

## Electrical Guide Format

This Electrical Guide is made up of two major sections:

- the first section, at the front of the book, provides general information for and about the use of the book; model-specific information and illustrations to aid in the understanding of the Jaguar X-TYPE electrical / electronic systems, as well as the location and identification of components.
- the second section includes the Figures, which are the basis of the book. Each Figure is identified by a Figure Number (e.g. Fig. 01.1) and Title. The page adjacent to the Figure contains data information specific to that Figure.

**NOTE:** Data pages are not available for inclusion in Provisional versions of the Electrical Guide.

It is recommended that the user read through the front section of the book to develop a familiarity with the layout of the book and with the system of symbols and abbreviations used. The **Table of Contents** should help to guide the user.

## Vehicle Identification Numbers (VIN)

VIN ranges are presented throughout the book in the following manner:

› VIN 123456 indicates 'up to VIN 123456'; VIN 123456 › indicates 'from VIN 123456 on'.

## Electrical System Architecture

### Power Supplies

The electrical system is a supply-side switched system. The ignition switch directly carries much of the ignition switched power supply load.

Power supply is provided via three methods:

- Direct battery power supply;
- Ignition switched power supply;
- 'Battery Saver Power Supply'.

The 'Battery Saver Power Supply' circuit is controlled via the GEM (General Electronic Module). Refer to Fig. 01.7 for circuit activation details.

### Fuseboxes

The electrical harness incorporates two serviceable power distribution fuseboxes:

- the Power Distribution Fusebox located in the engine compartment;
- the Passenger Junction Fusebox located in the left-hand 'A' Post

All fuses and relays (except the trailer towing accessory kit and two Diesel vehicle relays) are located in the two fuseboxes.

### Vehicle Networks

The X-TYPE employs three different networks:

- CAN (Controller Area Network) for high-speed power train communications;
- SCP (Standard Corporate Protocol) network for slower speed body systems communications;
- D2B (Optical) Network for very high-speed 'real-time' audio data transfer.

**NOTE:** The D2B Network is a fiber optic network with a gateway to the remaining vehicle networks via the Audio Unit. Technician access to the three networks and the Serial Data Link is via the Data Link Connector.

### Ground Studs

Circuit ground connections are made at body studs located throughout the vehicle. There are no separate power and logic grounding systems; however, there are a certain number of components that use unique ground points.