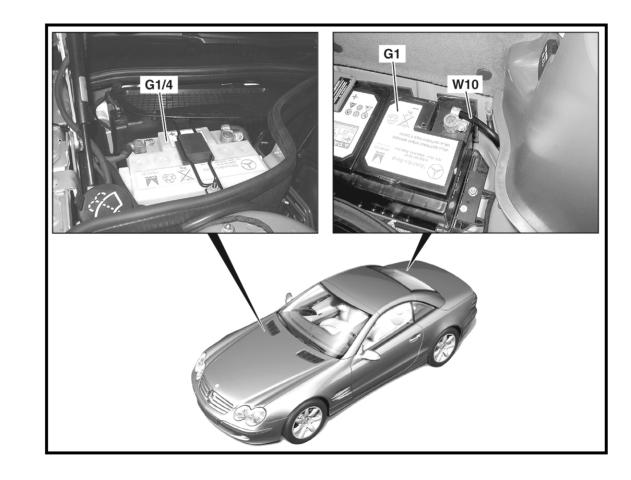


Mercedes-Benz

R230 Dual Battery On-board Electrical System



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Dual Battery System Tasks

• Extends vehicle's driving time for safety

Manage electrical power consumption by temporarily disabling convenience consumers if vehicle power falls below a certain voltage.

• Guarantees vehicle will start with a dead systems battery

To provide a back-up power supply to the systems circuit if the system battery cannot provide sufficient power to the vehicle.

Program Highlights

- Dual battery on-board electrical system components
 - starter battery
 - systems battery
 - vehicle power supply control module
 - battery cut-off relay
 - isolation relay
- Power distribution
 - prefuse diagram
 - prefuse locations
- Dual battery functional description
 - normal modes
 - failure modes

Starter Battery (G1/4)



Note: when jump starting, ONLY USE THIS BATTERY!

- Starter battery: 12V 35Ah 315A (DIN) 520A (EN)
- Construction: standard automotive lead acid (maintenance required)
- Function: i) supplies electrical power for starter motor armature only
 ii) provides back up power to the system circuit

Starter Battery Failure Display



- Multi-function display red (category 1 malfunction)
- DTC's will be set in the vehicle power supply control module (N82/1)
- Cannot be erased by customer (can only be erased using SDS / DAS)

Systems Battery (G1)

Note: when jump starting, <u>NEVER</u> USE THIS BATTERY!



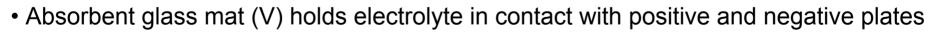
Location: in trunk - right side

- Systems battery: 12V 70Ah 450A (DIN) 798A (EN)
- Contruction: Valve Regulated Lead Acid (VRLA) type, using Absorbent Glass Mat (AGM) design
- Function: supplies electrical power for entire vehicle (incl. the starter solenoid) with the exception of the starter motor armature

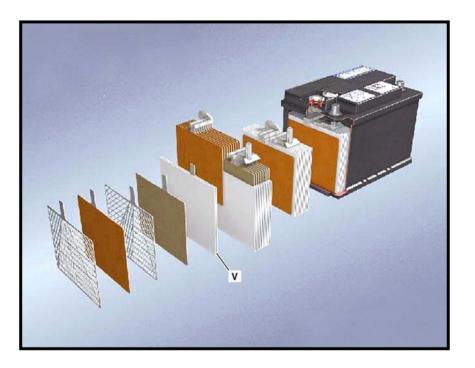
AGM / VRLA Battery Construction

The major differences in construction between a AGM battery and standard lead acid automotive battery are:

- Completely sealed case construction
- No liquid electrolyte in solution

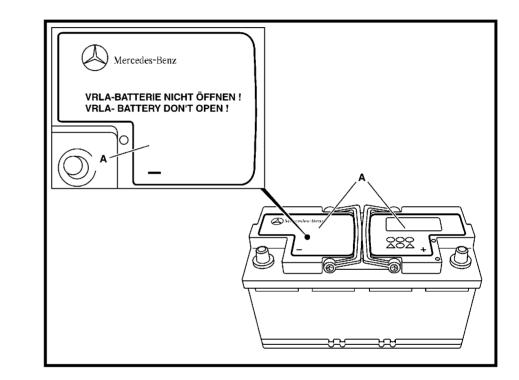


- Vent valve is normally sealed no gases can escape during normal charging
- Vent valve is only opened if internal pressure exceeds predetermined level



AGM / VRLA Battery Properties

- Longer service life
- Improved deep cycle performance
- No liquid acid spills or leaks
- Fast recharge time
- Completely maintenance free



