

Flying Spares

Dear Sir/ Madam,
Thank you for ordering one of our loan tools.

Many of these tools are limited in their availability and difficult to replace or repair.

In order to keep their condition to the highest quality we inspect all our tools when they are returned to us.

Upon receipt please check that the tool is suitable for the task required, there may be a slight variance from the picture on our website. Should you have any concerns about the condition of the tool please contact me on 01455 299 781 or email me at martin@flyingspares.co.uk.

Once you have used the tool please be mindful that there may be another request for it, and there is a possibility that I call or email you as a reminder to return the tool.

Thereafter, upon return it is very important that the tool is returned in the original packaging to ensure safe transit.

If you send the tool back with your own courier please ensure you take out suitable insurance cover, particularly where electrical tools are concerned as additional packing may also be required.

Finally, should the tool be returned in a substandard condition we reserve the right to withhold some or all of the surcharge.

To arrange collection please contact us on 01455 292969 and the cost of this will be deducted from your surcharge credit.

Thank you again for your business and helping us to keep these tools in the best condition, your cooperation is very much appreciated.

Yours Faithfully,

Martin Scott
(Reconditioning)

Instrument Test Procedure

Test box RH 12416

Introduction

A test unit RH 12416 has been designed to check the operation of the speedometer and tachometer (when fitted) together with the oil pressure, engine coolant temperature, fuel and oil level indicator gauges.

The unit also enables the calibration of the low fuel level warning panel function, and (if required) the programming of the various model/market functions on the driver information and warning panel.

Note Whenever the driver information module is replaced it will be necessary to carry out both the low fuel level warning panel calibration operation and the Driver information and warning panel – To programme procedure.

In addition on Rolls-Royce Corniche III, Bentley Eight, Mulsanne S, Turbo R and Continental cars the low fuel level warning panel calibration operation must be carried out when the remote (facia) fuel and oil level indicator gauge is replaced.

To ensure accurate results when carrying out the instruments test procedure, in particular the low fuel level calibration operation, the car engine should be running. However, it must be noted that carrying out the test procedure with the engine running means that the car warning systems (e.g. brake pressure, oil pressure, etc.) are not in circuit during the test. It is therefore **essential** that immediately prior to carrying out the test procedure the car

engine is run to ensure that all warning panels display the correct mode of operation (low brake pressure, low brake fluid level, low oil pressure, and low oil level warning panels are extinguished). Also ensure that the parking brake is engaged and the warning panel is illuminated.

Car model types and market specifications mean that there are differing instrument configurations. Therefore when referring to the headings Connecting the test unit RH 12416 and Test procedure ensure that you refer to the information appropriate to the car being tested.

Rolls-Royce Silver Spirit II and Silver Spur II

Connecting the test unit RH 12416

1. Ensure that the parking brake is firmly applied.
2. With the gear range selector lever in the park position remove fuse B1 on fuseboard F2.
3. Remove the top roll and demister panel (refer to Workshop Manual TSD 5000, Chapter S).
4. Observing all workshop safety precautions, start and run the engine until all warning panels are in the correct mode of operation as described in the Introduction.
5. Switch off the ignition and disconnect the battery.
6. Noting the colour coded destinations disconnect the 26-way yellow, 26-way blue, and 16-way white plugs from the driver information module.
7. Connect the test unit harness 26-way yellow, 26-way blue, and 16-way white plugs to the driver information

module. Ensure that the colours of the plugs correspond to the colours of the sockets on the module.

8. Remove the centre console cigar lighter and connect the adapter on the test unit harness to the cigar lighter socket.

9. Connect the car battery.

Test procedure

It should be noted that throughout the test procedure the voltmeter within the driver information module will display car system voltage.

Where a reading on a gauge does not correspond to the figure given in a particular operation, a new driver information module must be fitted and the Test procedure must be carried out again.

