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WM 9700IN Measurement of closed-circuit current

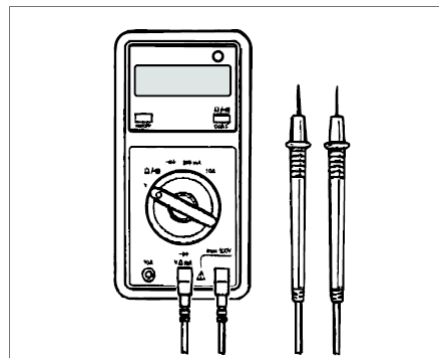
Tools

Designation	Type	Number	Description
Multimeter	Commercially available tool	155	<p>PORSCHE</p> <p>siehe Handbuch Werkstattausrüstung</p> <p>Voir le Manuel Equipement d'atelier</p> <p>Refer to the Workshop Equipment manual</p> <p>Vease Manual de Equipamiento de Taller</p> <p>Vedere il Manuale dell'attrezzatura d'officina</p> <p>ワークショップ・イクイップメント・マニュアルを参照</p>

Tools and materials

Tools

Closed-circuit current should be measured using an analogue ammeter or a digital multimeter with a long integration time (to filter out voltage peaks).



Item	Special tool designation	Explanation
-1-	Multimeter 155	→ "Gr. 2,5; Workshop Equipment Manual"

Measurement of closed-circuit current

Preliminary work on vehicle



Information

Before measuring the closed-circuit current, determine the vehicle equipment (I numbers) and establish the expected closed-circuit current with the aid of the attached table.

1. Open the front luggage compartment.
2. Using a suitable tool, e.g. upper part of lock with a suitable handle, close lower part of luggage compartment lock while keeping the luggage compartment lid open.
3. Remove ignition key, close doors and rear lid, **do not lock** vehicle.
4. Set the measuring instrument to the highest possible current-measuring range.
5. With two alligator clips, connect the measuring instrument to the battery ground and to the unoccupied second body ground which is always available for RHD or LHD.
6. Remove ground strap from the body and secure against contact with the body. The entire vehicle current now flows through the ammeter.

Testing

Select a measuring range which ensures that the pointer of the instrument is in the upper third of the scale, as far as possible. Switch over measuring range without interruption. Read off the measuring values after the waiting period specified in the table.

Do not switch on any electrical loads when measuring.



Information

- *If the value of the closed-circuit current is higher than the value determined in the table, the cause must be established systematically.*
- *Recommended troubleshooting procedure: With the measuring device connected, remove the fuses of terminal 30 and the relays successively. Observe the display values of the measuring instrument when removing in order to recognise a reduction in current.*
- *After troubleshooting, screw the ground strap back onto the body in the proper manner.*
- *The measured values could vary by approx. 20%.*
- *The values listed in the table depend on the condition of the battery, the room temperature and the engine temperature.*

Reading off the measuring range:

Read off the measuring range only when at least 60 minutes have passed since the start of the measurement.

From	to	mA
Approx. 60 min	until battery is empty	up to approx. 20

Control unit	Equipment	Closed-circuit current in mA	System reaches closed-circuit current after X sec
Generator	Standard	0.3	instantaneous
DME	Standard	0.31	66

Instrument cluster	Standard	1.75	958
Driver ID/PAS	Standard	0.8	223
Passenger compartment sensor	I No.	1.93	60
Tilt sensor	I No.	1.15	instantaneous
Door control unit, right	Standard	0.1	221
Door control unit, left	Standard	0.1	221
Tiptronic*	I No.	0.4	
On-board control unit	Standard	0.41	226
PSM	Standard	0.1	61
Front end control unit	Standard	0.52	226
CD changer	I No.	0.25	80
Bose amplifier	I No.	0.47	226
Navi DVD	I No.	3.18	117
ASK sound package	I No.	0.1	
PCM	I No.	0.59	308
Telephone	I No.	0.15	104
Seat memory, both	I No.	0.15	221
Air-conditioning control unit	Standard	0.1	3506
Ignition lock	Standard	0.1	instantaneous
Gateway control unit	Standard	0.1	308
Rear control unit	Standard	1.27	222
Steering column module	Standard	0.71	221
Fan control unit	Standard	0.1	instantaneous
PASM	I No.	0.1	62
TPM (Tire Pressure Monitoring)	I No.	0.12	221
Sport Chrono	I No.	0.1	308
Alarm siren	I No.	0.2	
Total current	calculated	15.66	

Total current	max.	20	after 60 minutes
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