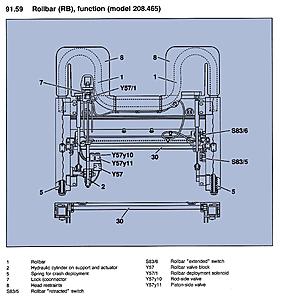
Following is a copy and paste, from post #29, in your prior thread [https://mbworld.org/forums/clk-class...-go-bad-2.html](https://mbworld.org/forums/clk-class-w208/622755-when-good-tops-go-bad-2.html)  
  
  
-------------Start of Enclosed Text-------------  
  
When the indicator lamp in the power soft top switch (S84) is permanently illuminated with the vehicle stationary and S84 is not operated the causes may be:  
  
The soft top controller (N52)  
Soft top or soft top compartment cover is not locked properly  
Wiring or fuse, terminal 30  
Defective or wiring open-circuit at the power soft top switch (S84)  
The RB "retracted" switch (S83/5) or RB "extended" switch (S83/6)  
  
Before the controller will unlock the rear bow at stage 3, it first checks that the position of the RB limit switches are correct (indicating that the RB has been lowered).  
  
It's possible that one or both failed to actuate correctly when you operated the system under low hydraulic system pressure.  
  
You may be able to reset the RB limit switches as follows. With the RB switch (S83), on the dashboard, fully extend the RB and hold it for 5 seconds, followed by retracting the RB and hold for 5 seconds.  
  
You can also try the subsequent locking procedure described in the thumbnail.  
  
-------------End of Enclosed Text--------------  
  
  
If the either of the resets that I suggested prior, do not reset the limits, one of your RB limit switches is probably faulty, but the dealer most likely did not tell you which one. That's because MB does not sell the RB limit switches for the W208 and repair is only by replacement of the entire RB assembly is required for $$$$$.  
  
However, you can determine which switch is faulty, by raising/lowering your RB into the up / down positions and checking for the required resistances, with a multi-meter set to read ohms. Note: After moving the RB into each position, disconnect the N52 controller connector and read the resistance between the appropriate RB limit switch pin, on the connector and ground.  
  
Here's some good news. MB does sell the required limit switches inexpensively, as a R129 part.  
  
However, access to and replacement a RB component, requires the removal of the rear seat (a PITA). See enclosed picture for switch locations.  
  
After determining which switch requires replacement, to obtain the needed part number, search the W208 forum further or call/email Klaus at Top Hydraulics who may be able to provide you with the R129 part number.

Attached Thumbnails[](https://mbworld.org/forums/attachments/clk-class-w208/330630d1462914113-faulty-roll-bar-switch-rollbar1.jpg)

*Last edited by Serndipity; 05-10-2016 at 05:19 PM.*

Serndipity is offline

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**Old 05-10-2016, 05:07 PM**

**#****[3](https://mbworld.org/forums/clk-class-w208/625125-faulty-roll-bar-switch.html" \l "post6798544" \o "permalink" \t "new)**

[JG403](https://mbworld.org/forums/members/344689-jg403.html)

Member

Thread Starter

Join Date: Aug 2015

Posts: 174

[Likes: 8](https://mbworld.org/forums/post_thanks.php?do=findthanks_user_gave&u=344689)

Received 8 Likes on [8 Posts](https://mbworld.org/forums/post_thanks.php?do=findthanks&u=344689)

2003 CLK 320 cabriolet

Thanks! I'll get in this over the weekend. The tech said he hasn't done one, but did say access through the back seats and maybe the quarter panels. He said the switch was not reading any change downward, it was on the up side.

JG403 is offline

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**Old 05-10-2016, 06:19 PM**

**#****[4](https://mbworld.org/forums/clk-class-w208/625125-faulty-roll-bar-switch.html" \l "post6798637" \o "permalink" \t "new)**

[Serndipity](https://mbworld.org/forums/members/27-serndipity.html)

MBWorld Fanatic!

Join Date: Nov 2001

Location: Boston North Shore

Posts: 1,151

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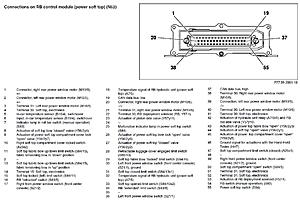
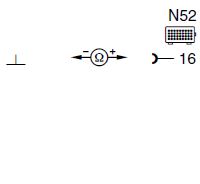
2001 CLK320 Cabrio

Quote:

Originally Posted by **JG403** [View Post](https://mbworld.org/forums/clk-class-w208/625125-faulty-roll-bar-switch.html#post6798544)

*Thanks! I'll get in this over the weekend. The tech said he hasn't done one, but did say access through the back seats and maybe the quarter panels. He said the switch was not reading any change downward, it was on the up side.*

There have been several prior instances of RB limit switch failures and DIY replacements within the W208 forum. As I recall, only the rear seats have to be removed for access to the RB assembly.  
  