1. Observing all workshop safety precautions, start the engine.
2. Ensure that all lamps (LED's) on the test unit are extinguished and that the speedometer is set to zero.
3. Depress and release the test unit button marked SPEEDO. The LED marked 60 km/h (37.5 mile/h) illuminates and an output signal drives the speedometer gauge. The speedometer reading should be accurate to $\pm 1.5\%$.
4. Depress and release the test unit button marked SPEEDO. The LED marked 60 km/h (37.5 mile/h) extinguishes and the LED marked 120 km/h (75 mile/h) illuminates. An output signal drives the speedometer gauge. The speedometer reading should be accurate to $\pm 1.5\%$.
5. Depress and release the test unit button marked SPEEDO. The LED marked 120 km/h (75 mile/h) extinguishes and the LED marked 240 km/h (150 mile/h) illuminates. An output signal drives the speedometer gauge. The speedometer reading should be accurate to $\pm 1.5\%$.
6. Depress and release the test unit button marked SPEEDO to extinguish the 240 km/h (150 mile/h) LED and to return the speedometer gauge to zero.
7. Set the rotary switch on the test unit to the position

marked OIL. The engine oil pressure gauge within the driver information module should register towards the centre of the instrument scale.

8. Set the rotary switch on the test unit to the position marked TEMP. The engine coolant temperature gauge within the driver information module should register towards the centre of the white band on the instrument scale.

9. Set the rotary switch on the test unit to the position marked FUEL. The fuel and oil level indicator gauge should register towards the centre of the instrument scale, past the orange line.

10. Set the rotary switch on the test unit to the position marked FUEL CAL.

Note When a new driver information module has been fitted the low fuel warning reference voltage is set by the manufacturer to maximum. This ensures that the low fuel warning panel is illuminated until the calibration operation has been carried out.

Depress the buttons marked TRIP and CANCEL on the test unit simultaneously for a period of approximately seven seconds until the dot matrix image (the green indicator symbols) disappears. Release both buttons momentarily, then again depress them for approximately seven seconds until the trip odometer area of the panel goes into the option select mode i.e. the TRIP symbol flashes. Release both buttons then depress the TRIP button on the test unit for approximately seven seconds until the instrument panel sounds a calibration tone.

The calibration tone is audible once every ten seconds for a period of approximately five minutes while the instrument attains its correct operating temperature. At the completion of the warm-up period the instrument panel emits a continuous tone. Depress and release the TRIP button on the test unit, the tone ceases and the low fuel level warning calibration is complete.

If the calibration tone is of an intermittent nature after

the five minute warm-up period a fault is indicated the test unit, test unit harness connections, or the information module. Repair or replace as necessary.

11. Stop the engine and switch off the ignition.

12. Should a new driver information module have fitted it will also be necessary to programme the n the car's individual model/market specification. Th programming can be carried out at this stage using unit, please refer to the information under the hea information and warning panel – To programme.

13. Disconnect the battery.

14. Remove the test unit plug from the cigar light and then disconnect the test unit plugs from the d information module.

15. Fit the main distribution loom plugs to the driv information module ensuring that the colours of th correspond to the colours of the sockets.

16. Replace the centre console cigar lighter and f gearchange actuator fuse B1, to fuseboard F2.

17. Fit the top roll and demister panel.

18. Connect the battery.

Rolls-Royce Corniche III, Bentley Eight, M Turbo R, and Continental

Connecting the test unit RH 12416

1. Ensure that the parking brake is firmly applied.
2. With the gear range selector lever in the park remove fuse B1 from fuseboard F1.
3. Remove the top roll and demister panel (refer Workshop Manual TSD 5000, Chapter S).
4. Observing all workshop safety precautions s the engine until all warning panels are in the corre operation as described in the Introduction.
5. Switch off the ignition and disconnect the ba

The engine oil pressure gauge within the driver information module should register towards the centre of the scale.

rotary switch on the test unit to the position 1P. The engine coolant temperature gauge within the driver information module should register towards the white band on the instrument scale.

rotary switch on the test unit to the position L. The fuel and oil level indicator gauge should register towards the centre of the instrument scale, past the

rotary switch on the test unit to the position L. CAL.

