 6 upper bolts from the front bumper.
3. Raise and support the vehicle on a suitable 2 post lift.
Refer to: [Lifting](#) (100-02 Jacking and Lifting, Description and Operation).
4. NOTE:

Repeat the step for the other side.

Remove the fender moulding.

Refer to: [Fender Moulding](#) (501-08 Exterior Trim and Ornamentation, Removal and Installation).

5. NOTE:



18. E212434

MAG weld the butt joints as indicated.

19. Dress all welds.

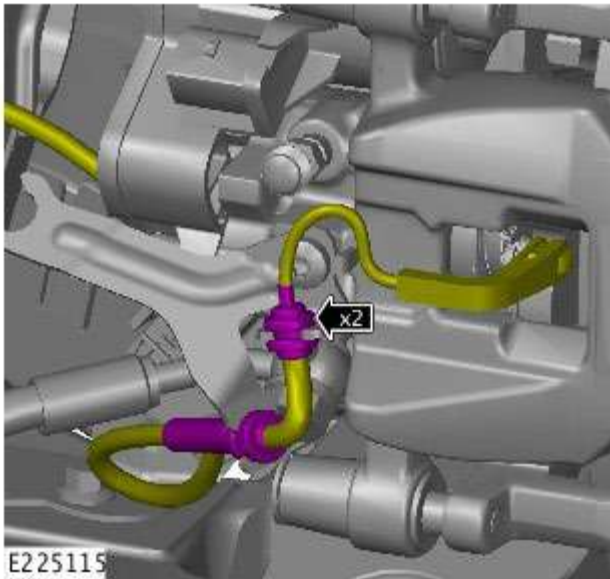
20. Install the front door upper and lower door hinges and tighten the bolts.

Torque: 35Nm

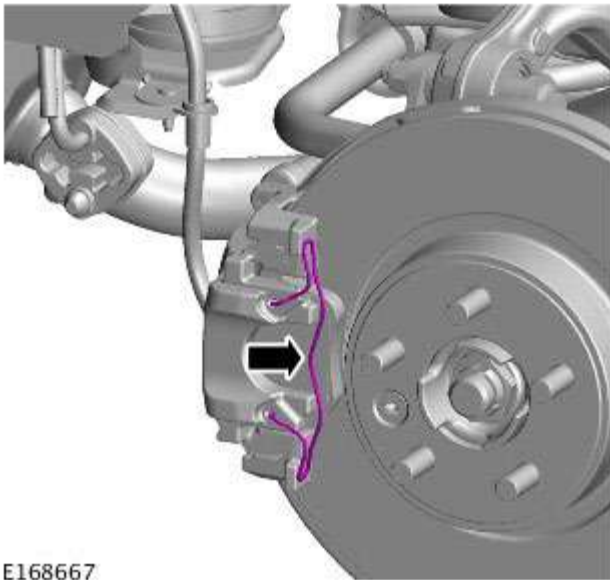
21. Make sure that any open or exposed panel joints are correctly sealed.

22. Make sure corrosion protection is applied to all areas affected by the repair.

23. The installation of associated panels and components is the reversal of the removal procedure.



12. Release the 2 wiring harness grommets.



13. Remove the anti-rattle spring.

14. CAUTION:

Make sure that the brake hose does not support the full weight of the brake caliper assembly.

