GENERAL INFORMATION

There are three types of headlamp systems:

- Halogen high/low beam main lamp with a fill-in high beam halogen lamp alongside.
- Bi-xenon high/low beam main lamps with fill-in high beam halogen lamp alongside.
- An Adaptive Front Lighting System (AFS). See **ADAPTIVE FRONT LIGHTING SYSTEM** (page 80).

Condensation

Misting of lamp lenses can occur under some atmospheric conditions. This will not affect the performance of the lamps, and will clear during normal operation.

Bi-Xenon headlamps

Some vehicles are fitted with Xenon low/high beam headlamp units. Xenon lamps provide significantly improved visibility, especially during adverse weather and driving conditions.

Bi-Xenon units use a Xenon bulb for both high beam and low beam, whilst a halogen bulb is used for high beam fill-in. A shutter, operated by a solenoid, changes the direction of the Xenon light beam, to give either low or high beam.

The operational life of a Bi-Xenon light is significantly longer than that of a conventional or halogen bulb.

Daytime running lamps

In certain markets, the side lamps, licence plate lamps and headlamp low beams will illuminate with the engine running and the lamps master switch turned off. The instrument pack illumination remains off.



Unless they are required or prohibited by law, daytime running lamps can be disabled or enabled by a Land Rover Dealer/Authorised Repairer.

Stop lamps

The stop lamps will illuminate while the brake pedal is pressed.

The stop lamps also illuminate when Hill Descent Control is braking the vehicle or during Electric parking brake dynamic operation. See **ELECTRIC PARKING BRAKE (EPB)** (page 143).

Reversing lamps

Selection of reverse gear will operate the reversing lamps.