

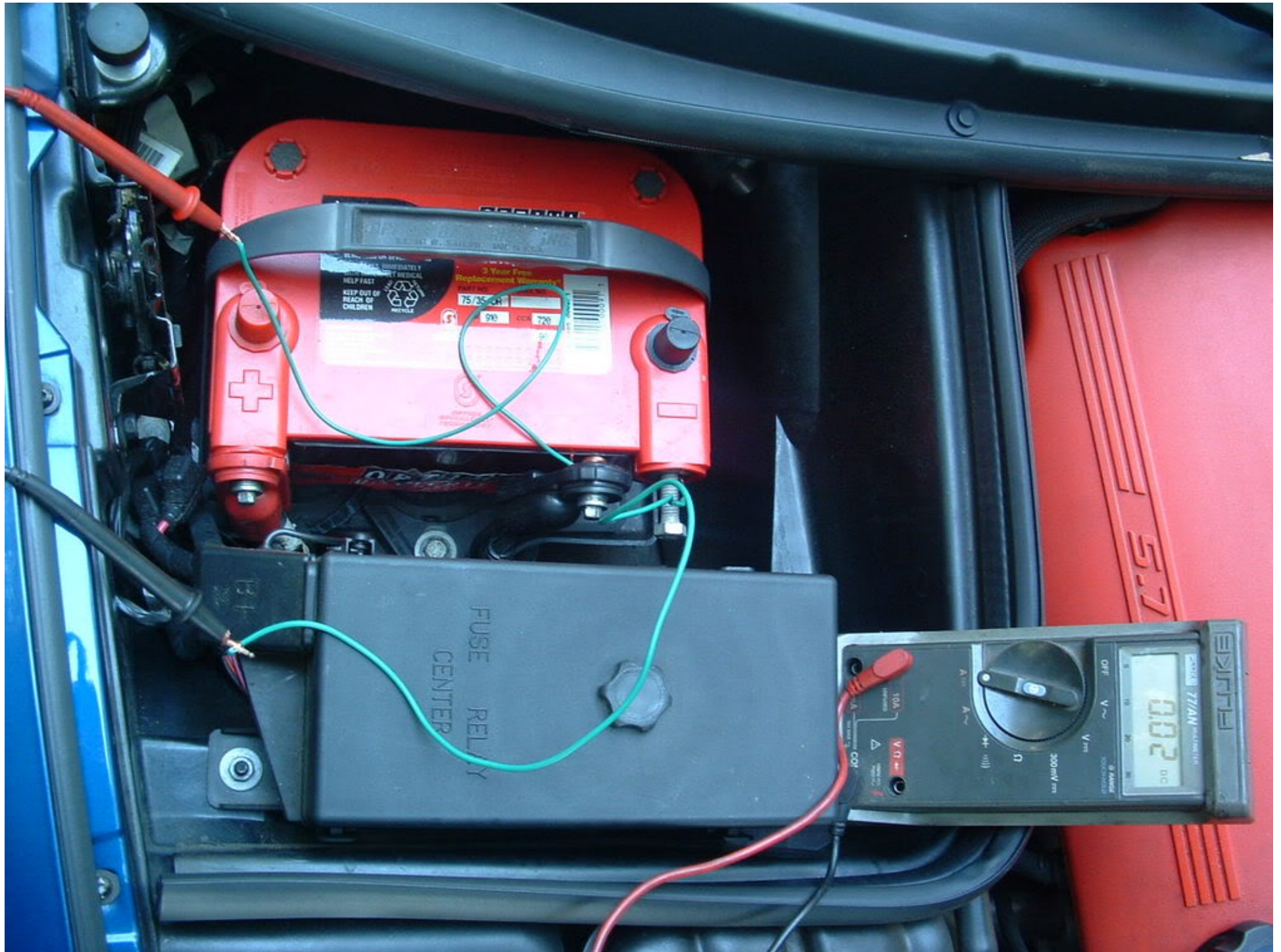
**C5 battery drain. Checking current draw.**