Published: 25-Sep-2017

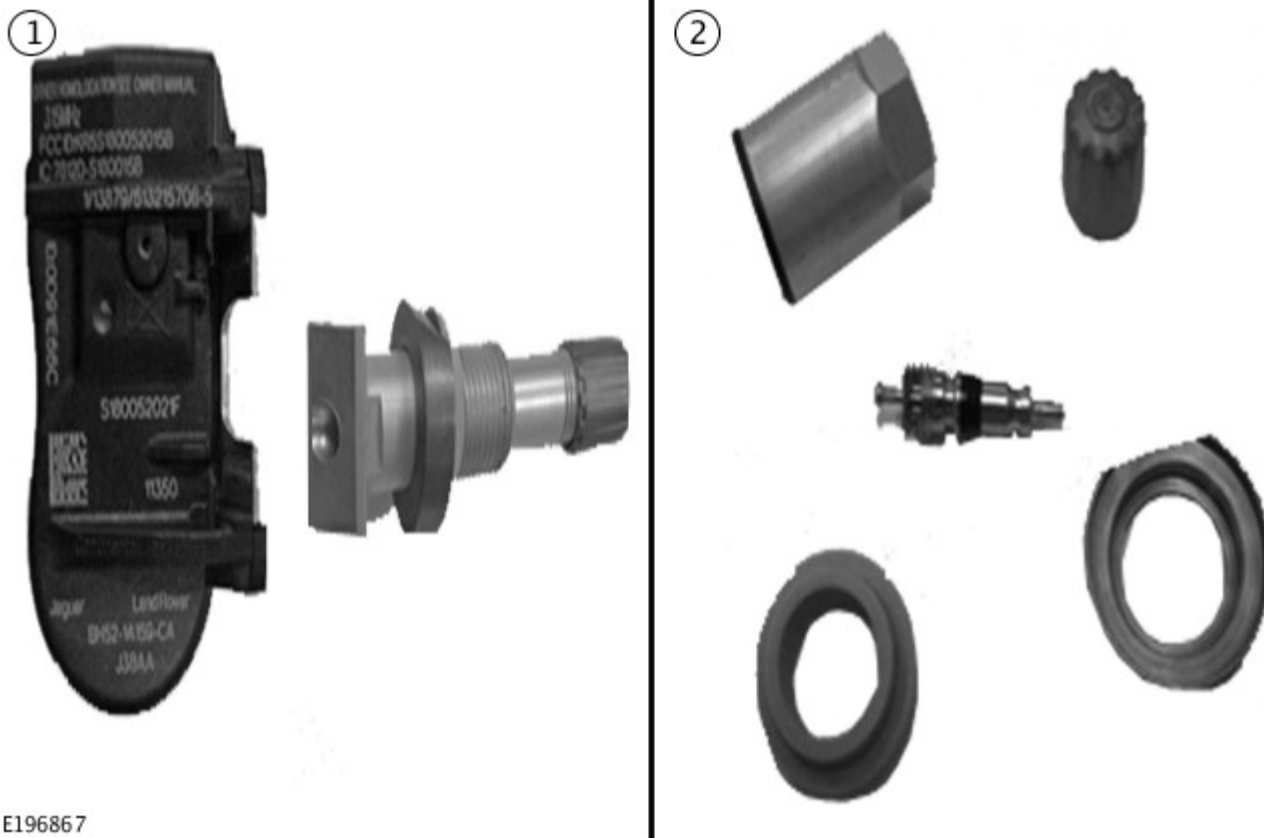
2019.0 E-PACE (X540), 501-02

Front End Body Panels (G2195951)

SPECIFICATIONS

Torque Specifications

Item	Nm	lb-ft
Air deflector retaining bolts	10	7
Front fender retaining bolts	10	7
Pedestrian protection system airbag retaining bolts	10	7
Hood retaining nuts	25	18
Hood latch panel retaining bolts M6	10	7
Hood latch panel retaining nuts M6	10	7
Hood latch panel retaining nuts M8	25	18
Secondary bulkhead center panel retaining bolts	10	7



E196867

TPMS instrument cluster warnings

1.0 TPMS warning message on instrument cluster root cause: various causes, as follows:

Turn the ignition on and look at the Instrument Cluster.

- Does the TPMS ISO symbol flash for 72 seconds, and then stay on permanently: Yes go to section 2.0.
- Is the TPMS ISO Symbol illuminated permanently on the instrument cluster: Yes go to section 1.1.

