

# 97 IN Measurement of closed-circuit current - as of MY 2005

- Tools and materials

- Measurement of closed-circuit current

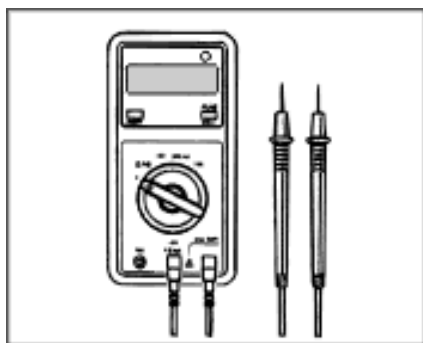
## Tools

Designation	Type	Number	Explanation
Multimeter	commercially available tool	155	<p><b>PORSCHE</b></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>

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## 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-	<b>Multimeter 155</b>	"Gr. 2,5; Workshop Equipment Manual "

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## Measurement of closed-circuit current

### Preliminary work on vehicle



#### Note

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.



#### Note

- *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.*

## Diagnostic system: reading out fault memory and activating systems

### Reading off the measuring range:

Read off the measuring range only after at least 60 minutes have passed since locking the vehicle.

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

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
RDK (tyre pressure monitoring system)	I No.	0.12	221
Sport Chrono	I No.	0.1	308
Alarm siren	I No.	0.2	

Diagnostic system: reading out fault memory and activating systems

<b>Total current</b>	<b>calculated</b>	<b>15.66</b>	
<b>Total current</b>	<b>max.</b>	<b>20</b>	<b>after 60 minutes</b>

997110, 997111, 997120, 997121, 997310, 997311, 997320, 997321, 997410, 997411, 997430, 997431, 997610, 997611, 997620, 997621

as of MY 2005

Country C00, C02, C05, C07, C08, C09, C10, C11, C12, C13, C14, C15, C16, C18, C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C32, C33, C34, C35, C36, C37, C38, C39, C45, C46, C98, C99



**WARNUNG**

**Gefahr des Verlusts der Text-Bild-Zuordnung beim Ausdruck.**

- **Aus technischen Gründen kann derzeit nicht ausgeschlossen werden, dass trotz einwandfreier Darstellung auf dem Bildschirm beim Ausdruck der Zusammenhang von Text und zugehörigem Bild verloren geht.**
- **Wird der Fehler nicht bemerkt, besteht die Gefahr, daß Arbeiten nicht korrekt durchgeführt werden und es dadurch zu Personen- und Sachschäden kommt.**

Vergleichen Sie deshalb nach dem Druckvorgang unbedingt die Ausdrücke mit der Bildschirmdarstellung. Korrigieren Sie die Ausdrücke im Fehlerfall so, daß der Inhalt der Bildschirmdarstellung zutreffend wiedergegeben wird.



**WARNING**

**Danger of losing text-figure correspondence when printing out.**

- **For technical reasons, it can currently not be ruled out that the correspondence between text and associated figure can be lost when it is printed out, even though the display on the screen is correct.**
- **If the fault is not noticed, there is the danger that work will not be performed correctly which can cause injury and damage.**

Therefore, always compare printouts with the screen display after printing them out. Correct the printouts if they are faulty so that the content of the screen display matches that on the printouts.



**AVERTISSEMENT**

**Risque de perte de la correspondance texte-illustration lors de l'impression papier.**

- **Pour des raisons techniques, il ne peut pas être exclu à l'heure actuelle que, même en cas d'affichage correct à l'écran, la correspondance entre le texte et l'illustration puisse être erronée sur l'impression papier.**
- **Si l'erreur passe inaperçue, on court le risque d'exécuter certaines opérations de manière incorrecte pouvant conduire à des dommages corporels et matériels.**

## Diagnostic system: reading out fault memory and activating systems

Comparez impérativement pour cette raison les impressions papier avec l'affichage à l'écran. Corrigez-les en cas d'erreur de manière à reproduire correctement l'affichage à l'écran.



### ATTENZIONE

**Pericolo di perdita dell'abbinamento testo-immagine nella stampa.**

- **Per motivi tecnici non è escluso che, nonostante la rappresentazione sullo schermo risulti perfetta, durante la stampa venga persa la corrispondenza fra testo e relativa immagine.**
- **Se tale difetto non viene rilevato vi è il pericolo che i lavori non siano eseguiti correttamente; ciò può avere come conseguenza lesioni e danneggiamenti.**

Per questo motivo, dopo la stampa è assolutamente necessario confrontare le stampe con la rappresentazione sullo schermo. In caso di errore si prega di correggere le stampe, così da garantire la riproduzione esatta della rappresentazione sullo schermo.



### ADVERTENCIA

**Al imprimir se corre el riesgo de perder la correcta asignación de las figuras al texto.**

- **Por motivos técnicos, por el momento no se puede descartar que, aun siendo correcta la imagen que aparezca en la pantalla, al imprimir se pierda la correlación entre el texto y la figura correspondiente.**
- **Si este error pasara desapercibido, existe el riesgo de que los trabajos no se ejecuten de forma correcta y, por tanto, se produzcan daños personales y materiales.**

Por ello le rogamos que tras el proceso de impresión compare siempre las copias impresas con la imagen de la pantalla. En caso de error, corrija las copias impresas de forma que se correspondan con el contenido de la imagen de la pantalla.