3.4 Central locking (PSE/CL)
Models 202, 208, 210 as of M.Y. 1998

The central locking system can only be activated by the IR transmitter or for (USA) (J) activation of the CL system is possible via the mechanical key from the outside as well. Opening and closing of the vehicle using the mechanical key does not have an influence on the central locking system. When unlocking, "global" or "selective" unlocking can be selected.
Global: all lockable locks unlock on the vehicle.
Selective: Only the driver's door and fuel filler flap unlock.

Activation of the Pneumatic System Equipment (PSE):
The radio signal is sent to the antenna of the roof control panel control module (N70). From there the electronic ignition lock control module (N73) is activated via the CAN data line. The IR signal is sent from the left/right front door IR receiver (A26/1, A26/2) to the necessary front driver-side/passenger-side door control module (N69/1, N69/2).

From there the electronic ignition lock control module (N73) is activated via the CAN data lines. If the electronic ignition lock control module recognizes a valid radio or IR signal, the corresponding activation signals are transmitted to the PSE control module (A37) via the CAN data lines.

Specialized Functions of the Central Locking System

- **Emergency unlocking**

Integrated within the PSE Controlmodule is a crash sensor, which upon a vehicle de-acceleration of 6g from all angles will unlock the vehicle. The sensor is only active if the vehicle is unlocked from the outside.

- **Automatic locking**

If the automatic locking feature is activated, the vehicle will lock at a vehicle speed of greater then 9 mph.

- **Subsequent locking**

In order to prevent an unintentional unlocking via the remote central locking system, the vehicle is automatically locked provided none of the vehicle doors are opened within 40 seconds, the key is not in the ignition lock or the interior switch (CL) is not activated (pressed).
Continued...

Function of the trunk release switch (S15/1)
(Model 202/210 sedan, Model 208)

The trunk release switch (S15/1) is located on the trunk lid lock. With the vehicle unlocked via the remote central locking, and the trunk lid lock button is pressed, a ground signal is sent from the trunk release switch (S15/1) to the PSE control module (A37). The PSE control module produces pressure which in turn activates the RTR pneumatic actuator and the trunk lid opens.

If the vehicle has been locked via the IR transmitter, the switch signal is also received by the PSE control module (A37), however the PSE control module recognizes the vehicle as being **locked** and as a result the PSE control module **does not** activate the RTR pneumatic element actuator.

Diagnosis – Function Test (Central Locking)

Preparation for Test:

1. Review C/1, C/2, 11, 12, 13, 20, 21, 22, 31, 32
2. IRCL system for CL is functional,
3. Vehicle unlocked,
4. All doors and trunk lid closed,
5. Side windows open,
6. Battery voltage 11 to 14 V,
7. Fuses ok,
8. Connect HHT and readout DTC'S.

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 1.0 Locking vehicle by pointing IR transmitter at the RCL receiver (roof frame) (A26/9) or via the IR receivers in the doors (A26/1, A26/2).	Locking vehicle using transmitter key.	All doors and filler flap lock in 3 sec.	Vehicle does not lock and pump motor in PSE control module (A37) **does not run**: PSE version coding incorrect: see 3.4 PSE C/2, PSE (A37), Vehicle does not lock even though pump motor in PSE control module (A37) **runs**: 4.9 12, 32 PSE/CL ⇒ 2.0, 32 PSE/CL ⇒ 4.0, 32 PSE/CL ⇒ 6.0, 32 PSE ⇒ 1.0, 32 PSE ⇒ 3.0, 32 PSE ⇒ 5.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 2.0 "Selective" unlocking of the vehicle by pointing the IR transmitter at the RCL receiver (roof frame) (A26/9) or via the IR receivers in the doors (A26/1, A26/2).	Select "selective" opening. Unlocking vehicle using transmitter key.	All doors, trunk lid and filler flap unlock in 3 sec.	Vehicle does not unlock and pump motor in PSE control module (A37) **does not run**: Wiring, PSE version coding incorrect, see 3.4 PSE C/2, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 23 PSE/CL⇒ 1.0, 4.9 12, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 5.0, 32 PSE ⇒ 2.0, 32 PSE ⇒ 6.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 3.0 "Global" unlocking of the vehicle by pointing the IR transmitter at the RCL receiver (roof frame) (A26/9) or via the IR receivers in the doors (A26/1, A26/2).	Select "global" opening. Unlocking vehicle using transmitter key.	All doors, trunk lid and filler flap lock in 3 sec.	Vehicle does not unlock and pump motor in PSE control module (A37) **does not run**: Wiring, PSE version coding incorrect, see 3.4 PSE C/2 Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 23 PSE/CL⇒ 1.0, 4.9 12, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 3.0, 32 PSE/CL ⇒ 5.0, 32 PSE ⇒ 2.0, 32 PSE ⇒ 4.0, 32 PSE ⇒ 6.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 4.0 Lock vehicle via interior switch (CL)	Unlock vehicle via IR transmitter. Press interior switch in direction: Lock	All doors lock in 3 sec. Fuel filler flap **does not** lock.	Vehicle does not unlock and pump motor in PSE control module (A37) **does not run**: PSE version coding incorrect, see 3.4 PSE C/2, Wiring, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**. 23 PSE/CL⇒ 1.0, 32 PSE/CL ⇒ 2.0, 32 PSE/CL ⇒ 4.0, 32 PSE ⇒ 1.0, 32 PSE ⇒ 3.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 5.0 Unlock vehicle via interior switch (CL)	Press interior switch in direction: Unlock	All doors unlock in 3 sec.	Vehicle does not unlock and pump motor in PSE control module (A37) **does not run**: PSE version coding incorrect, see 3.4 PSE C/2, Wiring, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 23 PSE/CL⇒ 1.0, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 3.0, 32 PSE ⇒ 2.0, 32 PSE ⇒ 4.0
⇒ 6.0 Unlock vehicle by opening one of the front doors.	Select "selective" opening. Vehicle locked via interior switch. Open one of the front doors via door interior handle.	Door which was unlocked via door interior handle, unlocks.	Vehicle unlocks at all doors and the PSE control module (A37) **runs**: Transmitter key, PSE (A37).

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 7.0 Unlock vehicle by opening one of the front doors.	Select "global" opening. Vehicle locked via interior switch. Open one of the front doors via door interior handle.	All doors unlock in 3 sec.	Vehicle does not unlock and pump motor in PSE control module (A37) **does not run**: PSE version coding incorrect, see 3.4 PSE C/2, Wiring, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 23 PSE/CL⇒ 2.0, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 3.0, 32 PSE ⇒ 2.0, 32 PSE ⇒ 4.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 8.0 Unlock vehicle via lock switch on front door or trunk lid lock switch (only USA J).	Turn mechanical key in front door lock switch or trunk lid lock switch towards unlock.	All doors, trunk lid and filler flap unlock in 3 sec.	Vehicle does not unlock and pump motor in PSE control module (A37) **does not run**: Wiring, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 4.9 23, 4.9 23, 32 PSE/CL ⇒ 1.0, 32 PSE ⇒ 2.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 9.0 Lock vehicle via lock switch on front door or trunk lid lock switch (only USA J).	Turn mechanical key in front door lock switch or trunk lid lock switch towards unlock.	All doors, trunk lid and filler flap lock in 3 sec.	Vehicle does not lock and pump motor in PSE control module (A37) **does not run**: Wiring, PSE (A37). Vehicle does not lock even though pump motor in PSE control module (A37) **runs**: 4.9 23, 4.9 23, 32 PSE/CL ⇒ 2.0, 32 PSE ⇒ 1.0

[1] Observe Preparation for Test, see 22.

Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 10.0 Subsequent locking of vehicle via remote central locking (RCL).	Remove ignition key. Lock vehicle via RCL. Unlock vehicle via RCL. Do not open any doors within 40 seconds. Do not press interior switch (CL).	All doors and filler flap lock.	Vehicle does not lock and pump motor in PSE control module (A37) **does not run**: PSE version coding incorrect, see 3.4 PSE C/2, Wiring, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 23 PSE/CL⇒ 2.0, 23 PSE/CL ⇒ 3.0, 23 PSE/CL ⇒ 4.0, 23 PSE/CL ⇒ 5.0, 32 PSE/CL ⇒ 2.0, 32 PSE/CL ⇒ 4.0, 32 PSE/CL ⇒ 6.0, 32 PSE ⇒ 1.0, 32 PSE ⇒ 3.0 32 PSE ⇒ 5.0

[1] Observe Preparation for Test, see 22.

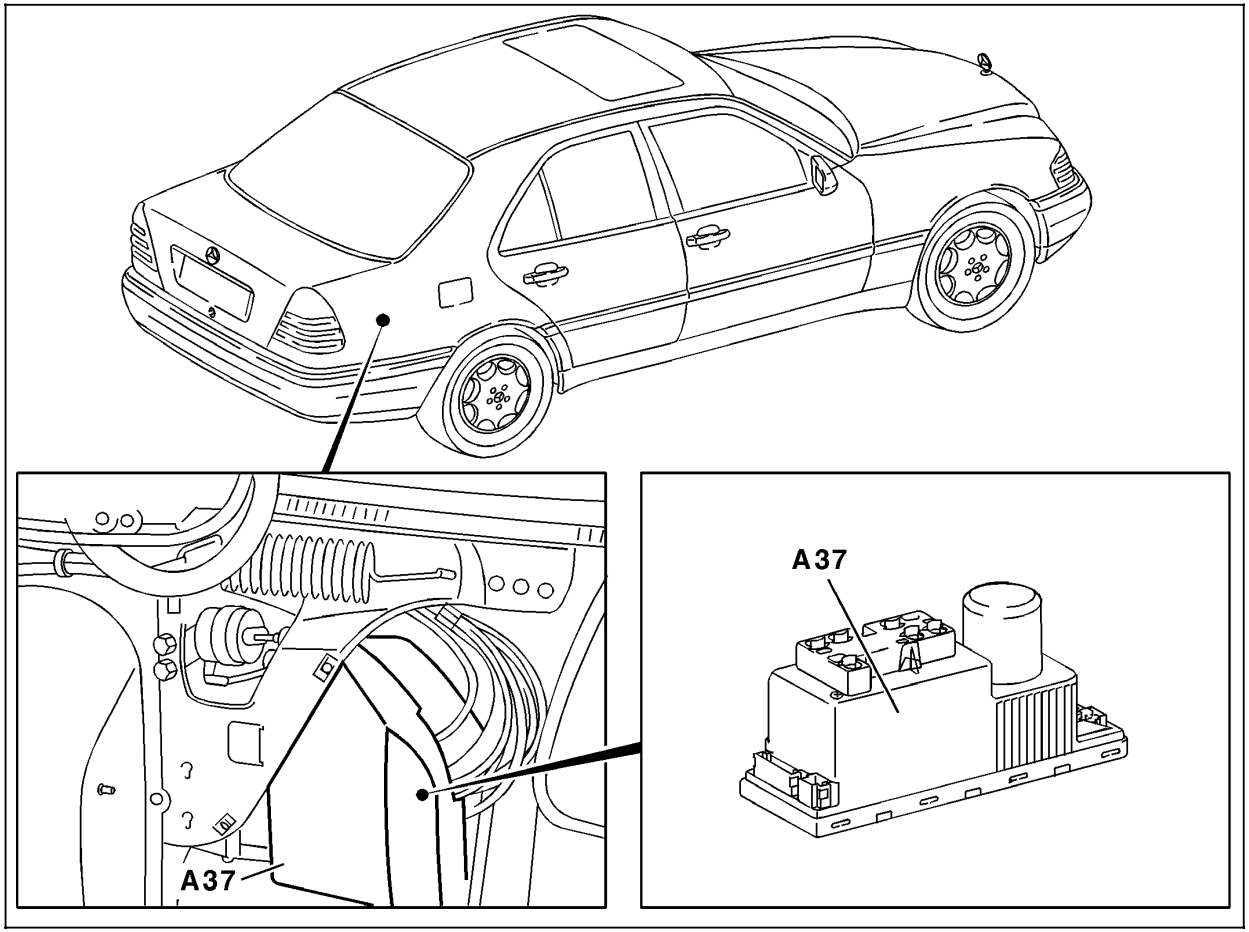
Diagnosis – Function Test (Central Locking)

Test step/Test scope	Test condition	Nominal value	Possible cause/Remedy [1]
⇒ 11.0 Automatic locking of vehicle via remote central locking (RCL).	"Automatic locking activated". Drive vehicle with a speed of 9mph. i The "Automatic locking" feature should not have been deactivated via the CL interior switch (S6s1) or via the HHT.	All doors lock. Fuel filler flap **does not** lock.	Vehicle does not lock and pump motor in PSE control module (A37) **does not run**: PSE version coding incorrect, see 3.4 PSE C/2, Wiring, PSE (A37). Vehicle does not unlock even though pump motor in PSE control module (A37) **runs**: 32 PSE/CL ⇒ 2.0, 32 PSE/CL ⇒ 4.0, 32 PSE ⇒ 1.0, 32 PSE ⇒ 3.0

[1] Observe Preparation for Test, see 22.

Electrical Test Program – Location of Components (CL)

Model 202, 208
(model 202 shown)
(for balance of components see Figures 2 and 3)



P80.20-0365-06

Figure 1

A37 PSE control module, combined functions

Electrical Test Program – Location of Components (CL)

Model 210
(Model 210 sedan shown)

