964 Battery Drain

by Adrian Streather

There is a way to at least attempt to discover if you have a genuine current drain. Remember that you do have some usage of the battery by the DME, Alarm etc.

Firstly you disconnect the negative terminal of the battery. Then to make myself happy I disconnect the positive and reconnect the negative. I then put a multimeter set to 10Amps current in series between the battery post and the cable connector. You should read between 8ma to 13ma and if you have a hefty stereo system, maybe up to 20ma. Ensure you lock your doors to activate the alarm. Record the figure. If the figure is more than 20ma you have a current drain. To be quite honest you will if you have a current drain read figures like 0.5amps or in my case, 2amps.

So now assuming you have established that you do indeed have a current drain it is time to find out the cause. Unlock the doors now by the way. Saves the battery (joke). Open up the central electric. (Fuse panel). Ensure the multimeter remains connected. Using the fuse extraction tool start with either fuse Number 1 or at the other end. Pull the fuse and see if the current drain falls. My problem was on fuse 38. The radio booster. When you have finished this check and regardless of your findings, you have to reconnect the battery, start your 964 and go for a minimum 15 minute drive. You have reset the DME by doing this and you have to get it re-adapted.

Now a couple of other checks you can do. With the engine off and everything hooked up, use the multimeter and record the voltage across the battery. Start the engine and at 1200RPM record the battery voltage again. Should be 13.8VDC minimum. Let the 964 idle and record the voltage again. If less than 13.8VDC this indicates an impending alternator failure or a failed battery. Shut the engine off and read the voltage again. Should be around 12.4VDC. If less than this then the battery was too flat (what was the first reading) and is not charged fully or the alternator is not charging or the battery is kaput.