If a new driver information module has been fitted, the fuel warning reference voltage is set by the manufacturer to maximum. This ensures that the low fuel warning panel is illuminated until the calibration has been carried out.

Press the buttons marked TRIP and CANCEL on the test unit simultaneously for a period of approximately seven seconds until the dot matrix image (the green indicator) appears. Release both buttons momentarily, then depress them for approximately seven seconds until the odometer area of the panel goes into the option mode (i.e. the TRIP symbol flashes). Release both buttons and depress the TRIP button on the test unit for approximately seven seconds until the instrument panel calibration tone.

The calibration tone is audible once every ten seconds for approximately five minutes while the instrument attains its correct operating temperature. At the end of the warm-up period the instrument panel emits a tone. Depress and release the TRIP button on the test unit, the tone ceases and the low fuel level warning is complete.

The calibration tone is of an intermittent nature after

the five minute warm-up period a fault is indicated either in the test unit, test unit harness connections, or the driver information module. Repair or replace as necessary.

11. Stop the engine and switch off the ignition.

12. Should a new driver information module have been fitted it will also be necessary to programme the module to the car's individual model/market specification. The programming can be carried out at this stage using the test unit, please refer to the information under the heading Driver information and warning panel – To programme.

13. Disconnect the battery.

14. Remove the test unit plug from the cigar lighter socket and then disconnect the test unit plugs from the driver information module.

15. Fit the main distribution loom plugs to the driver information module ensuring that the colours of the plugs correspond to the colours of the sockets.

16. Replace the centre console cigar lighter and fit the gearchange actuator fuse B1, to fuseboard F2.

17. Fit the top roll and demister panel.

18. Connect the battery.

Rolls-Royce Corniche III, Bentley Eight, Mulsanne S, Turbo R, and Continental

Connecting the test unit RH 12416

1. Ensure that the parking brake is firmly applied.

2. With the gear range selector lever in the park position remove fuse B1 from fuseboard F1.

3. Remove the top roll and demister panel (refer to Workshop Manual TSD 5000, Chapter S).

4. Observing all workshop safety precautions start and run the engine until all warning panels are in the correct mode of operation as described in the Introduction.

5. Switch off the ignition and disconnect the battery.

6. Noting the colour coded destinations disconnect the 26-way yellow, 26-way blue, and 16-way white plugs from the driver information module.

7. Connect the test unit harness 26-way yellow, 26-way blue, and 16-way white plugs to the driver information module. Ensure that the colours of the plugs correspond to the colours of the sockets on the module.

8. Disconnect the 6-way plug blue from the oil pressure gauge, the 6-way plug red from the engine coolant temperature gauge, and the 6-way plug brown from the fuel and oil level indicator gauge.

9. Connect the test unit harness 6-way plugs, identified by coloured sleeves, to the appropriate instrument, i.e. blue to the oil pressure gauge, red to the engine coolant temperature gauge, and brown to the fuel and oil level indicator gauge.

10. Remove the centre console cigar lighter and fit the adapter from the test unit to the cigar lighter socket.

11. Connect the car battery.

Test procedure

Where a reading on a gauge does not correspond to the figure given in a particular operation a new gauge or, in the case of the driver information module, a new module must be fitted. If this occurs it will be necessary to carry out the complete test procedure again.

1. Observing all workshop safety precautions, start the engine.

2. Ensure that all lamps (LED's) on the test unit are extinguished and that the tachometer and speedometer are set to zero.

3. Depress and release the test unit button marked TACHO. The LED marked 1000 rev/min illuminates and a frequency signal drives the tachometer. The tachometer reading should be accurate to $\pm 1.5\%$.

4. Depress and release the test unit button marked TACHO. The LED marked 1000 rev/min extinguishes and the

LED marked 2000 rev/min illuminates. A frequency signal drives the tachometer. The tachometer reading should be accurate to $\pm 1.5\%$.