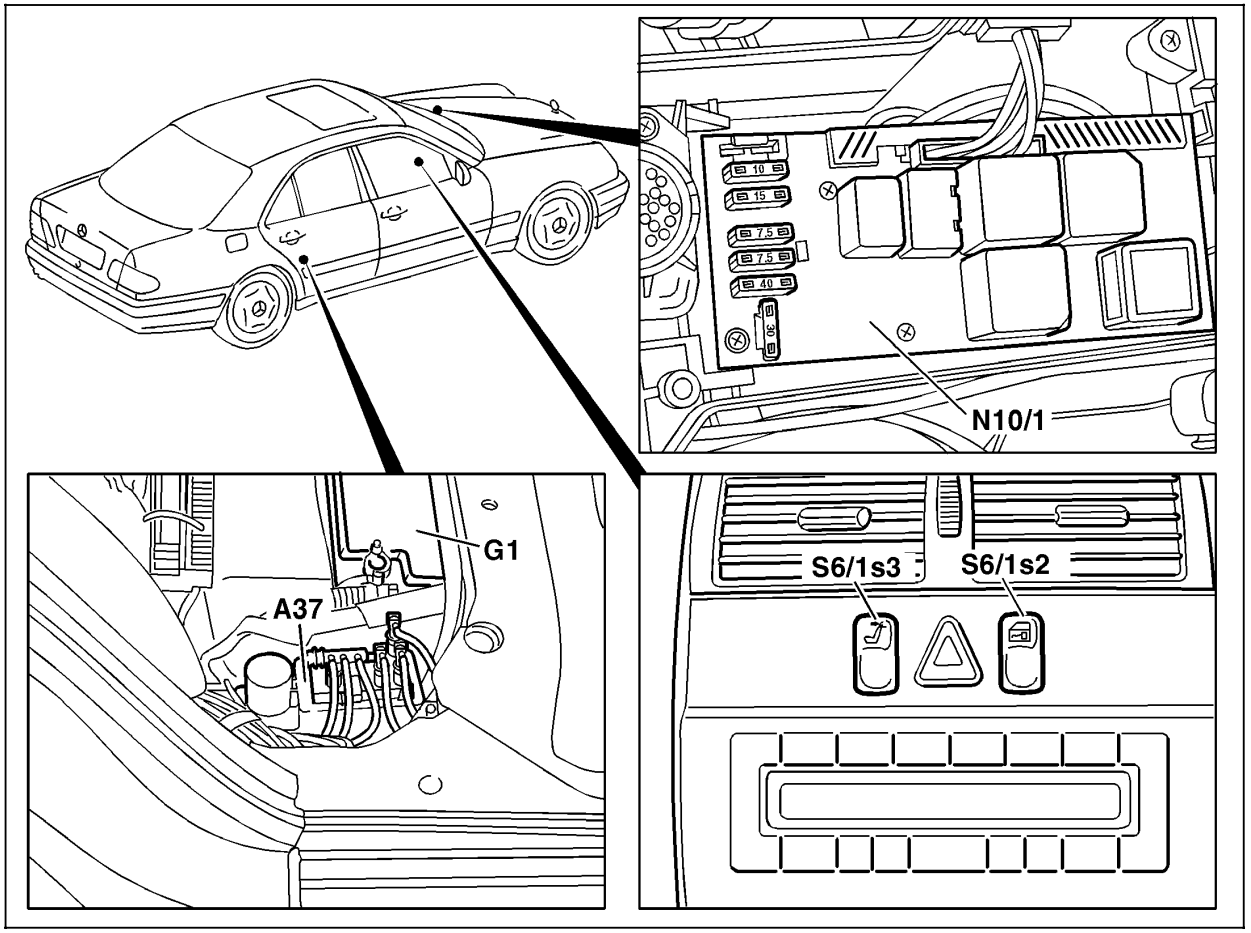


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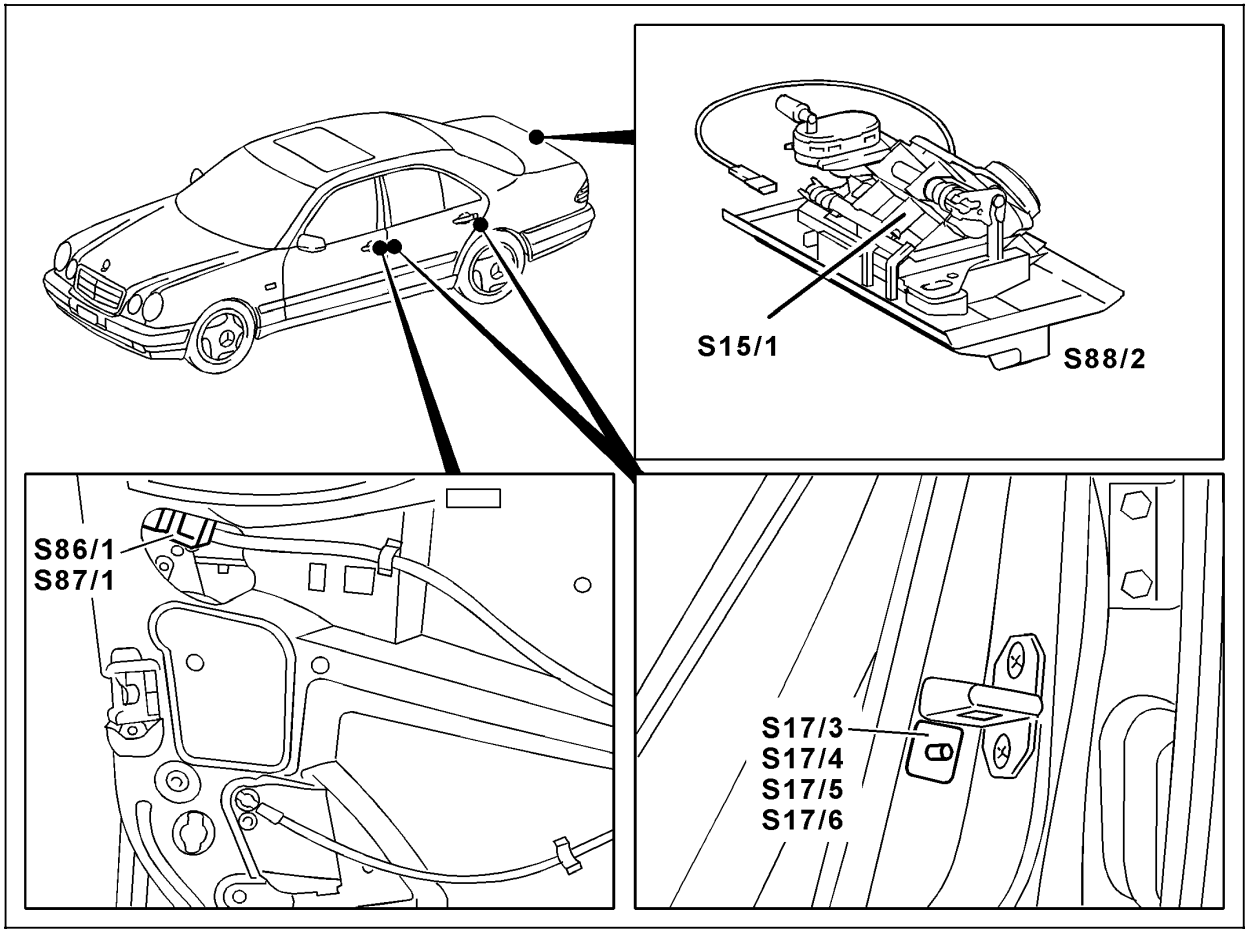
Figure 2

A37	PSE control module, combined functions
G1	Battery
N10/1	Signal pick-up and activation module (SAM) left front
S6/1s2	Interior switch (CL)
S6/1s3	RHR unlocking switch

Electrical Test Program – Location of Components (CL)

Model 210
(Model 210 sedan shown)



P80.20-0382-06

Figure 3

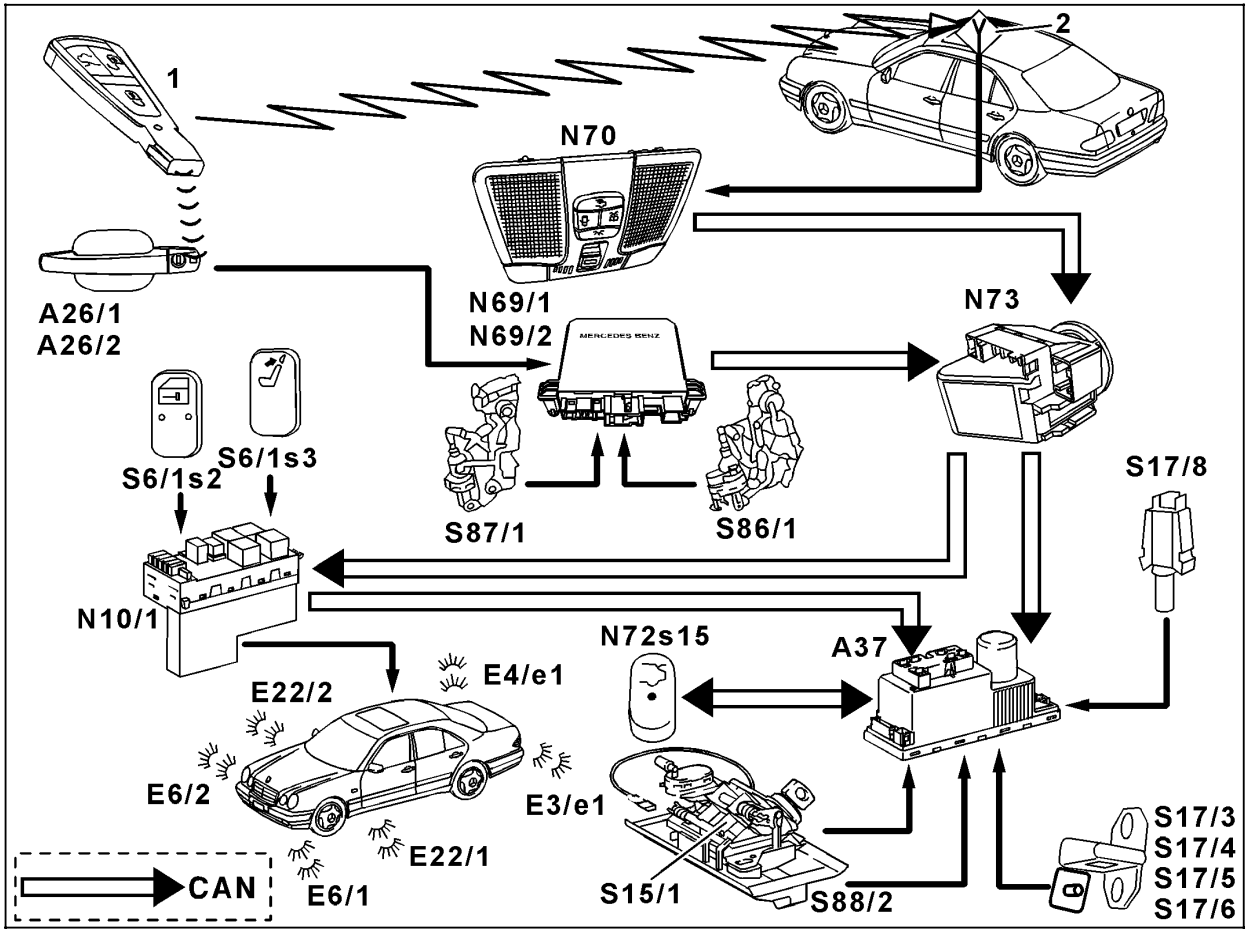
S15/1	Trunk release switch
S17/3	Left front door switch
S17/4	Right front door switch
S17/5	Left rear door switch
S17/6	Right rear door switch
S86/1	Left front door lock switch (CF) (only USA J)
S87/1	Right front door lock switch (CF) (only USA J)
S88/2	Trunk lid lock switch (CF) (only USA J)