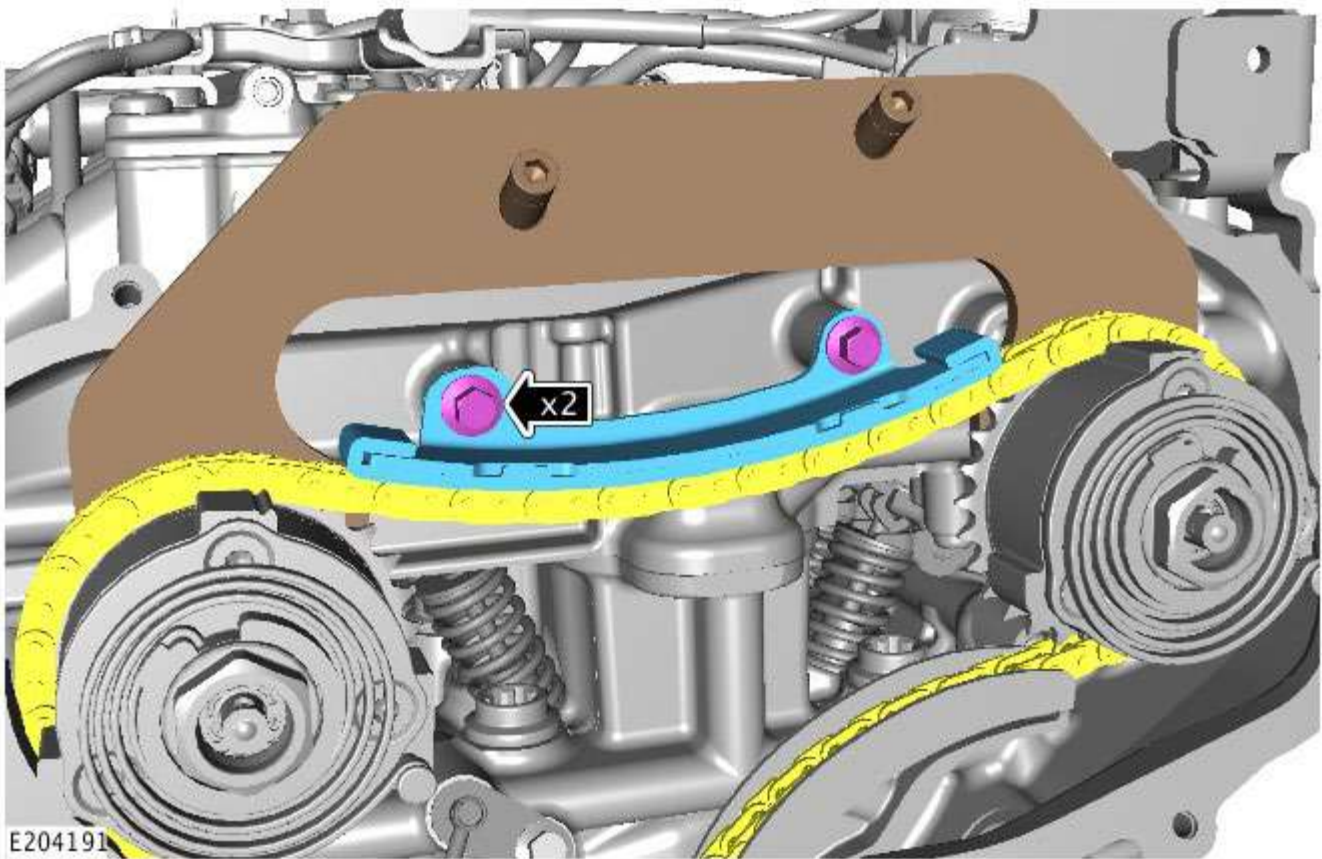
If the TPMS ISO symbol does not illuminate: There is no fault or problem present on the vehicle at this time.

- Ask the customer if they have used a spare wheel fitted with a rubber valve, as this will cause a TPMS symptom fault to be displayed, this is expected behavior , and there is no fault with the TPMS system. The use of a spare wheel is described in the vehicle handbook.
- Ask the customer if the instrument cluster displayed one or more wheels at 0 pressure. If yes then section 1.2.
- Ask the customer if they saw a warning TPMS message. If yes then section 1.3.
- Ask the customer if the TPMS fault message came on during a drive, and if the message cleared during a drive cycle. If the customer does indicate this happened, ask the customer if they have used additional accessories in the vehicle such as: USB chargers, insurance cameras, Direct Current to Direct Current converter (DC/DC) converters, cool boxes, navigation and radar detectors when the TPMS fault light came on. If the answer is yes, ask the customer to remove the items, and see if the TPMS fault light does not come on, during the next drive cycles.

