Finding the correct 14CUX ECU connector

Supplementary information

The connector used for the fault code reader has been moved several times by Rover over the years and has even not been fitted — even though the ECU will generate the codes. This has led to quite a lot of confusion, which these notes should address.

Which connector is it?

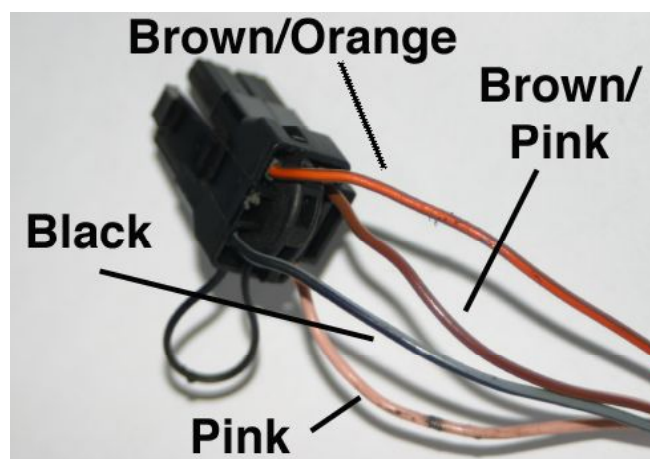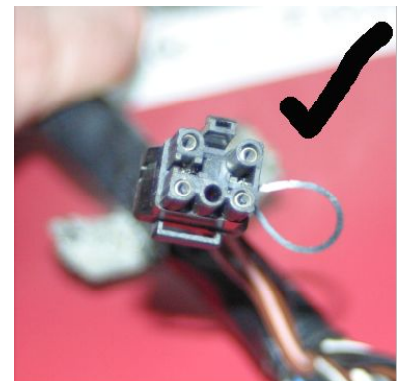Several diagnostic connectors have been used by Rover and they fall into two main types:

Triangular

Two pins on top of three. These are used for the Rover TestBook diagnostics and for the EAS reset/diagnostics. They can be either white or black in colour. These are NOT the connectors to use with the fault code reader.
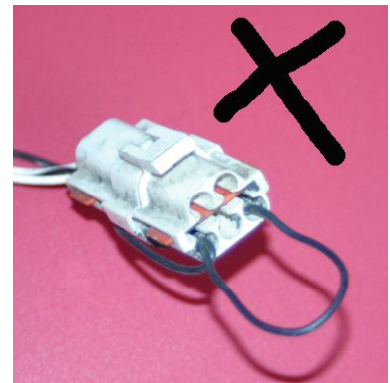
Square

Two rows of 3 pins with the middle pin in the top row not used. The colour is black. This is the right connector type — but Rover often used the same type of connector for other functions. It is important to check that it has the right wiring colours. The required colours are shown on the photo. The Range Rover reference for the connector is C380.
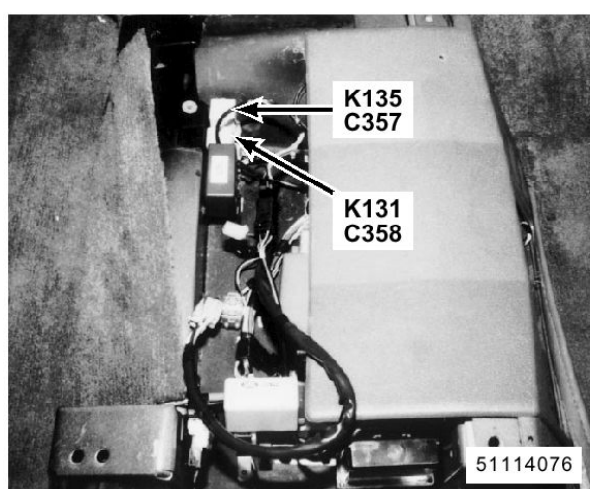
Where is the connector?

It may be under the passenger seat or the driver's seat.

Under the passenger seat

The original Rover fault code reader was located under the passenger seat for the Range Rover export versions. The diagram from the Range Rover manual shows both the location of the original fault code reader and the location of the C380 socket.