Electrical Test Program – Connection of Components (CL)

Model 210 sedan shown

Figure 1

A26/1	Left front door IR receiver
A26/2	Right front door IR receiver
A37	PSE control module, combined functions
CAN	Control-Area-Network
E3e1	Turn siganl lamp
E4e1	Turn signal lamp
E6/1	Left turn siganl/side marker lamp (USA)
E6/2	Right turn signal/side marker lamp (USA)
E22/1	Left auxiliary turn signal lamp
E22/2	Right auxiliary turn signal lamp
N10/1	Signal pick-up and activation module (SAM) left front
N69/1	Front driver-side door control module
N69/2	Front passenger-side door control module
N70	Roof control panel control module
N72s15	RTR switch
N73	Electronic ignition lock control module
S6/1s2	Interior switch (CL)
S6/1s3	RHR unlocking switch
S15/1	Trunk release switch
S17/3	Left front door switch
S17/4	Right front door switch
S17/5	Left rear door switch
S17/6	Right rear door switch
S17/8	Trunk lamp switch
S86/1	Left front door lock switch (CF) (only (USA) (J))
S87/1	Right front door lock switch (CF) (only (USA) (J))
S88/2	Trunk lid lock switch (CF) (only (USA) (J))
1	Transmitter key
2	Antenna



P80.20-0368-06

Electrical Test Program - Preparation for Test

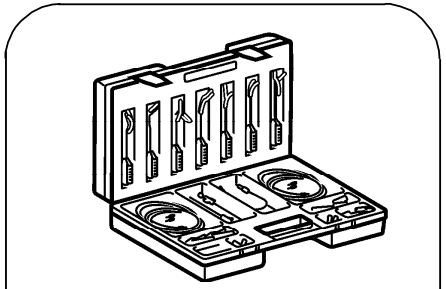
Preparation for Test:

1. Voltage supply to all control modules and CAN data lines ok,
2. Battery voltage 11 – 14 V,
3. Review section 0,
4. Review C/1, C/2, 11, 12, 20, 21, 22, 31, 32,
5. Connect HHT, see section 0,
6. For model 202 and 208, review PE80.00-P-1100D and for model 210 review PE80.00-P-1100A, prior to starting test.

Electrical Wiring Diagrams:

See Electric Troubleshooting Manual, Model 202/208, group 80,
Model 210, Volume 2, group 80

Special Tools



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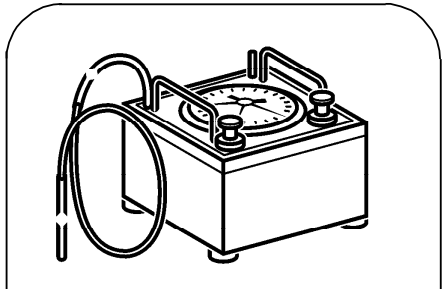
Electrical connecting set



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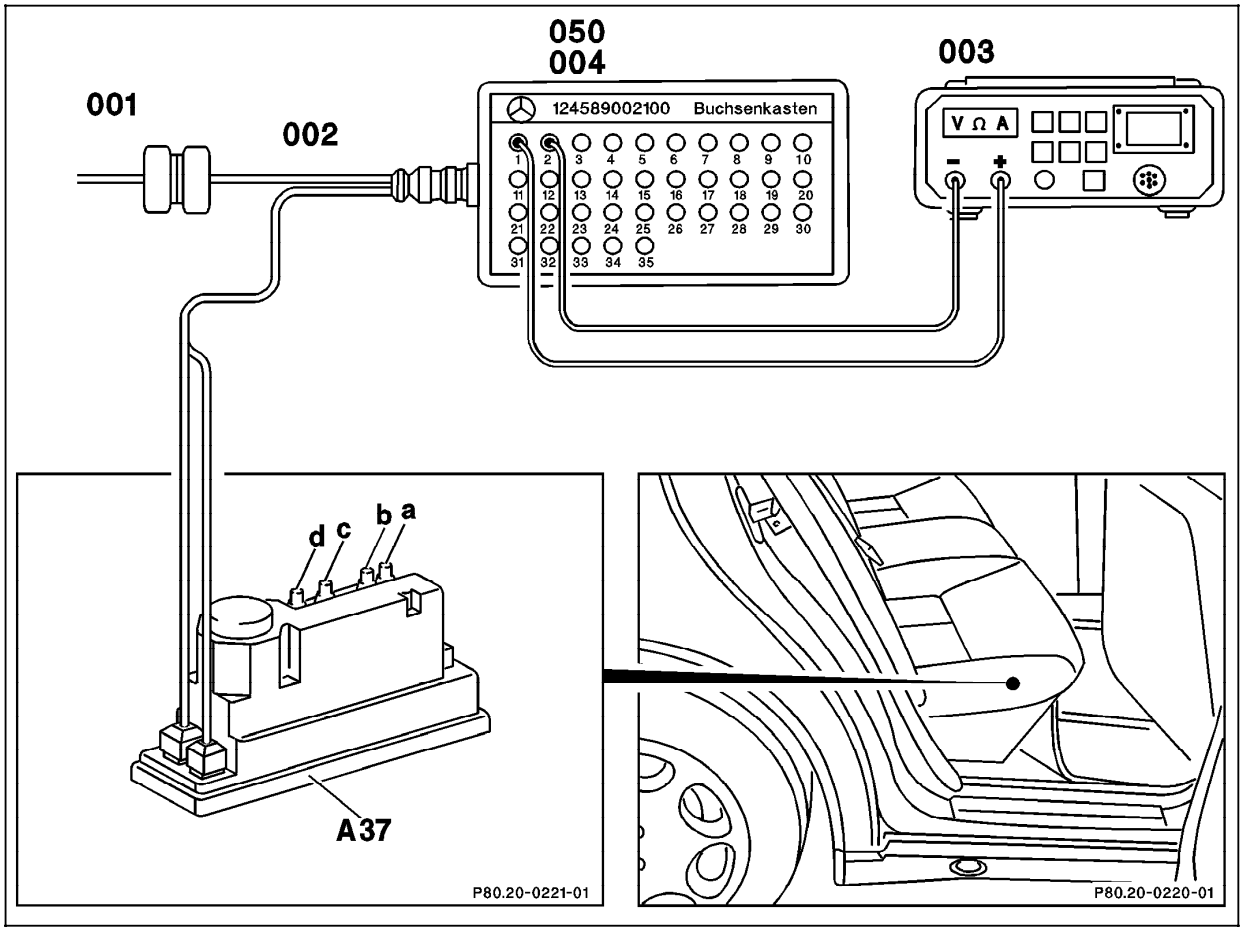
Tester

