Closed-circuit (standby) current cutout

The electrical closed circuit cutout function switches off loads which consume closed circuit (standby) current at terminal 30. The closed circuit current cutout is controlled by the load cutout relay K72.

A voltage filter is additionally integrated in the relay K72 to filter the ripple of the electrical system. This filter is necessary for the motors of the steering column and seat memory.

The following systems are connected to the closed circuit current cutout:

- 7 series, E38, up to model year 1996: Seat adjustment, rear head restraint adjustment, steering column adjustment and sun shade.
- 7 series, E38, as of model year 1996: Seat/steering column memory
- 5 Series, E39: Seat/steering column memory

The relay K72 is driven via terminal 15 and the "load cutout" signal from the general module of the ZKE III

Load cut-out signal

The load cutout signal is switched by the general module of the ZKE III.

When terminal R is switched on, B+ is switched from the general module to the relay K72. The general module switches off the B+ supply 16 minutes after switching off terminal R.

The relay is switched on again together with switching on terminal R or terminal 15 or, when a signal change takes place at an input of the ZKE III; e.g. opening a door, opening the front lid, unlocking a door.

When terminal 15 is switched on (signal at Pin 8 of relay K72) the closed circuit current cutout relay switches on the B+ supply for the connected loads irrespective of the status of the load cutout signal.