

Monday 12th December 2011

I received my IIDTool in this afternoon's mail.

The first step was to activate it for my October 2005 build Discovery 3 S TDV6 with Automatic Transmission, Air Suspension and Active Rear Diff.

Included with the tool was an easy to read and understand leaflet. I had also previously downloaded and read the detailed Instruction Manual.

It was easy to follow the instructions and obtain the Activation Code using the Cruise Control Buttons whilst viewing the output on the Instrument Panel Display.

I noted the code and after getting on to the GAP-Diagnostic website it was a simple process to enter in my details and the code.

Within 10 minutes (it is late Monday afternoon in Australia) I received an email with the unlock code.

Armed with this code, a copy of the Menu Tree and a copy of the Manual it was back to the D3.

Entering the code was a breeze, the Tool showed that it had found twelve (12) ECU Modules and within seconds I was browsing through the Menu Tree.

After the initial look at the main menus (Read Fault, Clear Fault, Calibration, Service/Test, View Values, Save/Restore) I decided to check the various ECU Modules for error codes.

The default Module shown is 'Suspension'. Using the '+ button' I scrolled through: 'Steering Angle', 'Transfer Case', 'Transmission' and 'Vehicle Dynamics'. After scrolling back to the Suspension Module continued use of the '- button' showed the following modules: 'Rear Differential', 'Airbag', 'Engine', 'Parking Brake', 'Instrument Pack', 'Terrain Response' and 'Audio System'.

The error messages shown were:

Suspension: No fault stored
Steering Angle: No fault stored
Transfer Case: No fault stored
Transmission: No fault stored
Vehicle Dynamics: No fault stored

Rear Differential: No fault stored
Airbag: No fault stored
Engine: 1 / 1, 2138 – Unknown
Parking Brake: No fault stored
Instrument Pack: 1 / 2, C102 – lost communication with transfer case control module.

2 / 2, C132 – lost communication with ride level control module.

Terrain Response: No fault stored

Audio System: 1 / 1, 9D21 – unknown.

These errors are interesting. About a week ago my wife complained of water dripping onto her feet whilst I was driving in steady rain. The next day she had parked in steady rain for an hour or so. Upon starting the motor she got an Engine Error Message and did not have enough engine power to drive off. She shut off the ignition waited then re-started. Everything was then OK. The next morning there was a small pool of oil under the engine – directly below the header tank for the radiator. Normally there are no oil drips, and there have been none since. Could error 2138 be related to the turbo or EGR system?

We had recently had a new windscreen fitted so when she got home I investigated and found that the area behind the lower passenger glove box, was showing signs of water. I have since had the clips on the A-pillar cover replaced and have not noticed any more signs of water in this area. I was going to get the error codes checked at the next service, which is due in about 3000 km.

The next step is to check the significance of these error messages.

I decided not to clear the error messages at this stage.

As the vehicle is sitting slightly higher on the driver's side I decided to have a look at the suspension settings.

Using the '+ button' it was a simple matter to scroll to the 'View Values' menu the 'Resume button' to 'View Current Height'. The values displayed were: L 16, R -7, L -8, R -12.

The '+ button' took me to 'View Calibration'. The values displayed were: L 188, R 216, L 212, R182.

It is getting late so I will have a go at calibrating the ride height in the next day or so.