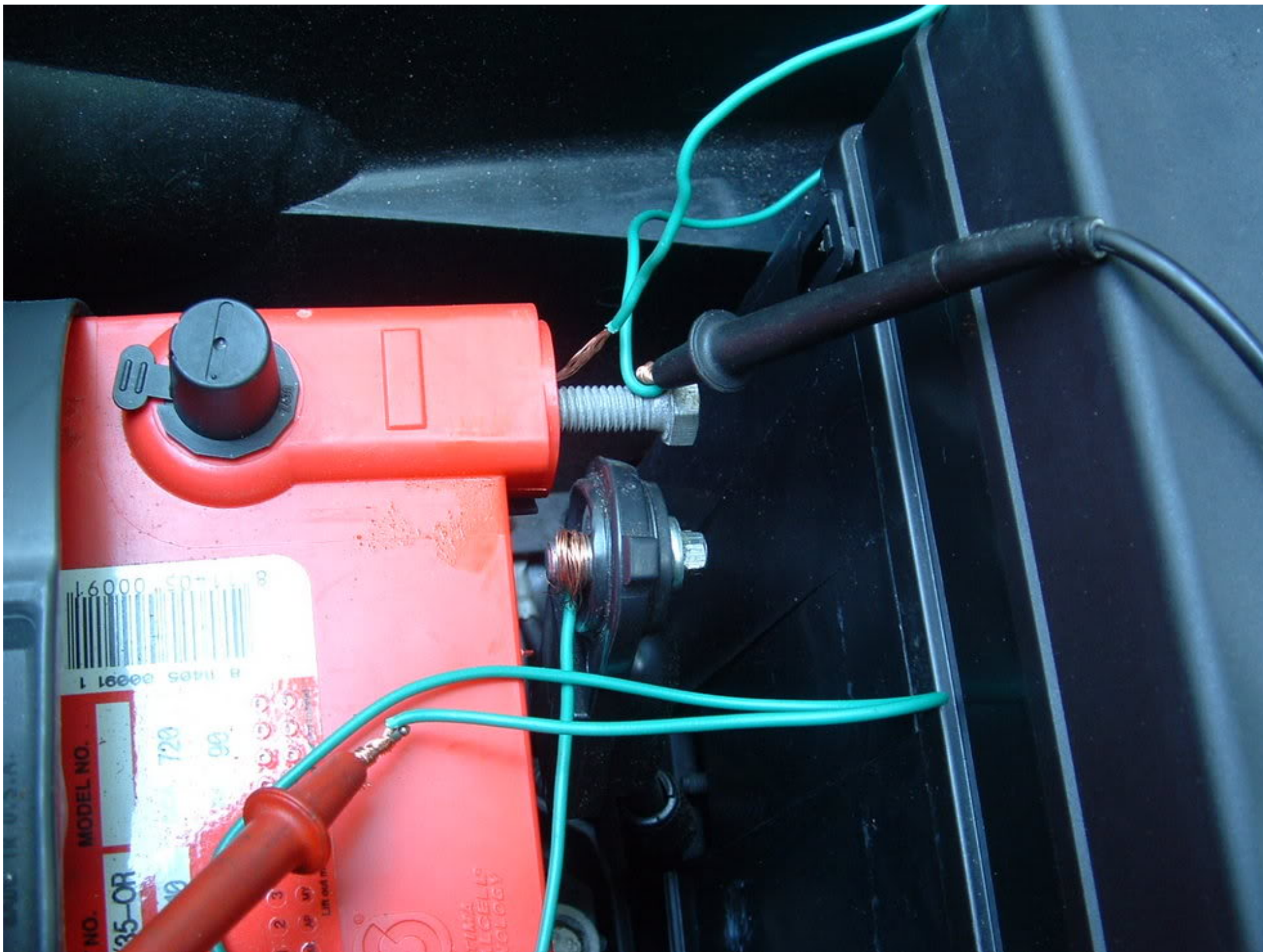
---

For those of you who have C5's that have problems keeping the battery from going dead if you leave your car idle for a short period of time, here is a procedure that you can use to see if your car is drawing an excessive amount of battery current. The C5 corvette should be able to sit idle for weeks with out running down the battery far enough that it will not start.

If your car has a good battery and it depletes the battery in a few days or a week, use a DC Amp meter to measure the battery current draw when the car has entered the BCM sleep mode.

Once ALL of the cars loads are remove (ie doors shut, trunk shut, interior light off, radar detector and phone chargers removed etc, (make sure that you disconnect the under hood light), disconnect the battery NEGATIVE terminal. Connect a DC AMP METER capable of reading at least 10 amps in SERIES with the NEGATIVE battery terminal and the NEGATIVE battery cable. Once you connect the amp meter into the circuit, the car should power up and enter the "SLEEP MODE" with in a few minutes. It should not take longer than 10-15 minutes. If the car is in the RAP (retained accessory power) mode, it may take that entire 10-15 min to power down.





When you initially connect the AMP meter in the circuit, the current draw will be high. Some where around 8 amps. As the BCM determines that the car is secure, it will start dropping off loads and go into the SECURITY MODE and Sleep Mode. As it drops off loads you will see the battery current drop down from 8 amps to around 2-3 amps then in the milliamp range.

If there is a unwanted load, it could take up to 10-15 min for the current reading to settle out as low as it will go. The target reading will be 15-20 milliamperes. As you can see in the next photo, my 02 ZO6 draws .02 or 20 milliamperes.



With this small current draw and a properly charged battery in good condition, your C5 should be able to sit idle (**without a battery tender or battery charger**) for at least 3 weeks if not longer. My ZO6 has set idle for 30 days and started normally after that period.

C5's that drain batteries in days or a week have an excessive battery current draw issue. Here are a few places that have proven to be a cause of excessive battery current draw:

Drivers or Passengers seat control multifunction switch. The return spring in the switch gets weak or damaged and the seat sticks in a movement position. The motors are thermally protected by a "circuit breaker" in the passengers foot well and will continuously set and trip until the battery goes dead.

Drivers LUMBAR motor. Same as above!



Interior lights, dash lights, or other interior lights.

Head light motor control module. The module can short inside and draw current even though the lights are down and secure. If you feel the module and its HOT, its bad.

Alternator. The diodes can and do go bad. If they go bad, the field windings will always be powered and draw current. If you suspect that the alternator is drawing current, remove the field terminal wire from the back of the alternator and insert the AMP Meter in SERIES with the circuit (between the red wire and alternator field terminal). The current draw should be ZERO. If you have current draw, one or more diodes are bad in the alternator. The last alternator that I checked this way was drawing 5 amps.

Bose Amplifier. There's an amp under the dash on the drivers side dash. The relay for that amp sometimes sticks and the amp remains on even though the car is OFF.

Cell phones, radar detectors, wide band controllers ect... can get left plugged in.

NOTE! If you open the door, or trunk or even remove and then replace a fuse for troubleshooting, it will wake the car up and you will need to wait for it to enter the SLEEP mode again to read the current draw.

If you remove a BCM fuse, it will negate the test because the BCM is controlling the current draw.

Hope this helps figure out the reasons for premature battery failure.

Bill Curlee