Test equipment; See MBUSA Standard Service Equipment Program

Description	Brand, model, etc.
Digital multimeter	Fluke models 23, 77 III, 83, 85, 87

Electrical Test Program - Preparation for Test

Connection Diagram - Socket Box
Model 210
(sedan shown)



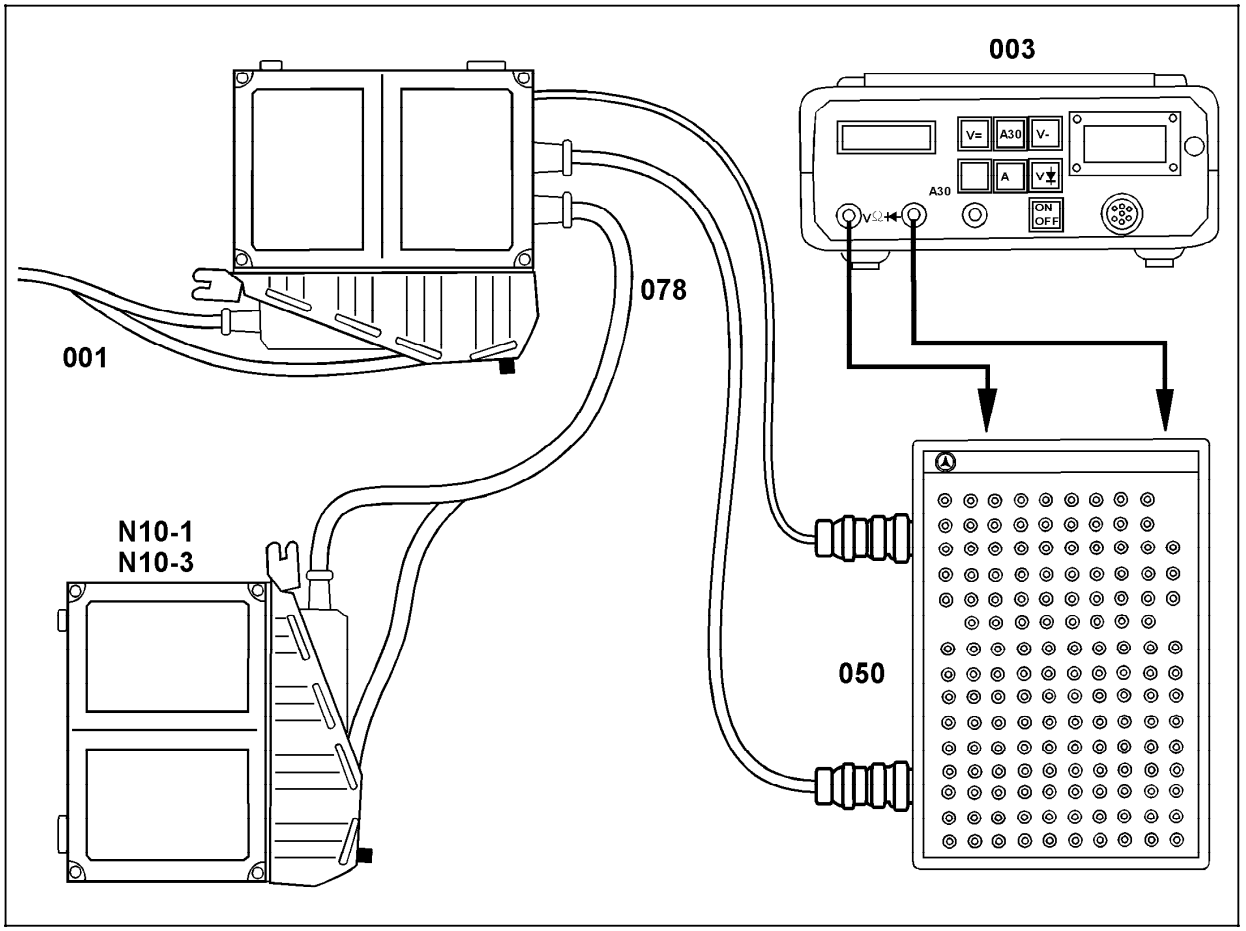
P80.20-0213-06

Figure 1

A37	PSE control module, combined functions
001	PSE control module connector
002	Test cable
003	Multimeter
004/050	Socket box (35-pole)

Electrical Test Program - Preparation for Test

Connection Diagram - Socket Box



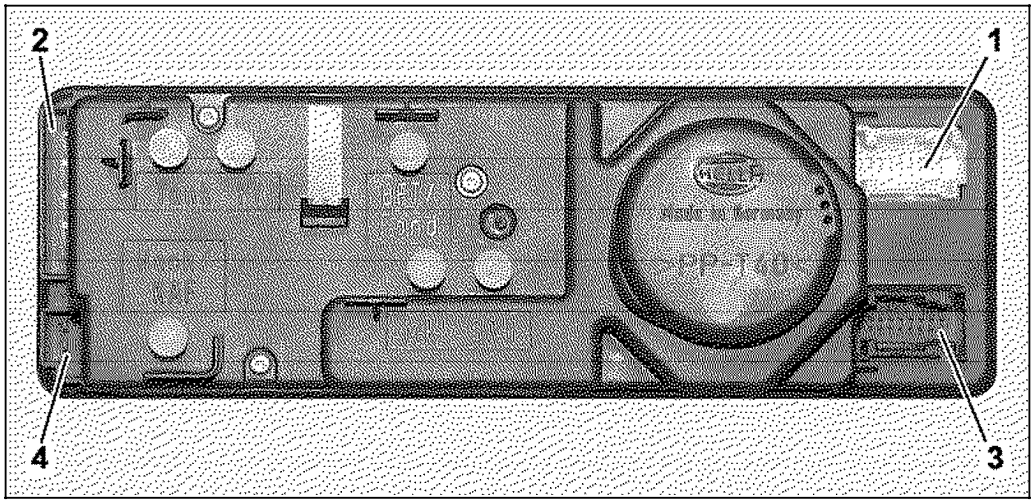
P82.40-0214-06

Figure 2

N10-1	Combination control module (model 210)
001	PSE control module connector
002	Test cable
003	Multimeter
050	Socket box (35-pole)

Electrical Test Program - Preparation for Test

Connections - PSE control module (A37)



P80.20-2037-10

Figure 4

1	Connector 1 (control line PSE)
2	Connector 2 (voltage supply PSE)
3	Connector 3 (control line ATA)
4	Connector 4 (load connections ATA)

Electrical Test Program – Test

Preparation for Test:

1. Review section 0,
2. Review PSE 22

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
1.0		**Interior switch (CL) (S6/1s2)**	N10/1 6 ❩— (1) 	Disconnect connector 1 from signal pick-up and activation module (N10/1) S6/1s2: **Rest position** **Press to lock and hold** S6/1s2: **Rest position** **Press to unlock and hold**	 >20 kΩ approx. 200 Ω >20 kΩ <1 Ω	Wiring, S6/1s2, S6/1s3
2.0		**Left front door switch (S17/3) Circuit**		Vehicle unlocked with IR transmitter via "global" selection. Both front doors closed. Vehicle locked via interior switch (S6/1s2). Open driver door.	 CL unlocks vehicle.	Wiring, 23 PSE ⇒ 1.0, 32 PSE/CL ⇒ 4.0, 32 ⇒ 3.0

Electrical Test Program – Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
3.0		**Right front door switch (S17/4) Circuit**		Vehicle unlocked with IR transmitter via "global" selection. Both front doors closed. Vehicle locked via interior switch (S6/1s2). Open passenger-side door.	 CL unlocks vehicle.	Wiring, 23 PSE ⇒ 2.0, 32 PSE/CL ⇒ 2.0, 32 ⇒ 1.0
4.0		**Left rear door switch (S17/5) Circuit**		Vehicle unlocked with IR transmitter. Ignition key removed. All doors closed. Lock vehicle using RCL, then open left rear door within 30 seconds.	 Time elapsed >40 seconds, subsequent locking without function.	Wiring, PSE (A37).