First try resetting the RB limit switches, using main the dash RB switch and then the subsequent locking procedure, as I suggested in prior posts (see last comments at end of this note).  
  
Also you can verify that the S83/5 operation is "not reading any change downward" as follows.  
  
1. Move the RB to it's down position.  
  
2. With the ignition OFF, disconnect the N52 controller cable.  
  
3. Connect a multi-meter, set to read ohms at it's lowest ohms range, between a vehicle ground and pin 16, on the RB "retracted" switch (S83/5)) on the cable connector.  
  
4. When the S83/5 RB limit switch RB switch has been properly actuated, indicating the the RB is completely retracted, the meter should read 0 ohms (no more than 5 ohms).  
  
I've enclosed diagrams of the N52 connector pin assignments as well as how to connect the multi-meter, to the disconnected N52 cable.  
  
BTW, there's a chance that the switch is not faulty, but is only not being properly actuated by the RB mechanism. This may be a result of operating the power roof with low system pressure (as mentioned in your other thread), or has mechanically become loose due to long term vibration, which in either case, is only out of adjustment/alignment).

Attached Thumbnails[](https://mbworld.org/forums/attachments/clk-class-w208/330654d1462918700-faulty-roll-bar-switch-n52pinconnections.jpg)  Attached Images

*Last edited by Serndipity; 05-10-2016 at 06:41 PM.*

Serndipity is offline

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**Old 05-10-2016, 10:55 PM**

**#****[5](https://mbworld.org/forums/clk-class-w208/625125-faulty-roll-bar-switch.html" \l "post6798902" \o "permalink" \t "new)**

[JG403](https://mbworld.org/forums/members/344689-jg403.html)

Member

Thread Starter

Join Date: Aug 2015

Posts: 174

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2003 CLK 320 cabriolet

Thanks so much for all of the help!

JG403 is offline

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**Old 05-19-2016, 09:34 AM**

**#****[6](https://mbworld.org/forums/clk-class-w208/625125-faulty-roll-bar-switch.html" \l "post6807134" \o "permalink" \t "new)**

[JG403](https://mbworld.org/forums/members/344689-jg403.html)

Member

Thread Starter

Join Date: Aug 2015

Posts: 174

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2003 CLK 320 cabriolet

Here is the faulty switch...

Attached Thumbnails[](https://mbworld.org/forums/attachments/clk-class-w208/331325d1463664876-faulty-roll-bar-switch-photo989.jpg)

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[Key will not turn in ignition](https://mbworld.org/forums/clk-class-w208/624408-key-will-not-turn-ignition.html)

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 BOOT NOT OPENING

When the lamp on the center console trunk release switch is on, it indicates that the truck is in an unlocked condition. By design, to prevent a potential collision between the soft top case cover and truck lid, the roof's controller (N52) will be notified of this condition, by the interior CANBus.  
  
Although the N52 controller talks with the CANBus network, using only 2 of it's 55 wiring connections (e.g. CAN-Data-Bus HIGH and LOW), there is not a way to restore your power roof operation without correcting the problem current fault (e.g. the N52 controller thinks the truck is unlocked).  
  
Tha'is because the CANBus; uses both a physical (e.g. twisted wire pair and voltage encoding), as well as a protocol based data layer, to communicate with it's numerous network connected nodes/device-controllers and prior to permitting power roof operation, the N52 controller will first verify that all other prerequisites are correct (e.g. vehicle speed not more than a specified MPH, the truck is not unlocked, the window have opened etc.).  
  
Included below, is a functional diagram of trunk locking system, it's components and the methods used to interact.  
  
Before replacing expensive components, some additional trouble shooting could isolate/verify the cause and/or even fix it, inexpensively. Some examples........  
  
Your profile does not show your location or model year. In the U.S., from MY 2001, an emergency truck release switch was added to the inside of the trunk lid. It may be stuck in the truck open position or as reported by other owners, the wiring insulation has chafed on sharp edges inside the trunk and shorted out. BTW, all of methods to open the trunk, including the mechanical key, will turn on the center console switch lamp, until the truck is closed.  
  
The trunk locking mechanism (e.g. S15/1), operates by pneumatic pressure, supplied by the Pneumatic System Equipment control module (A37). In addition to being central locking system air pump, other combined functionality pertains to the power roof controller and alarm systems. Air pressure is supplied to the locking mechanism via a plastic T valve and 2 pneumatic lines, which then actuate a lever, that locks / unlocks the trunk. Unfortunately, with age, plastic becomes brittle, so I would check for broken connections, leaks, movement the actuating lever etc. See pictures in second enclosed thumbnail.

Attached Thumbnails[Trunk release switch light always on, soft top won't operate-pse.jpg](https://mbworld.org/forums/attachments/clk-class-w208/353636d1493482917-trunk-release-switch-light-always-soft-top-won-t-operate-pse.jpg)   [](https://mbworld.org/forums/attachments/clk-class-w208/353637d1493482941-trunk-release-switch-light-always-soft-top-won-t-operate-s15.jpg)