5. Depress and release the test unit button marked TACHO. The LED marked 2000 rev/min extinguishes and the LED marked 4000 rev/min illuminates. A frequency signal drives the tachometer. The tachometer reading should be accurate to $\pm 1.5\%$.

6. Depress and release the test unit button marked TACHO to extinguish the 4000 rev/min LED and to return the tachometer gauge to zero.

7. Depress and release the test unit button marked SPEEDO. The LED marked 60 km/h (37.5 mile/h) illuminates and an output signal drives the speedometer gauge. The speedometer reading should be accurate to $\pm 1.5\%$.

8. Depress and release the test unit button marked SPEEDO. The LED marked 60 km/h (37.5 mile/h) extinguishes and the LED marked 120 km/h (75 mile/h) illuminates. An output signal drives the speedometer gauge. The speedometer reading should be accurate to $\pm 1.5\%$.

9. Depress and release the test unit button marked SPEEDO. The LED marked 120 km/h (75 mile/h) extinguishes and the LED marked 240 km/h (150 mile/h) illuminates. An output signal drives the speedometer gauge. The speedometer reading should be accurate to $\pm 1.5\%$.

10. Depress and release the test unit button marked SPEEDO to extinguish the 240 km/h (150 mile/h) LED and to return the speedometer gauge to zero.

11. Set the rotary switch on the test unit to the position marked OIL. The engine oil pressure gauge on the facia should register towards the centre of the instrument scale.

12. Set the rotary switch on the test unit to the position marked TEMP. The engine coolant temperature gauge on the facia should register towards the centre of the white band on the instrument scale.

13. Set the rotary switch on the test unit to the position

marked FUEL. The fuel and oil level indicator gauge on the facia should register towards the centre of the instrument scale, past the orange line.

14. Set the rotary switch on the test unit to the position marked FUEL CAL.

Note When a new driver information module and/or fuel and oil level indicator gauge has been fitted it will always be necessary to carry out the low fuel level calibration operation.

It should also be noted that when a new driver information module has been fitted the low fuel reference voltage is set by the manufacturer to maximum. This ensures that the low fuel warning panel is illuminated until the calibration operation has been carried out.

Depress the buttons marked TRIP and CANCEL on the test unit simultaneously for a period of approximately seven seconds until the dot matrix image (the green indicator symbols) disappears. Release both buttons momentarily, then again depress them for approximately seven seconds until the trip odometer area of the panel goes into the option select mode i.e. the TRIP symbol flashes. Release both buttons then depress the TRIP button on the test unit for approximately seven seconds until the instrument panel sounds a calibration tone.

The calibration tone is audible once every ten seconds for a period of approximately five minutes while the instrument attains its correct operating temperature. At the completion of the warm-up period the instrument panel emits a continuous tone. Depress and release the TRIP button on the test unit, the tone ceases and the low fuel level warning calibration is complete.

If the calibration tone is of an intermittent nature after the five minute warm-up period a fault is indicated either in the test unit, test unit harness, driver information module or

the fuel and oil level indicator gauge. Repair or replacement necessary.

Note If the remote (facia) fuel and oil level indicator is not connected to the test unit during the calibration operation, the operation is cancelled after the five minute warm-up period when a pulsed tone is heard. The tone remains audible until the power is disconnected.

15. Stop the engine and switch off the ignition.

16. Should a new driver information module have been fitted it will also be necessary to programme the module to the car's individual model/market specification. The programming can be carried out at this stage using the test unit, please refer to the information under the heading information module and the facia instruments. To programme.

17. Disconnect the battery.

18. Remove the test unit plug from the cigar lighter and then disconnect the test unit plugs from the driver information module and the facia instruments.

19. Fit the main distribution loom plugs to the driver information module and the facia instruments. Ensure the colour coded plugs are connected to their correct destinations.