1.1 Low pressure warnings.

When the TPMS ISO symbol is on all the time, or comes on during a journey, the TPMS system has detected that one or more tires are below the 80% requirement of the required pressure. The required pressure in the tire changes due to the temperature of the air inside the tire, being heated by the tire movement.

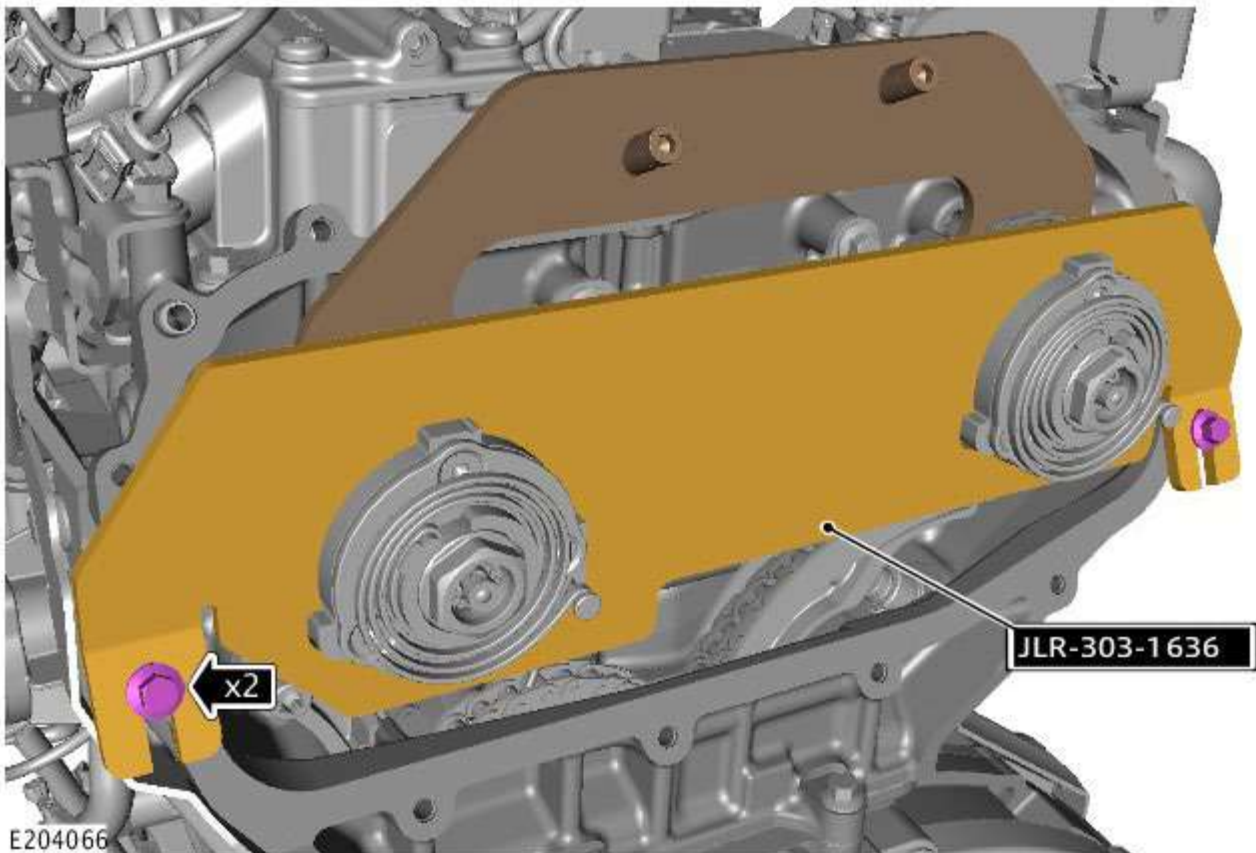
The instrument cluster will display a graphic of the vehicle showing which tire(s) are below the 80% of the required



Install a new timing chain guide and tighten the 2 bolts to the correct torque.

Renew Part: [Upper timing chain guide](#) Quantity: [1](#).

