



## 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, and 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 (i.e. Fig. 01.1) and Title, and is accompanied by a page of data containing information specific to that Figure.

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”.

## Jaguar 2004.25 / 2004.5 Model Year X-TYPE Electrical System Architecture

### Power Supplies

The Jaguar X-TYPE 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, and “Battery Saver Power Supply”. The “Battery Saver Power Supply” circuit is controlled via the GEM (General Electronic Module). Refer to Figure 01.7 for circuit activation details.

### Fuse Boxes

The electrical harness incorporates two serviceable power distribution fuse boxes: the Power Distribution Fuse Box located in the engine compartment and the Passenger Junction Fuse Box 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 fuse boxes.

### Vehicle Networks

The X-TYPE employs three different networks: a CAN (Controller Area Network) for high-speed power train communications, an SCP (Standard Corporate Protocol) network for slower speed body systems communications, and a D2B (Optical) Network for very high-speed “real-time” audio data transfer. 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.

### X-TYPE INSTRUMENT PANEL