20. Replace the centre console cigar lighter and the gearchange actuator fuse B1 to fuseboard F2.

21. Fit the top roll and demister panel.

22. Connect the battery.

Driver information and warning panel – To programme

The driver information and warning panel fitted to the car at manufacture is programmed to conform to the correct model/market specification of the car.

It is essential when fitting a new driver information module or reprogramming the existing module that it is programmed correctly.

The programmes for each model/market specification

L. The fuel and oil level indicator gauge on the register towards the centre of the instrument the orange line.

rotary switch on the test unit to the position L CAL.

If a new driver information module and/or fuel and oil indicator gauge has been fitted it will always be necessary to carry out the low fuel level calibration operation.

It should also be noted that when a new driver information module has been fitted the low fuel warning voltage is set by the manufacturer to minimum. This ensures that the low fuel warning is illuminated until the calibration operation has been carried out.

Press the buttons marked TRIP and CANCEL on the test unit simultaneously for a period of approximately seven seconds until the dot matrix image (the green indicator) disappears. Release both buttons momentarily, then depress them for approximately seven seconds until the trip odometer area of the panel goes into the option select mode, i.e. the TRIP symbol flashes. Release both buttons and depress the TRIP button on the test unit for approximately seven seconds until the instrument panel calibration tone is audible once every ten seconds for a period of approximately five minutes while the unit attains its correct operating temperature. At the end of the warm-up period the instrument panel emits a tone. Depress and release the TRIP button on the test unit, the tone ceases and the low fuel level warning is complete.

The calibration tone is of an intermittent nature after a short warm-up period a fault is indicated either in the test unit harness, driver information module or

- the fuel and oil level indicator gauge. Repair or replace as necessary.
- Note** If the remote (facia) fuel and oil level indicator gauge is not connected to the test unit during the calibration operation, the operation is cancelled after the five minute warm-up period when a pulsed tone is audible. The tone remains audible until the power supply is disconnected.
15. Stop the engine and switch off the ignition.
 16. Should a new driver information module have been fitted it will also be necessary to programme the module to the car's individual model/market specification. The programming can be carried out at this stage using the test unit, please refer to the information under the heading Driver information and warning panel – To programme.
 17. Disconnect the battery.
 18. Remove the test unit plug from the cigar lighter socket and then disconnect the test unit plugs from the driver information module and the facia instruments.
 19. Fit the main distribution loom plugs to the driver information module and the facia instruments. Ensure that the colour coded plugs are connected to their correct destinations.
 20. Replace the centre console cigar lighter and fit the gearchange actuator fuse B1 to fuseboard F2.
 21. Fit the top roll and demister panel.
 22. Connect the battery.

Driver information and warning panel – To programme

The driver information and warning panel fitted during manufacture is programmed to conform to the correct model/market specification of the car.

It is essential when fitting a new driver information module or reprogramming the existing module that the unit is programmed correctly.

The programmes for each model/market specification

are shown in figures 2, 3, and 4. The only deviations allowed from these programmes are where non standard or customer requirement features are fitted to the car. These features must always conform to the legal requirements of the country in which the car is operating. For example, front fog lamps, which may not have been fitted as standard equipment, may be fitted in certain countries and the information programmed into the driver information and warning panel.

To identify the correct programme it will first be necessary to refer to figure 1 to obtain the reference number relating to the country specification of the car. Apply this reference number to either figure 2, 3, or 4 (dependent on car model) to identify the correct programming sequence for the car.

1. With the test unit connected as described under the heading Connecting the test unit RH 12416 depress the buttons on the test unit marked TRIP and CANCEL simultaneously. Allow approximately seven seconds until the dot matrix image (the green indicator symbols) disappears. Release both buttons momentarily, then again press them for approximately seven seconds until the trip odometer area of the panel enters the option select mode, i.e. the TRIP legend flashes and the trip odometer displays the full range of vertical segments plus the legend KM or MILES.