187. beneath RH front seat

K131 Right Seat Power Relay

K135 Right Seat Heat Relay

C357 (5−W)

C358 (5−Y)
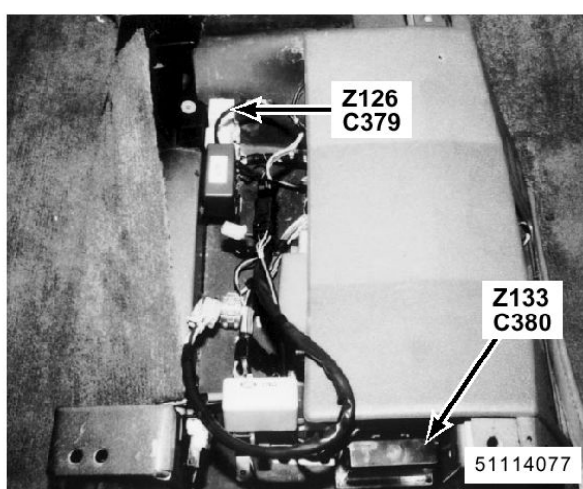
188. beneath RH front seat

Z126 Service Reminder Unit

Z133 Fault Display Unit **(Original RR unit)**

C379 (5−N)

C380 (5−B) **Fault code reader socket**

Under the driver's seat

The connector may also be under the driver seat. **Next to the 14CUX ECU itself.**

The photo shows the ECU end of a Range Rover 3.9L V8 engine loom. The fault code reader and TestBook sockets are shown. Note that the TestBook socket is NOT used with the fault code reader. To find it, follow the loom from the ECU plug until you reach the first branch. Then follow the branch loom to the connectors.
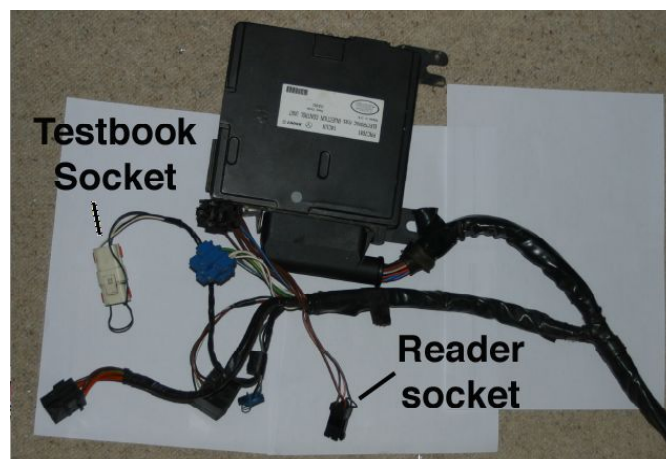
I still can't find the connector!

If you cannot find the connector then it is possible that Rover did not fit the connector on your car. You can confirm this by removing the 40 way ECU plug and looking at the contacts. If the plug was not fitted, then pins 30 and 38 will be empty. If they are not, then the plug has been fitted so it is worth looking again. The photo shows the locations. The pins are marked by the blue terminals. The pins are three spaces in from each end. Note that pin 37 is empty on this plug.
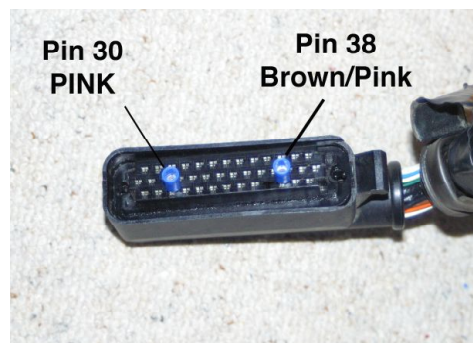
Adding the connector

- Lever out the plug seal to expose the two retaining screws.

- Undo the two retaining screws.

- Roll back the rubber cable cover (and insulation if necessary).
- Pull the plug housing away from the shroud.
- Cut the ends off the Green and White wires on the flying lead.
- Crimp the terminal pins onto the wires.
- Insert the wires into the back of the plug. They should click into place.
- Connect the black flying lead wire to earth/ground.
- Connect the red lead to ignition switched 12V

I still can't see any codes!

- Check for continuity between the ECU plug and the reader plug wires. You may have used the wrong socket. It has also been known for the socket to be fitted but the wires not snapped into the ECU plug!

- Check that there is +12V and an Earth/Ground connection. The status LED will light if there is power.

- Make sure the reader is connected and the connect switch is in the connect position i.e. fully down BEFORE switching the ignition on. The codes are only sent out when the ECU is first powered up. This also means that you will need to wait for the ECU power relays to disconnect when the ignition is switched off.

- Switch off any immobilisers to make sure the ECU is powered up.

- No codes mean that there are 'no faults' so everything may be well. Disconnect the fuel temp sensor to generate a fault.