

Discharge of 12V battery - 192, 232

Topic number	LI54.10-P-080053
Version	3
Function group	54.10 - Battery, power supply, voltage converter
Date	2/18/26
Validity	Only valid for the model series listed below.
Reason for change	Remedy

Complaint

Discharge of 12 V battery in the event of a longer non-operational time - model series 232 and model series 192

Cause

Increased quiescent current

Remedy

1. Conduct quiescent current measurement.

DO NOT USE A DVOM IN LINE - this will blow the fuse in your meter.

Use an amp clamp with either a DVOM or XENTRY Scope and wait until the vehicle has gone to sleep (usually takes 6-10 minutes). Once the vehicle is asleep, observe the quiescent current for 10-15 minutes and note down the values.

A stable quiescent current should be less than 50 mA. Values higher than this figure are considered not OK (NOK) and require further analysis.

2. If the quiescent current is higher (> 50 to 100 mA):

- Check whether software updates are available for relevant control units: Door control units (DMD (N69/1), DMP (N69/2), DMRL (N69/3), DMRR (N69/4)), EIS (N73/3), PTCU (N127), OHCM (N70), GW (N73/3*1)
- After installing the updates: measure the quiescent current again
- If the quiescent current is < 50 mA, the vehicle is OK
- If the quiescent current is between 50 and 100 mA, continue with step 5
- If the quiescent current is between 100 and 200 mA, continue with step 3
- If the quiescent current is between 200 mA and 1 A, continue with step 4

3. For no-load current values of 100 to 200 mA:

- Lock all doors and hood so that the control unit recognizes the door status as "closed" but the doors are open.
- Disconnect door separation points (A-pillar connection) when the vehicle is asleep, starting with the driver's side

- Document the quiescent current value
- If there is no change: Disconnect the door separation point on the front passenger side and note down the value again
- If the quiescent current falls below 50 mA after the door separation point is opened, the respective outer door handle must be replaced
- If the quiescent current drops below 50mA, the draw has been addressed and the vehicle can be released
- If the quiescent current remains above 50mA after the relevant door handles have been successfully replaced, please create a TIPS case to the LV/HV inbox and retain the removed door handles for the time being
- If the quiescent current does not change after the door separation point is opened, please carry out step 5

4. For quiescent current values between 200 mA and 1 A:

- Important: Before pulling out F320 and F304, the tow-away protection and interior protection must be deactivated to prevent an alarm from triggering
- Lock all doors and hood so that the control unit recognizes the door status as "closed" but the doors are open.
- Wait until the vehicle has gone to sleep
- Pull out the fuses one after the other, starting with F323 (PTCU CU/N127), and note down the quiescent current value
- Perform the same test one at a time if the value is still high for each additional fuse: F119 (PTCU CU/N127), F324 (EIS CU/N73/3), F305 (EIS CU/N73/3), F320 (OCP CU/N70), F304 (OCP CU/N70)
- If pulling out the fuse reduces the quiescent current to below 50 mA, replace the corresponding control unit. After replacing, please measure and assess the quiescent current again
- Please create a TIPS case for information purposes
- If the quiescent current remains unchanged after the fuses listed above are pulled out, please carry out step 5

5. If the quiescent current remains above 50 mA after all controls have been implemented:

- Create a TIPS case
- Document all the completed steps and measurement results
- Attach the XENTRY Scope trace of the draws that you have seen and identify where certain steps were taken.
- Attach the latest N73 and N73/3*1 CUL's
- If the quiescent current is higher than 1 A, the bus keep awake control unit should be identified via the EIS gateway

Disclaimer

NOTE: The information contained in this document is intended for use by trained, professional technicians with the knowledge to properly and safely perform diagnosis and repairs on Mercedes-Benz vehicles, using Mercedes-Benz approved tools and equipment. It informs service technicians about conditions that could occur in certain vehicles and provides information that could assist in proper vehicle diagnosis, service, or repair. It does not indicate that a defect is present in any vehicle referenced in this document nor does it imply warranty coverage. DO NOT assume that a symptom or condition, or a described cause of a symptom or condition, affects any particular vehicle or groups of vehicles, or that a described repair applies to any particular vehicle or groups of vehicles. There can be multiple causes resulting in the same or similar symptoms or conditions described in this document, and trained professional service technicians must use their diagnostic skills to make evaluations on a case-by-case basis. The information contained in this document does not guarantee warranty coverage nor does it extend the vehicle's warranty in any way.

Symptoms

Overall vehicle > Power supply > Battery/On-board electrical system > Battery function > Battery discharges
Overall vehicle > Power supply > Battery/On-board electrical system > Battery function > Battery cannot be charged
Overall vehicle > Power supply > Quiescent current/consumer shutoff > Does not switch off
Overall vehicle > Power supply > Battery/On-board electrical system > Battery/on-board electrical system display message > Low voltage Switch off consumers
Overall vehicle > Power supply > Battery/On-board electrical system > Battery/on-board electrical system display message > Low voltage Charge battery

Operation numbers/damage codes				
Op. no.	Operation text	Time	Damage code	Note