Torque: [11Nm](#)

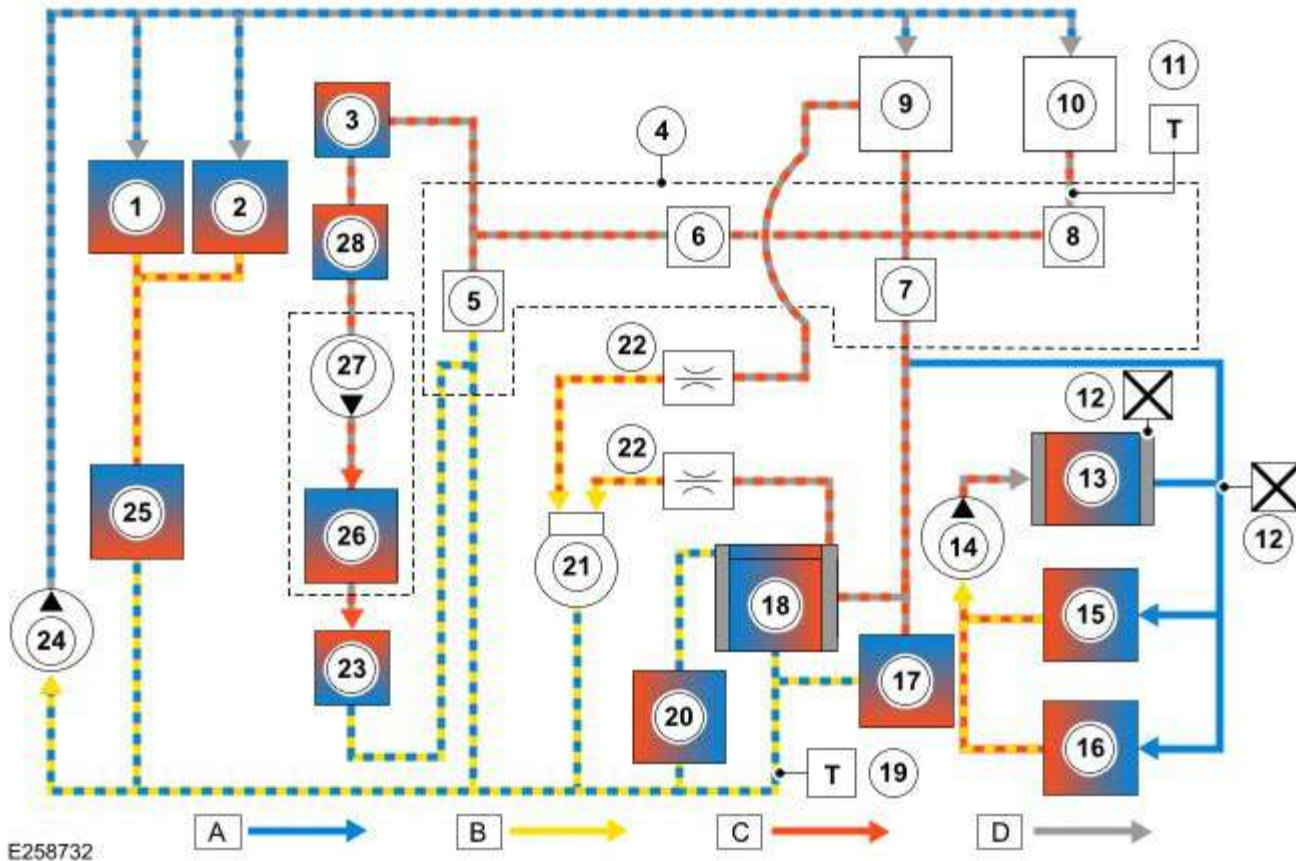


14.

Install the special tool as illustrated and tighten the 2 bolts.

