

**DTB**

Date: August 21, 2008
 Order No.: T-B-54.21/198d
 Supersedes: T-B-54.21/198c dated August 15, 2008
 Group: 54

Revision History

Revision	Date	Purpose
d	8/21/08	Warranty Information Updated
c	8/15/08	Additional Cause and Solution / Technical Content Revised
b	8/1/08	Remedy Revised
a	7/10/08	Starting VIN for Model 251 Revised
-	5/22/08	Initial issue

SUBJECT: Model 164.122/172/177/186/822/871/886
Model 251.122/156/165
Model Year 2008
Battery Discharging – Increased Rest Current in the Rear SAM / CAN Bus Awake
Mode Software in Steering Column Module (SCM)

If you receive customer reports in the above model vehicles that the battery has completely discharged, this may be due to the following.



Note: Before performing repairs as described below in Remedy 1 or 2, determine (by using Star Diagnosis) whether flashing was performed or if the upgraded part has already been installed. The battery discharge may be caused by any installed electronic device or accessory or could be inadvertently caused by customers' action.

Cause 1 (Vehicles equipped with Automatic Rear End Door (SA code 890) or Keyless-Go (SA code 889): Rest current being too high (>150mA but less than 3Amps) resulting from the rear SAM staying awake due to incorrect rest current logic. This situation may occur if the tailgate button on the key is pressed to open while vehicle is locked. Once the tailgate is closed again, the rear SAM remains awake before the tailgate lock switch and the spare wheel carrier switch close. If the spare wheel carrier is not installed (SA code 849), the SAM remains awake and drains the battery. The CAN bus however, is not awake in this case.

Remedy 1: Flash the rear SAM, using Star Diagnosis version 06/08 with Add on 0961 or later. Follow menu path, Control units → Body → Rear SAM → Control module adaptations → Control module

This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Records.

programming.

This situation is corrected in production vehicles as of January 2008 (VIN A370977 for model 164 and VIN A076569 for model 251).



Note: Do not replace the rear SAM

Cause 2: Battery discharges due to software issue in the Steering Column Module which causes the CAN bus to remain in awake mode (rest current >3Amps).

Remedy 2: Replace the Steering Column Module (SCM) as per WIS document AR46.10-P-0300GZ (164) or AR46.10-P-0300RT (251).

As of end June 2008 production, Models 164 (VIN A441045) and 251 (VIN A089020) vehicles are fitted with an updated Steering Column Module.

Parts Information

Qty.	Part Name	Part Number
1	Steering Column Module	A164 545 85 16



Note: The following allowable labor operations should be used when submitting a warranty claim for this repair. This information has been generated on August 15, 2008. Please refer to Netstar → Star TekInfo → Star Time for the most current labor time allowance.

In Case of Warranty

Operation: Amp draw check (quiescent), perform (54-0645)
Short test, perform (54-1011)
Control unit – software (after short test) (54-0991)
Control unit - code (after short test), perform (54-0992)
Steering Column Module – replace (46-7690)

Damage Code	Operation Number	Time (hrs.)	Model Indicator (s)
Claimable with either remedy	54 0645*	0.0 hrs.*	BA, BD, BE, EA, EB, EC, Z1, Z3, Z4, Z5
	54 1011	0.3 hrs.	BA, BD, BE, EA, EB, EC, Z1, Z3, Z4, Z5
Remedy 1 54590 54	54 0991	0.3 hrs.	BA, BD, BE, EA, EB, EC, Z1, Z3, Z4, Z5
	54 0992	0.1 hrs.	BA, BD, BE, EA, EB, EC, Z1, Z3, Z4, Z5
Remedy 2 53681 54	46 7690	0.7 hrs.	BA, BD, BE, EA, EB, EC, Z1, Z3, Z4, Z5

* Separate time punches are required. Ensure that punches are labeled as NON time.