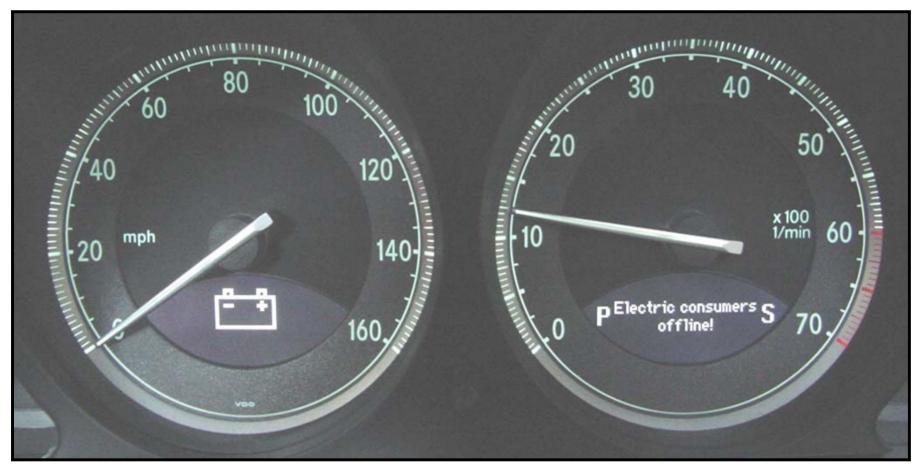
AGM / VRLA Battery Testing

- AGM batteries cannot be tested using previous methods (load and acid density tests)
- Requires the new Midtronics MCR 717 tester and printer
- Tester measures battery conductance by inducing A/C voltage of a given frequency and amplitude on the battery posts and monitoring the current flow in response to it
- Discard the acid density sheet, and enter test code (recorded by tester) on warranty claim forms
- Battery replaced under warranty must have a test printout attached to the R.O.
- Detailed information about testing, and using the MCR717 can be found in WIS SI54.10-P-0003-01



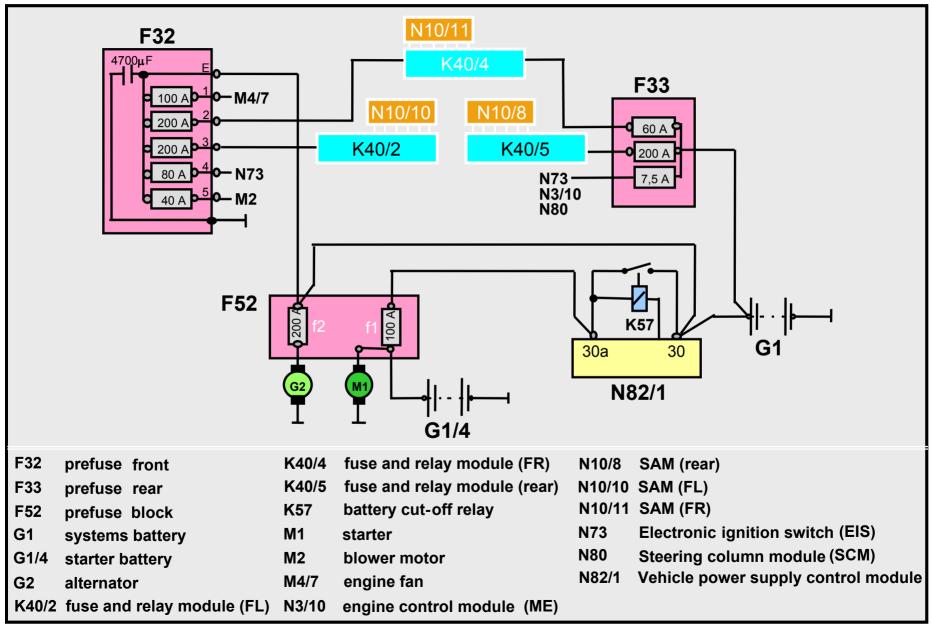


Systems Battery Failure Display



- DTC's will be set in N82/1
- High current consumers are shut down (prioritization feature)

Prefuse Diagram



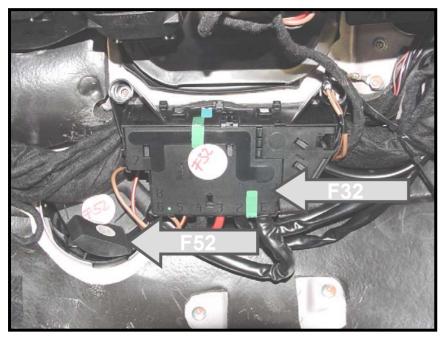
Front Prefuse Block (F52)



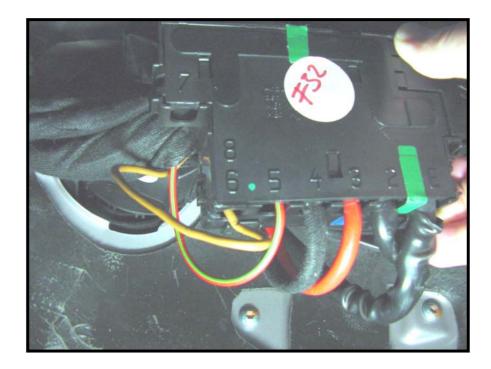
Location: passenger footwell (upper left)

F52f1- Circuit 30a protection for supply wires to K57, K75, and N82/1 F52f2- Alternator (G2) short circuit protection

Front Prefuse Block (F32)



Location: passenger footwell



Function: over current protection for the following (see next page)