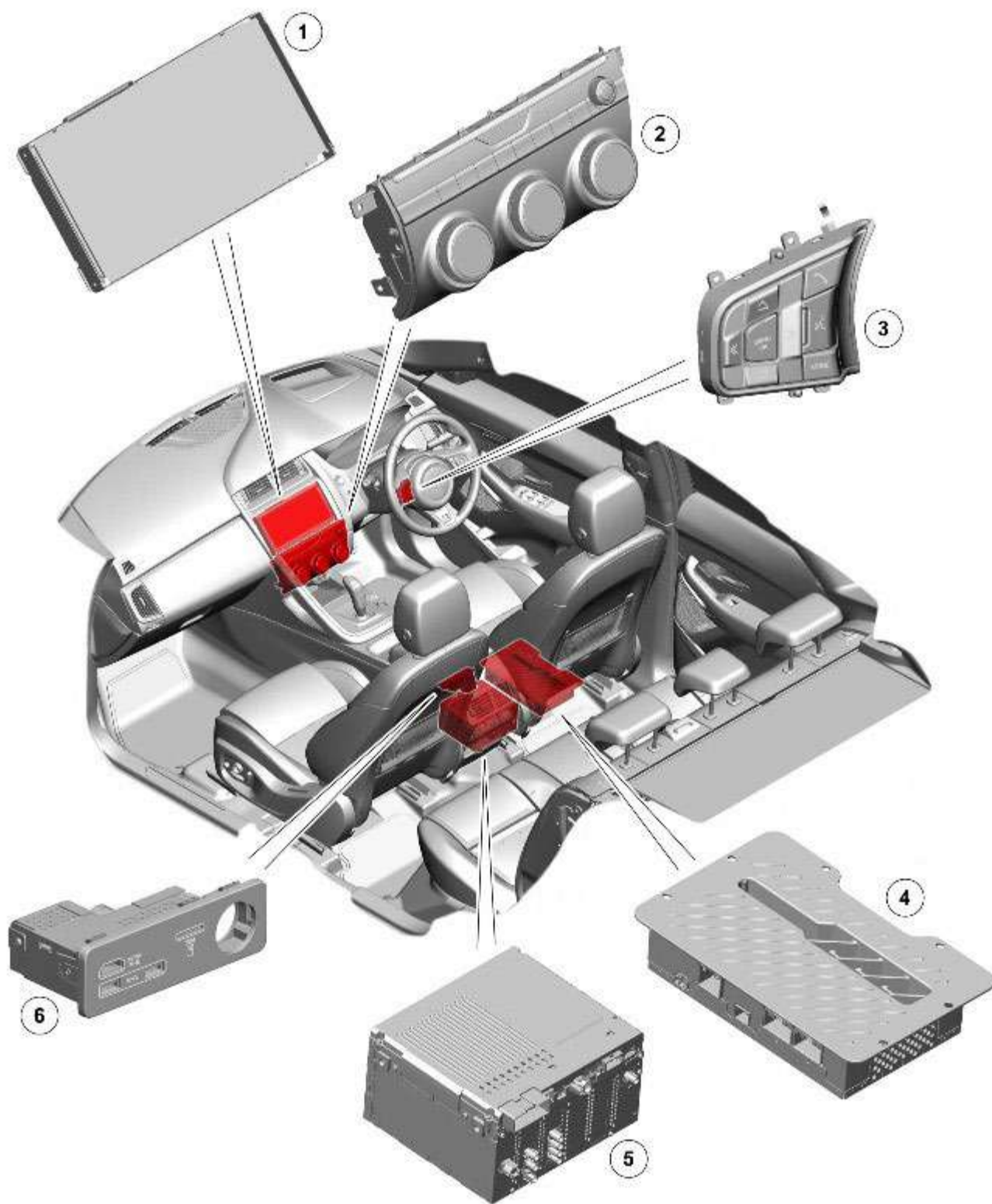
- 11 Bleed screw (quantity 2)
- 12 Charge air radiator
- 13 Charge air coolant pump
- 14 Fuel cooler (if equipped)
- 15 Charge air cooler
- 16 Radiator
- 17 Radiator outlet temperature sensor
- 18 ATF cooler
- 19 Coolant expansion tank
- 20 Restrictor (quantity 2)
- 21 Heater core
- 22 Variable coolant pump
- 23 LP EGR cooler (if equipped)
- 24 FFBH (if equipped)
- 25 Auxiliary coolant pump (if equipped)
- 26 HP EGR valve

