

3.4 Pneumatic System Equipment (PSE)

Models 202, 208, 210 as of M.Y. 1998

Pneumatic Test Program - PSE Control Module Test

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
1.0	Central locking system Left front door Vacuum supply	Connector FT to PSE control module Black connector on tester.	Cap all other connections on the PSE control module. Close doors. Lock vehicle using interior switch (CL).	450 mbar in 1.2 sec.	23 PSE/CL ⇒ 1.0, PSE control module (A37).
2.0	Central locking system Left front door Pressure supply	Connector FT to PSE control module. Yellow connector on tester.	Cap all other connections on the PSE control module. Close front doors. Unlock vehicle using interior switch (CL).	450 mbar in 0.8 s	23 PSE/CL ⇒ 1.0, (A37).
3.0	Central locking system Right front/right rear doors Vacuum supply	Connector BFT or BFT/Fond to PSE control module. Black connector on tester.	Cap all other connections on the PSE control module. Close doors. Lock vehicle using interior switch (CL).	450 mbar in 1.2 s	23 PSE/CL ⇒ 1.0, (A37).

Pneumatic Test Program - PSE Control Module Test

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
4.0	Central locking system Right front/right rear doors Pressure supply	Connector BFT or BFT/Fond to PSE control module. Yellow connector on tester.	Cap all other connections on the PSE control module. Close doors. Unlock vehicle using interior switch (CL).	450 mbar in 0.8 s	23 PSE/CL ⇒ 1.0, (A37).
5.0	Central locking system Fuel filler flap Vacuum supply	Connector TK or Tank to PSE control module. Black connector on tester.	Cap all other connections on the PSE control module. Lock vehicle using IR transmitter key	450 mbar in 1.2 s	See AD80.35-P-6000-04B PSE control module (A37).
6.0	Central locking system Fuel filler flap Pressure supply	Connector TK or Tank to PSE control module. Yellow connector on tester.	Cap all other connections on the PSE control module. Close all doors. Lock vehicle using IR transmitter key. Unlock vehicle using interior switch (CL).	450 mbar in 0.8 s	23 PSE/CL ⇒ 1.0, (A37).

3.4 Pneumatic System Equipment (PSE)

Models 202, 208, 210 as of M.Y. 1998

Pneumatic Test Program - PSE Control Module Test

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
7.0	Multi-contour seat backrest Pressure supply	Connector MKL to PSE control module. Yellow connector on tester	Cap all other connections on the PSE control module. Ignition switch: ON/OFF	Pump runs with 4 sec. delay. 450 mbar delay in 0.8 sec.	PSE control module (A37).
8.0	Retractable rear head restraints (RHR) Vacuum supply (model 210 sedan only)	Connector Heck/KAF or HFE/KAF to PSE control module. Black connector on tester	Cap all other connections on the PSE control module. Retractable head restraints raised. Ignition switch: On Press RHR switch.	450 mbar in 1.2 s	See AD80.20-P-6003-01B, (A37).
9.0	Manifold vacuum assist Vacuum supply (model 210 only)	Connector SRU to PSE control module. Black connector on tester	Cap all other connections on the PSE control module. Ignition switch: ON/OFF	Pump runs with 8 sec. delay. 450 mbar in 1.2 s	(A37).
10.0	Remote trunk lid release Pressure supply (model 210 sedan only)	Connector Heck/KAF or HFE/KAF to PSE control module. Yellow connector on tester	Cap all other connections on the PSE control module. Press RTR switch.	450 mbar in 1.2 s	See AD80.20-P-6002-03B, (A37).

Pneumatic Test Program - PSE Control Module Test

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
11.0	Central locking (Safety switch time)		Cap the following connectors on the PSE: Bosch: HFE/KAF, MVA, OSB Hella: Heck/KAF, MVA, OSB Close all doors Unlock vehicle via interior switch (CL).	Pump runs for 10±1 sec.	23 PSE/CL ⇒ 1.0, (A37).
12.0	Additional consumers Safety switch time		Cap the following connectors on the PSE: Bosch: FT, BFT, TK, MVA Hella: FT, BFT/Fond, Tank, MVA, OSB Ignition: ON Press RHR switch.	Pump runs for 60 sec.	See AD80.20-P-6003-01B, (A37).