

# MERCEDES-BENZ

## 2000-06 S500

### PRECAUTIONS

**Warning:** Risk of explosion when charging lead batteries with battery electrolyte containing sulfuric acid. A highly explosive gas mixture is created that ignites by means of fire, sparks, open flames and smoking.

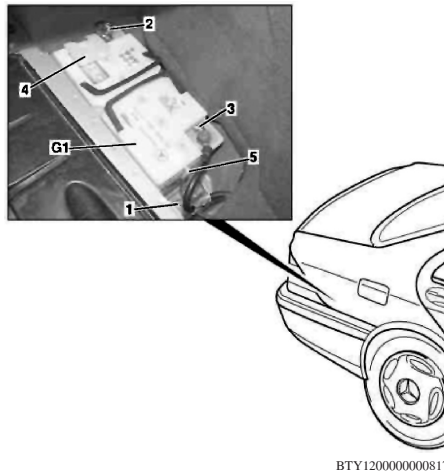
**Warning:** The battery electrolyte contains diluted sulfuric acid that causes caustic burns to the skin, eyes and mucous membranes in the event of contact. Bonded electrolyte is just as caustic as liquid electrolyte. Battery electrolyte mist causes caustic burns to eyes. If inhaled, this can result in caustic burns to mucous membranes and respiratory tracts.

**Warning:** In event of a short circuit from battery positive to ground, battery terminals and conductive objects causing short circuit, such as a tool or jewelry, become hot in seconds and cause burns.

**Warning:** If battery electrolyte is swallowed, this can result in symptoms of poisoning such as headache, dizziness, stomach ache, respiratory paralysis, unconsciousness, vomiting, caustic burns and cramps. Absorption of lead in body through contact with leaded components (battery terminals, lead plates in damaged batteries) damages blood, nerves and kidneys; lead compounds are also toxic for reproduction.

**Caution:** Wear acid-resistant gloves and clothing and safety glasses with side guards.

Only charge lead batteries in well-ventilated rooms with appropriate voltage and appropriate current with approved chargers, taking into account the instructions of battery and charger manufacturers.



**Fig. 1 Battery removal**

**Caution:** Do not place any conductive objects on battery, and do not wear any conductive jewelry (risk of short circuit).

Always disconnect the ground terminal first; always connect positive terminal first (risk of short circuit caused by tool).

Only store, transport and install batteries with liquid battery electrolyte horizontally, otherwise battery electrolyte can escape from the degassing holes.

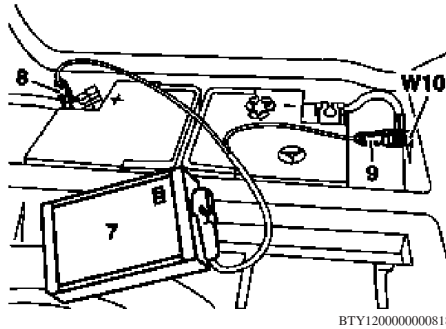
### BATTERY Removal

1. Remove ignition key.
2. Pivot trunk cover up.
3. Remove screw (1) and holder, **Fig. 1**.
4. Connect quiescent current retention unit as follows:
  - a. Switch on quiescent current retention unit (7), **Fig. 2**.
  - b. Connect positive terminal (8) of quiescent current retention unit to positive cable of battery, **Fig. 2**.

- c. Connect ground terminal (9) of quiescent current retention unit to battery ground (W10), **Fig. 2**.
5. Disconnect ground terminal (3) at battery, and insulate ground terminal with insulation tape.
  6. Remove gas vent line (5) from battery (G1), **Fig. 1**.
  7. Remove positive pole cover (4) upward, **Fig. 1**.
  8. Disconnect positive terminal clamp (2) from battery, **Fig. 1**.
  9. Remove battery.

### Installation

1. Install battery.
2. Connect positive terminal clamp to battery. Connect positive lead (2) first, then ground lead (3), **Fig. 1**.
3. Install gas vent line to battery. Ensure that gas vent line is routed through line passage to outside.
4. Connect ground terminal clamp to battery.
5. Remove quiescent current retention unit.
6. Install holder and screw (1), **Fig. 1**.
7. Pivot trunk cover down.
8. Activate steering angle sensor as follows:
  - a. If battery was disconnected or voltage supply to steering angle sensor was interrupted, ESP, SPS (PML) and BAS control unit switches to malfunction mode. This message appears in multifunction display when battery has been disconnected, "EI-STAB-PROGRAM - GO TO GARAGE."
  - b. Start engine and run at idling speed.
  - c. Turn steering wheel from one lock position to the other, then center it.
  - d. Message "EI-STAB-PROGRAM - GO TO GARAGE" goes out in multifunction display.
  - e. Switch off engine.



**Fig. 2 Quiescent current retention unit installation**

---

The material herein may not be used without the prior express written permission of the copyright holder, including, but not limited to reproduction or transmission in any form by any means such as electronic, mechanical, photocopying, recording or otherwise; nor may it be stored on any retrieval system of any nature.

"The data reported herein has been compiled from authoritative sources. While every effort is made by the analysts to attain accuracy, manufacturing changes as well as typographical errors and omissions may occur on occasion. The publisher cannot be responsible nor does it assume any responsibility whatsoever for such omissions, errors or changes."

---

**MOTOR INFORMATION SYSTEMS**  
**MOTOR is a trademark of Hearst Business Media**  
**A Unit of Hearst Corporation**  
**1301 W. Long Lake, Suite 300**  
**Troy, MI 48098**

Copyright © 2012 Hearst Business Media. All rights reserved.

---