Note When a new driver information module has been fitted the trip odometer displays the first option as TOTAL/ TRIP, the vertical display options as full characters (i.e. /) and the final display as KM.

2. Each option can be selected or deselected according to the model/market specification. In addition any item fitted to the car which is categorized as an option select item may be selected e.g. front fog lamps.

Note Throughout the programming procedure, if, after a period of time, no selection or deselection has been made the unit will drop out of the option select mode

and the programming procedure will be abandoned at that stage. To carry out further programming it will be necessary to return the module to the option select mode as described in Operation 1.

3. Ensure that the TRIP legend is flashing. If the TOTAL/ TRIP legend is flashing press and release the CANCEL button on the test unit, the TRIP legend displays.

4. Press the TRIP button on the test unit to advance programming, the first vertical element of the display will be shown as a flashing symbol.

If it is required that the symbol be retained as displayed i.e. $\uparrow$ or $\downarrow$ again press and release the TRIP button on the test unit. The next vertical display option will flash.

If it is required to change the displayed symbol press and release the CANCEL button on the test unit. Pressing the CANCEL button again would revert the symbol to its original mode.

When the symbol is in the required mode press and release the TRIP button on the test unit to advance programming.

5. Repeat Operation 4 for each vertical element of the display until all elements are in the correct mode of operation.

6. The final element of the display is the KM or MILES option. Illumination of the KM symbol means that readings will be displayed in kilometres. Illumination of the MILES symbol indicates readings in miles. Use the CANCEL button on the test unit to change the display, use the TRIP button to programme the display.

7. Return to the appropriate Test procedure for details of disconnecting the test unit.

Fig. 1 Country specification reference numbers

Country	Ref. No	Country	Ref. No
Abu Dhabi	5	Jersey	6
Afghanistan	3	Chile	3
Albania	3	Chinese People's	3
Algeria	3	Republic	3
Andorra	3	Colombia	3
Antigua	6	Congo People's	3
Argentina	3	Republic	3
Australia	1	Costa Rica	3
Austria	3	Cuba	3
Bahamas	3	Cyprus	6
Bahrain	5	Czechoslovakia	3
Barbados	6	Denmark	3
Belgium	3	Dominica	6
Belize	3	Dominican Republic	3
Benin	3	Ecuador	3
Bermuda	6	Egypt	5
Bolivia	3	Eire	6
Botswana	6	El Salvador	3
Brazil	3	England, Scotland &	6
Brunei	3	Wales	6
Bulgaria	3	Equatorial Guinea	3
Burma	3	Ethiopia	3
Burundi	3	Europe (Common	3
Cambodia	3	Spec Car)	3
Cameroon	3	Falkland Islands	6
Canada	2	Faeroes Islands	6
Canary Islands	3	Fiji	6
Central African		Finland	3
Empire	3	France	3
Chad	3	French Guiana	3
Channel Islands		French Polynesia	3
Alderney	6	Gabon	5
Guernsey	6	Gambia	3

Country	Ref. No	Country
German Democratic		Kampuchea
Republic	3	Kenya
German Federal		Kiribati
Republic	3	Kuwait
Ghana	3	Laos
Gibraltar	3	Lebanon
Granada	6	Lesotho
Greece	3	Liberia
Greenland	3	Libya
Guadaloupe	3	Liéchtenstei
Guam, Marshalls,		Luxembourg
Midway Island,		Macao
Wake Island	3	Madagascar
Guatemala	3	Maðeira
Guinea	3	Malawi
Guyana	6	Malaysia
Haiti	3	Maldives Islar
Honduras	3	Mali
Hong Kong	6	Malta
Hungary	3	Martinique
Iceland	3	Mauritania
India	6	Mauritius
Indonesia	6	Mexico
Iran	5	Micronesia
Iraq	5	Monaco
Isle of Man	6	Mongolian P
Israel	3	Republic
Italy	3	Montserrat
Ivory Coast	3	Morocco
Jamaica	6	Mozambique
Japan Left-hand		Namibia
drive	4	Nauru
Japan Right-hand		Nepal
drive	4	Netherlands
Jordan	5	Netherlands