Schematic Diagram - Coolant Flow - Vehicles With Ingenium 2.0L Diesel 240PS Engine



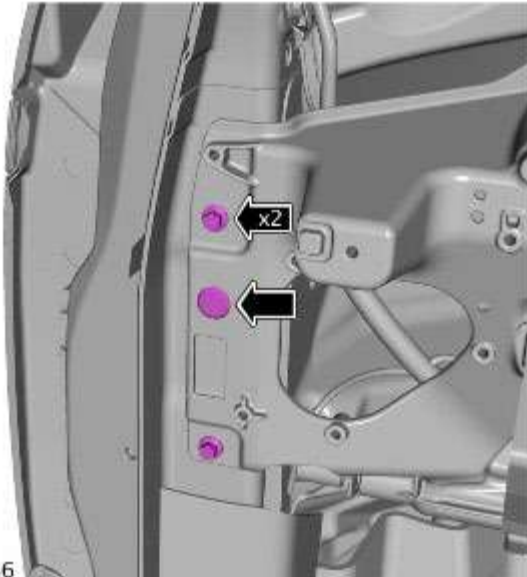
A = Low temperature coolant: B = Low pressure coolant: C = High temperature coolant: D = High pressure coolant.

Item	Description
1	LP turbocharger



E211829

Item	Description
1	Touchscreen (TS)
2	Integrated Control Panel (ICP)
3	Left steering wheel switchpack
4	Audio Amplifier Module (AAM)

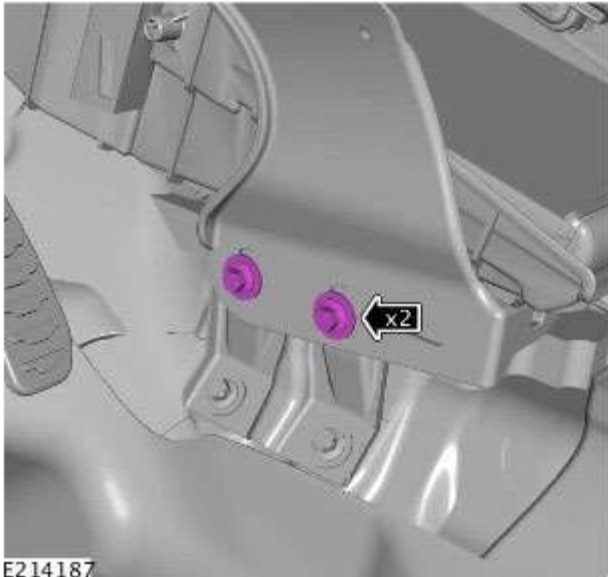


E214186

- Remove the 2 bolts.
- Remove the guide plug.

39. NOTE:

Repeat the step for the other side.