Electrical Test Program – Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
5.0		**Right rear door switch (S17/6) Circuit**		Vehicle unlocked with IR transmitter. Ignition key removed. All doors closed. Lock vehicle using RCL, then open right rear door within 30 seconds.	Time elapsed >40 seconds, subsequent locking without function.	Wiring, PSE (A37).

Pneumatic Test Program – Component Locations (CL)

Model 210 sedan

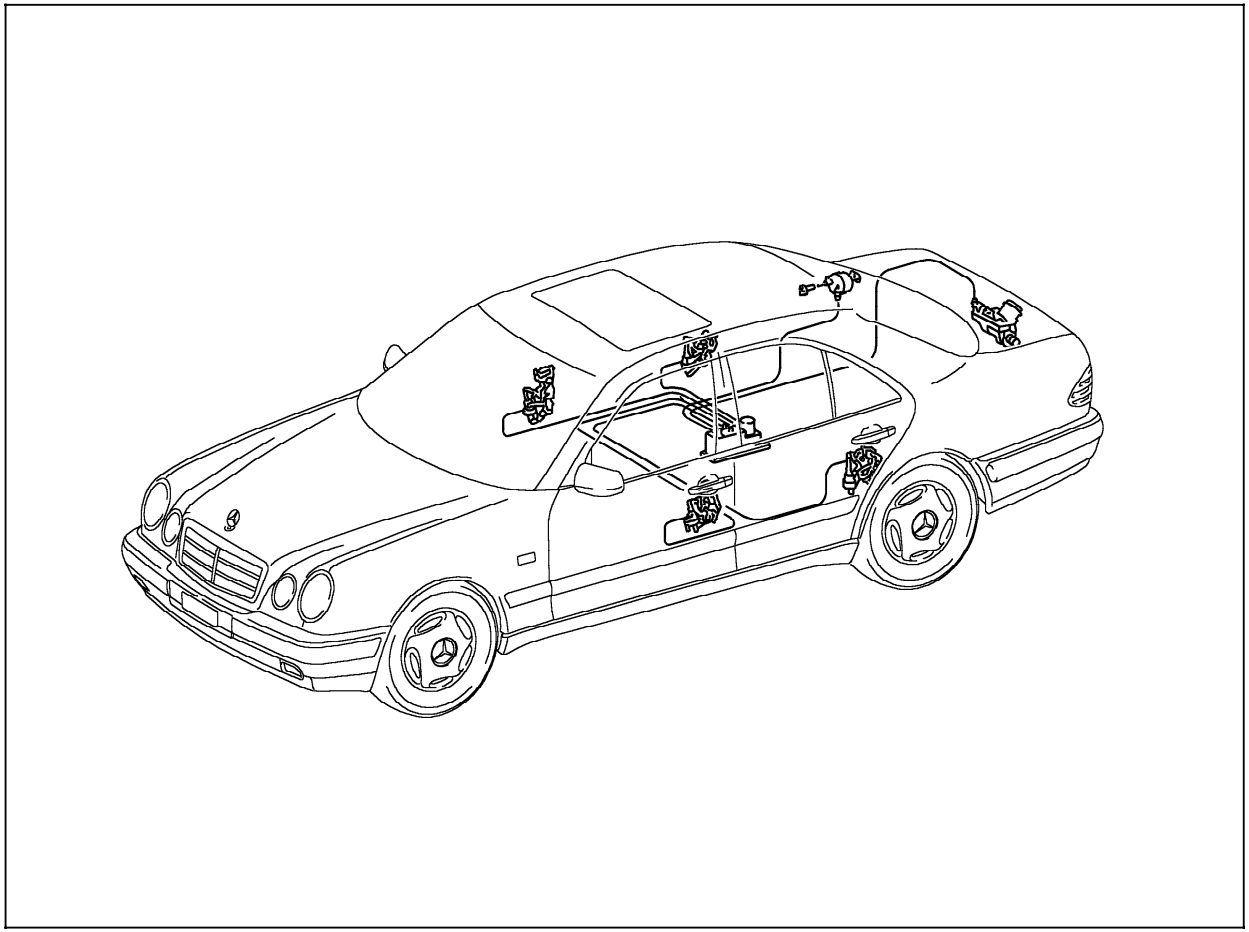


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Figure 1

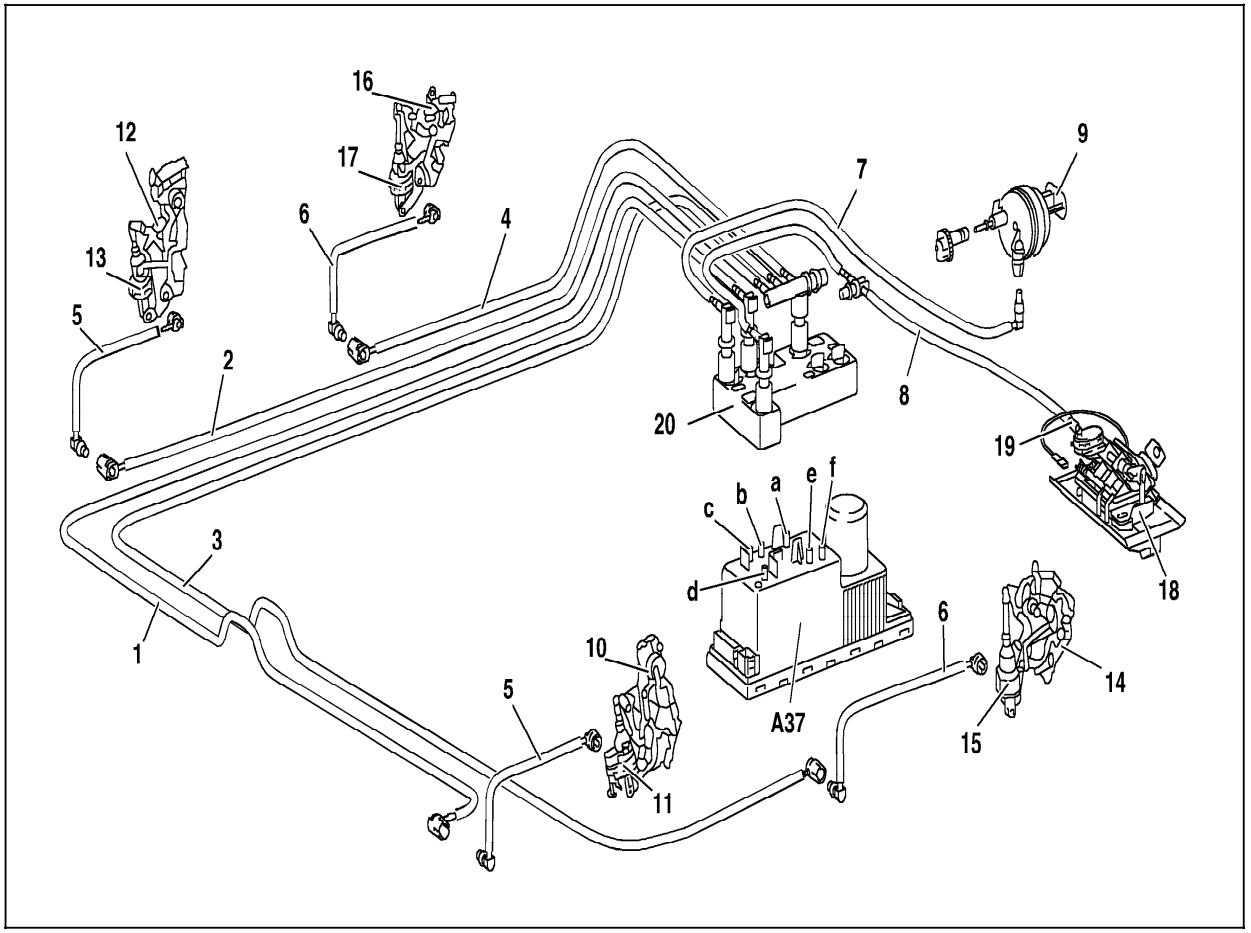
See Figure 2 for component designations

Pneumatic Test Program – Component Locations (CL)