Country specification reference numbers

Ref. No	Country	Ref. No
5	Jersey	6
3	Chile	3
3	Chinese People's	
3	Republic	3
3	Colombia	3
6	Congo People's	
3	Republic	3
1	Costa Rica	3
3	Cuba	3
3	Cyprus	6
5	Czechoslovakia	3
6	Denmark	3
3	Dominica	6
3	Dominican Republic	3
3	Ecuador	3
6	Egypt	5
3	Eire	6
6	El Salvador	3
3	England, Scotland &	
3	Wales	6
3	Equatorial Guinea	3
3	Ethiopia	3
3	Europe (Common	
3	Spec Car)	3
3	Falkland Islands	6
2	Faeroes Islands	6
3	Fiji	6
3	Finland	3
3	France	3
3	French Guiana	3
	French Polynesia	3
6	Gabon	5
6	Gambia	3

Country	Ref. No
German Democratic	
Republic	3
German Federal	
Republic	3
Ghana	3
Gibraltar	3
Granada	6
Greece	3
Greenland	3
Guadeloupe	3
Guam, Marshalls,	
Midway Island,	
Wake Island	3
Guatemala	3
Guinea	3
Guyana	6
Haiti	3
Honduras	3
Hong Kong	6
Hungary	3
Iceland	3
India	6
Indonesia	6
Iran	5
Iraq	5
Isle of Man	6
Israel	3
Italy	3
Ivory Coast	3
Jamaica	6
Japan Left-hand	
drive	4
Japan Right-hand	
drive	4
Jordan	5

Country	Ref. No	Country	Ref. No
Kampuchea	3	New Caledonia	3
Kenya	6	New Zealand	6
Kiribati	3	Nicaragua	3
Kuwait	5	Niger	3
Laos	3	Nigeria	5
Lebanon	5	Niue Island	3
Lesotho	6	Norfolk Island	6
Liberia	3	North Korea	3
Libya	5	Northern Ireland	6
Liechtenstein	3	Norway	3
Luxembourg	3	Oman	5
Macao	3	Pakistan	6
Madagascar	3	Paloe	3
Madeira	3	Panama	3
Malawi	6	Papua New Guinea	3
Malaysia	6	Paraguay	3
Maldives Islands	3	Peru	3
Mali	3	Philippines	3
Malta	6	Pitcairn Island	6
Martinique	3	Poland	3
Mauritania	3	Portugal	3
Mauritius	6	Portuguese Guinea	6
Mexico	3	Puerto Rico	3
Micronesia	3	Qatar	5
Monaco	3	Republic of South	
Mongolian People's		Korea	4
Republic	3	Reunion Island	3
Montserrat	3	Rodriguez Island	3
Morocco	5	Romania	3
Mozambique	3	Rwanda	3
Namibia	6	Saint Helena	3
Nauru	3	Saint Kitts & Nevis	6
Nepal	3	Saint Lucia	3
Netherlands	3	Saint Pierre &	
Netherlands Antilles	3	Miquelon	3

Country	Ref. No
Saint Vincent	6
Saipan	3
San Marino	3
Sao Tomé & Principe	3
Saudi Arabia	5
Senegal	3
Seychelles	6
Sierra Leone	3
Singapore	6
Solomon Islands	3
Somalia	6
South Africa	6
Spain	3
Sri Lanka	3
Sudan	3
Surinam	3
Swaziland	6
Sweden	3
Switzerland	3
Syria	3
Taiwan	3
Tanzania	6
Thailand	6
Togo	3
Tonga	6
Trinidad & Tobago	6
Tristan Da Cunha	6
Trucial States	3
Tunisia	3
Turkey	3
Turks & Caicos	
Islands	3
Tuvalu	3
U.S.S.R.	3
Uganda	6