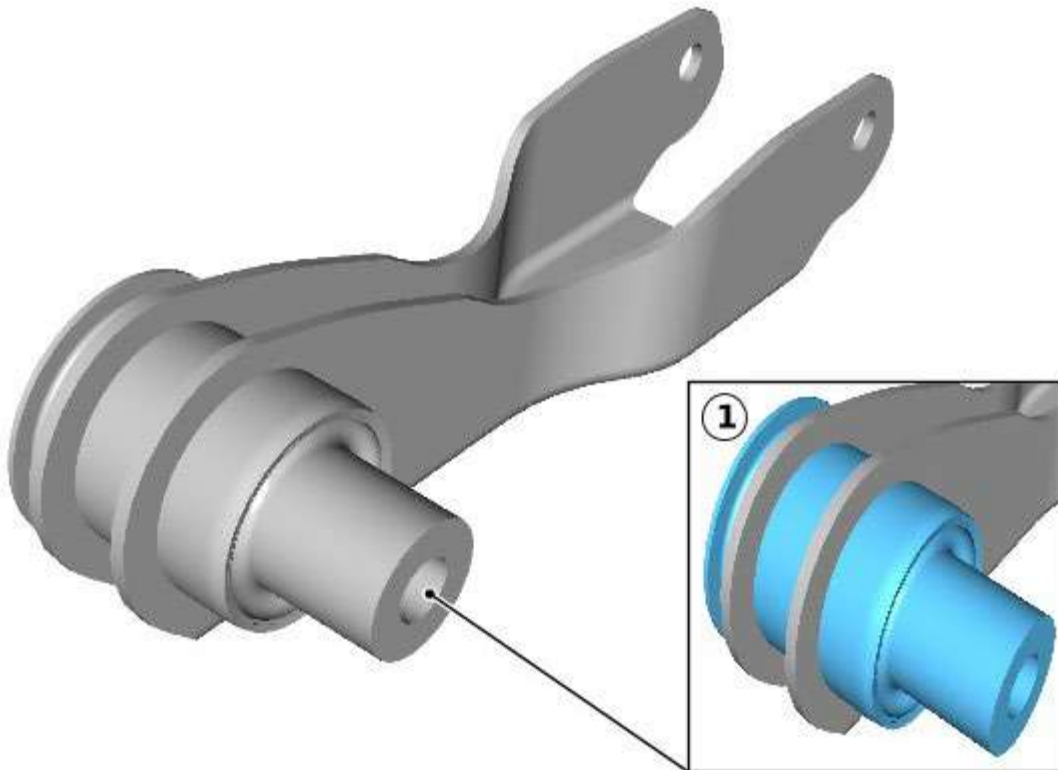
E214187

- Remove the 2 bolts.

40. CAUTIONS:

- Take care not to damage surrounding components.
- Take care not to damage the instrument panel assembly.

		Control module cavity n/a Prioritized List Of Possible Causes Post-catalyst heated oxygen sensor dirty or contaminated	consists of three drive cycles (engine on/off) Prioritized Checks to Perform Install a new post-catalyst heated oxygen sensor
P013B-26	O2 Sensor Slow Response - Lean to Rich Bank 1 Sensor 2 - Signal rate of change below threshold	- Electrical Cause No - Mechanical Cause Yes - Control module cavity n/a - Prioritized List Of Possible Causes Post-catalyst heated oxygen sensor failure	Prioritized Checks to Perform Install a new post-catalyst heated oxygen sensor
P013B-27	O2 Sensor Slow Response - Lean to Rich Bank 1 Sensor 2 - Signal rate of change above threshold	- Electrical Cause No - Mechanical Cause Yes - Control module cavity n/a - Prioritized List Of Possible Causes Post-catalyst heated oxygen sensor failure	Prioritized Checks to Perform Install a new post-catalyst heated oxygen sensor
P013B-64	O2 Sensor Slow Response - Lean to Rich Bank 1 Sensor 2 - Signal plausibility failure	- Electrical Cause No - Mechanical Cause Yes - Control module cavity n/a - Prioritized List Of Possible Causes Post-catalyst heated oxygen sensor dirty or contaminated	- Vehicle Conditions to Enable DTC Logging Strategy To validate the repair, clear the DTCs and perform a road test that consists of three drive cycles (engine on/off) - Prioritized Checks to Perform Install a new post-catalyst heated oxygen sensor
P014C-00	O2 Sensor Slow Response - Rich to Lean Bank 1 Sensor 1 - No sub type information	Heated oxygen sensor heater circuit short circuit to ground, short	Refer to the electrical circuit diagrams and check the heated oxygen sensor heater circuit for short circuit to ground,



E250443

Call Out	Component Name
1.	Bush

Pinpoint Tests (Rear Suspension)

PINPOINT TEST B : NOISY CONTROL ARM	
B1: NOISY CONTROL ARM INITIAL CHECKS	
TEST CONDITIONS	DETAILS/RESULTS/ACTIONS
	1 Confirm the customer noise
	Has the customers noise been confirmed Yes GO toB2. No No further action required
B2: CHECKS FOR CAMPAIGNS, BULLETINS AND SSM'S	
TEST CONDITIONS	DETAILS/RESULTS/ACTIONS
	1 Check the jaguar Land Rover claims submission system to clarify if the vehicle has any outstanding campaigns. Refer to the corresponding bulletins and SSM's which may be valid for the specific customer complaint
	Has a corresponding campaign, bulletin or SSM been located? Yes Complete the recommendations as required No GO toB3.