Model 210 sedan

Figure 2

A37	PSE control module, combined functions
a	Pneumatic connection, passenger/rear doors
b	Pneumatic connection, driver-side door
c	Pneumatic connection, fuel tank filler flap
d	Pneumatic connection, RTR/RHR
e	Pneumatic connection, OSB
f	Pneumatic connection, MVA
1	Pneumatic line (CL), driver-side door frame floor
2	Pneumatic line (CL), passenger-side door frame floor
3	Pneumatic line (CL), left rear door frame floor
4	Pneumatic line (CL), right rear door frame floor
5	Pneumatic line, front doors
6	Pneumatic line, rear doors
7	Pneumatic line (CL), fuel filler flap frame floor
8	Pneumatic line (CL), trunk lid release frame floor
9	Pneumatic actuator, fuel filler flap
10	Diver-side door lock
11	Pneumatic actuator, driver-side door
12	Pasenger-side door lock
13	Pneumatic actuator, passnger-side door
14	Left rear door lock
15	Pneumatic actuator, left rear door
16	Right rear door lock
17	Pneumatic actuator, right rear door
18	Trunk lid lock
19	Pneumatic actuator, trunk lid release
20	Control module connector



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Pneumatic Test Program – Component Locations (CL)

Model 210 wagon

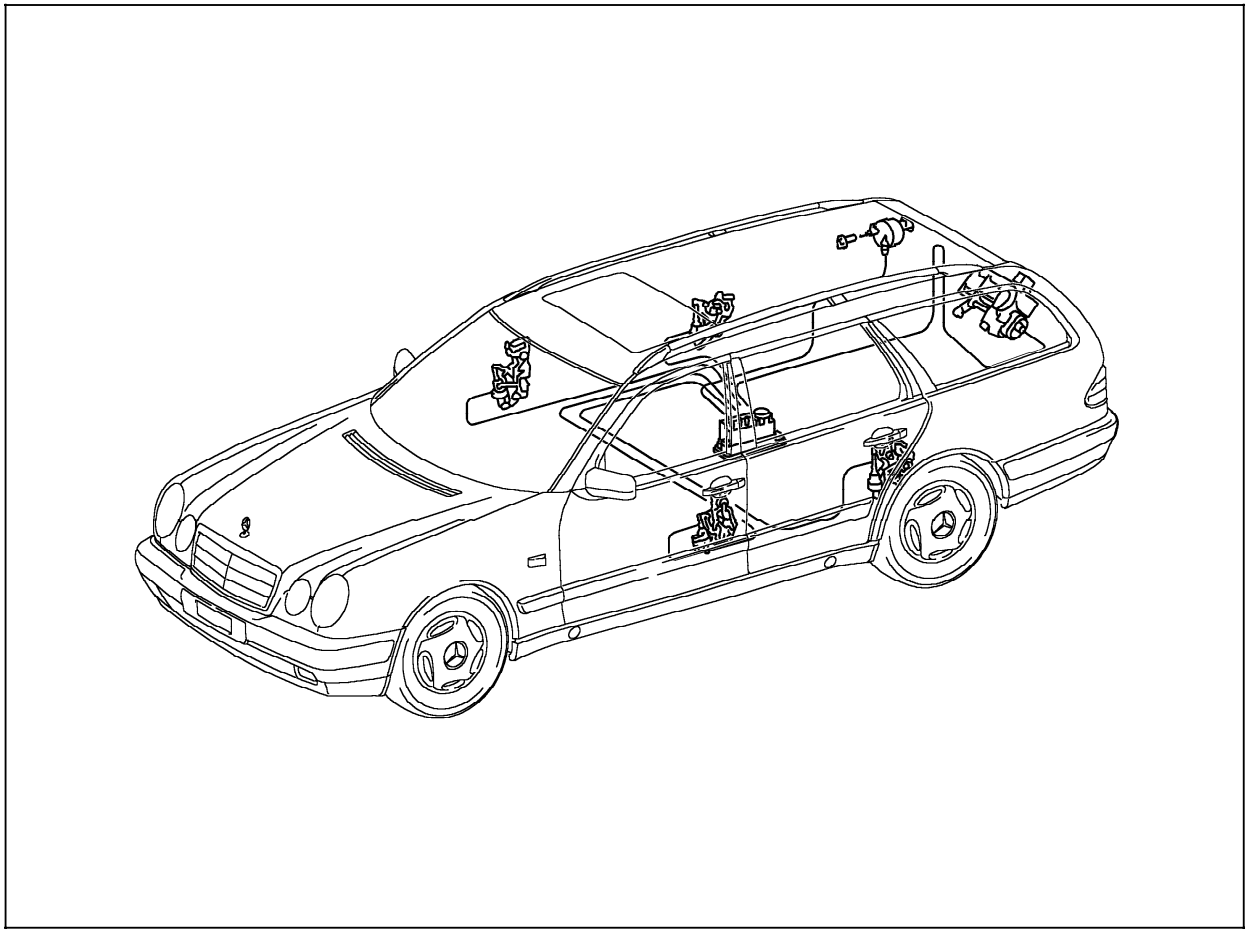

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Figure 3

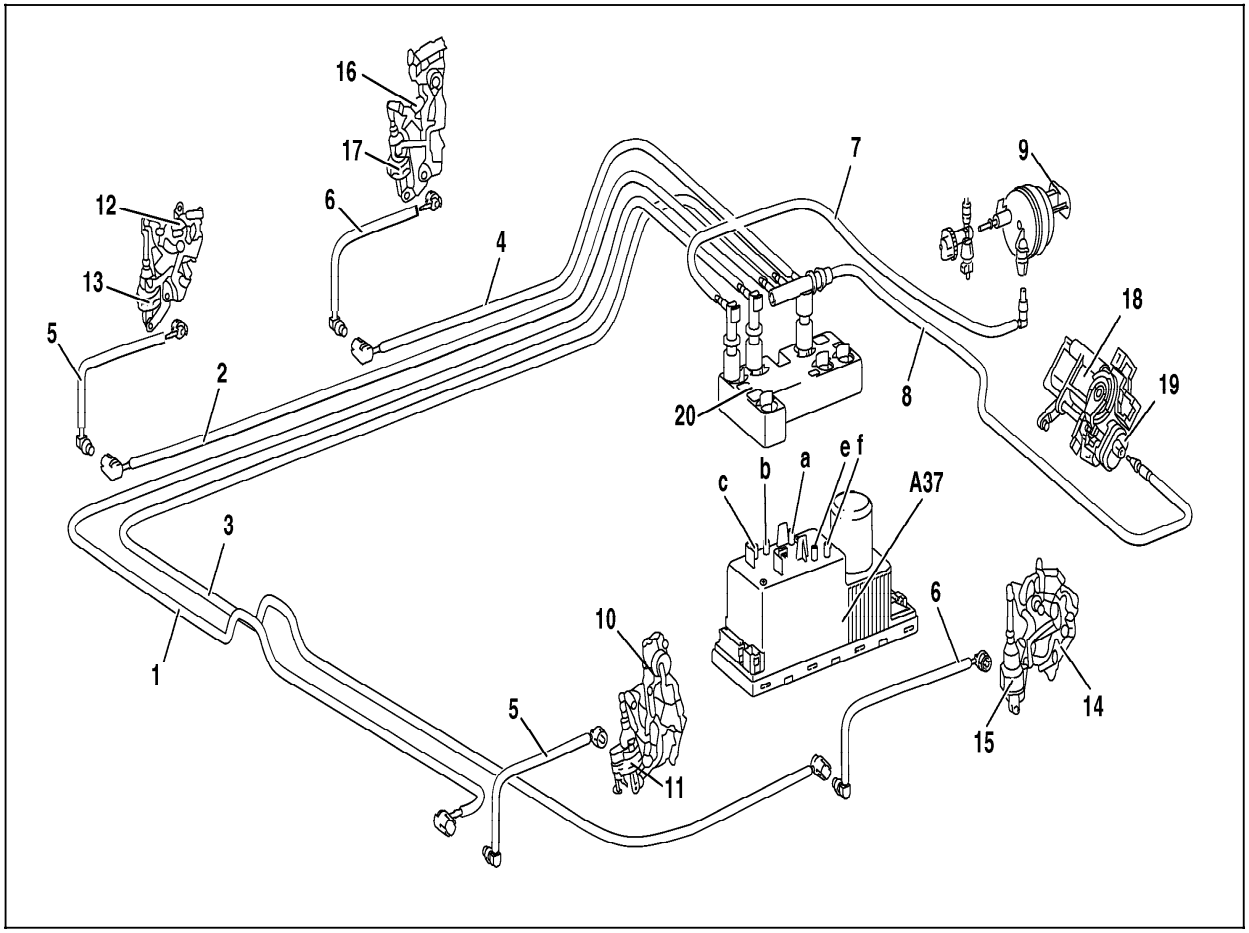
See Figure 4 for component designations

Pneumatic Test Program – Component Locations (CL)

Model 210 wagon

Figure 4

A37	PSE control module, combined functions
a	Pneumatic connection, passenger/rear doors
b	Pneumatic connection, driver-side door
c	Pneumatic connection, fuel tank filler flap
e	Pneumatic connection, OSB
f	Pneumatic connection, MVA
1	Pneumatic line (CL), driver-side door frame floor
2	Pneumatic line (CL), passenger-side door frame floor
3	Pneumatic line (CL), left rear door frame floor
4	Pneumatic line (CL), right rear door frame floor
5	Pneumatic line, front doors
6	Pneumatic line, rear doors
7	Pneumatic line (CL), fuel filler flap frame floor
8	Pneumatic line, tailgate frame floor
9	Pneumatic actuator, fuel filler flap
10	Diver-side door lock
11	Pneumatic actuator, driver-side door
12	Pasenger-side door lock
13	Pneumatic actuator, passnger-side door
14	Left rear door lock
15	Pneumatic actuator, left rear door
16	Right rear door lock
17	Pneumatic actuator, right rear door
18	Actuation actuator, tailgate
19	Pneumatic actuator, tailgate
20	Control module connector



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Pneumatic Test Program – Test (CL)

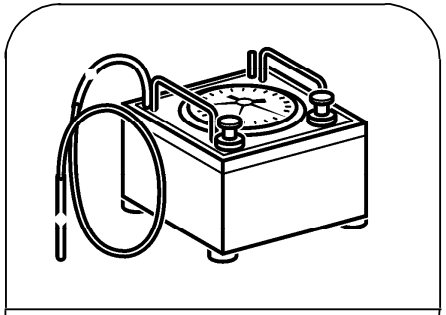
Preparation for Test:

1. Review section 0,
2. Review C/1, C/2, 11, 12, 13, 20, 21, 22, 31, 32

Data (mbar)

Test procedure	Permissible deviation
Allowable system leakage at 600 mbar pressure or 300 mbar vacuum in 1 minute.	30 mbar
Allowable leakage of actuators with lines at 600 mbar pressure or 300 mbar vacuum in 1 minute.	25 mbar

Special Tools



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Tester

Pneumatic Test Program – Test (CL)

A. Entire system

Preparation for Test:

1. Provide access to PSE control module (A37) and disconnect **yellow** pneumatic line with socket from PSE control module.
2. Connect tester to disconnected pneumatic line using with connector 129 805 03 44.

i

If an actuator does not operate correctly and no leakage is found, check the respective lines for kinks or blockages.