Country	Ref. No	Country	Ref. No	Country	Ref. No	Country	Ref. No
United Arab Emirates	5	Vanuatu	3	Western Samoa	3	Zaire	3
United States of America	7	Vatican City	3	Yemen	3	Zambia	6
Upper Volta	3	Venezuela	3	Yemen Arab Republic	5	Zanzibar	3
Uruguay	3	Vietnam	3	Yugoslavia	3	Zimbabwe	3
		Virgin Islands	6				

Key to figures 2, 3, and 4

I Denotes feature selected, or option selected

! Denotes feature not selected or option selected

A Odometer and/or trip meter selection – Feature is not selected therefore TRIP is displayed on all cars.

B Passive restraint – air bag – Feature is selected on USA cars only.

C Key warning – Feature is selected on Canadian and USA cars only.

D Digital outside air temperature gauge – When the feature is selected the display is in degrees Fahrenheit. When the feature is not selected the display is in degrees Celsius.

E Exhaust temperature overheat warning – Feature is selected on Japanese cars only.

F Overspeed warning – Feature is selected on Middle East cars only.

G Front fog lamps – Feature is selected when front fog lamps are fitted as standard equipment or as customer option.

H Rear fog lamps – Feature is selected when rear fog lamps are fitted as standard equipment or as customer option.

I Automatic ride control – Feature is selected on 4 door cars only.

J Not used – Feature is not selected.

K Not used – Feature is not selected.

L Digital instrumentation output control – Feature is selected on Rolls-Royce Silver Spirit II and Silver Spur II cars only.

M Not used – Feature is selected on all cars.

N Odometer and/or trip meter display in KM or MILES – Feature is selected to display readings in kilometres. Feature is not selected to display readings in miles on cars conforming to a United Kingdom or USA specification.

Ref. No	A	B	C	D	E
1	TRIP	I	I	I	I
2	TRIP	I	I	I	I
3	TRIP	I	I	I	I
4	TRIP	I	I	I	I
5	TRIP	I	I	I	I
6	TRIP	I	I	I	I
7	TRIP	I	I	I	I

Fig. 2 Driver information module programme

Ref. No	A	B	C	D	E
1	TRIP	I	I	I	I
2	TRIP	I	I	I	I
3	TRIP	I	I	I	I
4	TRIP	I	I	I	I
5	TRIP	I	I	I	I
6	TRIP	I	I	I	I
7	TRIP	I	I	I	I

Fig. 3 Driver information module programme

Ref. No	Country	Ref. No
3	Zaire	3
3	Zambia	6
5	Zanzibar	3
3	Zimbabwe	3

Ref. No	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
2	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
3	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
4	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
5	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
6	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Miles
7	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Miles

Fig. 2 Driver information module programme chart – Rolls-Royce Silver Spirit II and Silver Spur II

Ref. No	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
2	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
3	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
4	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
5	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
6	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Miles
7	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Miles

Fig. 3 Driver information module programme chart – Bentley Eight, Mulsanne S and Turbo R

g lamps – Feature is selected when rear fog lamps
 d as standard equipment or as customer option.
 atic ride control – Feature is selected on 4 door.
 y.
 d – Feature is not selected.
 d – Feature is not selected.
 nstrumentation output control – Feature is
 d on Rolls-Royce Silver Spirit II and Silver Spur II
 y.
 d – Feature is selected on all cars.
 ter and/or trip meter display in KM or MILES –
 e is selected to display readings in kilometres.
 e is not selected to display readings in miles on
 rforming to a United Kingdom or USA
 ation.

Ref. No	A	B	C	D	E	F	G	H	I	J	K	L	M	N
2	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
3	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
4	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
5	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Km
6	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Miles
7	TRIP	/	/	/	/	/	/	/	/	/	/	/	/	Miles

Fig. 4 Driver information module programme chart – Rolls-Royce Corniche III and Bentley Continental

Note If sport mode does not select. Try changing column (M) then retry.