Parts Required for Test:

1	Connector	202 805 03 44
2	Connection hose, 50 mm long	007 997 61 82
1	Pneumatic line, 1 m long	000 158 14 35

Note:

The connections on the PSE control module and pneumatic multiple connector are marked with their German acronyms. In other words:
ZV (German) = **CL** (English),
SRU (German) = **MVA** (English),
OSL (German) = **OSB** (English).

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
1.0	**Complete system pressurized**	**Yellow** connector on tester.	Apply 600 mbar pressure to entire system.	Pressure loss 30 mbar in 1 minute.	32 PSE/CL ⇒ 7.0
2.0	**Complete system evacuated**	**Black** connector on tester.	Apply 300 mbar vacuum to entire system.	Vacuum loss 30 mbar in 1 minute.	32 PSE/CL ⇒ 8.0

Pneumatic Test Program – Test (CL)

B. Individual lines with actuators

Preparation for Test:

1. Disconnect pneumatic line leading to the non-operating pneumatic actuator at the pneumatic distributor. Letters on the distributor indicate to which of the CL actuators the pneumatic line leads.

A → Left front door
B → Right front door
C → Left rear door
D → Right rear door
E → Fuel tank filler flap
F → Trunk lid

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1. If an actuator does not operate correctly and no leakage is found, check the respective lines for kinks or blockages.
2. Disconnected pneumatic lines are to be reconnected to the distributor with connector 007 997 61 82.

Parts Required for Test:

1 Pneumatic hose, 50 mm long 007 997 61 82

Parts Required for Repair:

1 Pneumatic hose, (as needed) 007 997 61 82

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
3.0	**Line and actuator pressurized**	**Yellow** connector on tester.	Apply 600 mbar pressure to line and actuator.	Pressure drop 25 mbar in 1 minute.	32 PSE/CL ⇒ 5.0 32 PSE/CL ⇒ 7.0
4.0	**Line and actuator evacuated**	**Black** connector on tester.	Apply 300 mbar vacuum to line and actuator.	Vacuum loss 25 mbar in 1 minute.	32 PSE/CL ⇒ 6.0 32 PSE/CL ⇒ 8.0

Pneumatic Test Program – Test (CL)

C. Actuators

Preparation for Test:

1. Remove nonfunctioning actuator.
2. Connect vacuum/pressure tester to pneumatic connection of actuator.

Parts Required for Test:

1	Pneumatic line	129 800 95 15
1	Pneumatic line, 1 m long	000 158 14 35
1	Pneumatic hose, 50 mm long	007 997 61 62
1	Connector	202 805 03 44

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
5.0	**Actuator holds pressure**	**Yellow** connector on tester.	Apply 600 mbar pressure to actuator.	Pressure drop 25 mbar in 1 minute.	Actuator leaks. Replace actuator.
6.0	**Actuator holds vacuum**	**Black** connector on tester.	Apply 300 mbar vacuum to actuator.	Vacuum loss 25 mbar in 1 minute.	Actuator leaks. Replace actuator.

Pneumatic Test Program – Test (CL)

D. Lines

Preparation for Test:

1. Connect tester to one end of pneumatic line and plug other end with cap 000 987 29 45.

Parts Required for Test:

1	Cap	000 987 11 45
1	Pneumatic hose, 50 mm long	007 997 61 82

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
7.0	**Line holds pressure**	**Yellow** connector on tester.	Apply 600 mbar pressure to lines.	Pressure drop 0 mbar in 1 minute.	Pneumatic line leaks, repair/replace line.
8.0	**Line holds vacuum**	**Black** connector on tester.	Apply 300 mbar vacuum to lines.	Vacuum loss 0 mbar in 1 minute.	Pneumatic line leaks, repair/replace line.