SB-10051579-8164

Measure no.	**Subject**	
US 24978854-06	Battery faulty	
Status date (mm/dd/yy)	**Status**	**Organization**
7/20/12	Accepted	US, MOT
Date created (mm/dd/yy)	**Created by**	**PQM Problem reference**
7/20/12	Manuel Schoenbrunn	
Release date (mm/dd/yy)	**Approved by**	**Dealer release**
		Allow automatic release

Vehicles affected

E series	**Engine**	**Body**
K15 K16 K18 K19 K25 K25/02 K25/03 K25/11 K25/12 K25/31 K25/32 K25/HP K26 K26/02 K26/11 K27 K27/11 K28 K29 K29/HP K40 K40/11 K43 K43/11 K43/HV K44 K44/31 K46 K46/11 K48 K589/03 K70/11 K71 K72 K72/11 K73/02 R13 R13/31 R13/40 R21 R22 R259 R28	1-ZYL 2-ZYL 4-ZYL 6-ZYL	

Production period (from/to) (mm/dd/yy)	**Comment on production period**	**Feedback (all cases relating to measure up to) (mm/dd/yy)**
/		

Complaint

Battery has failed. Engine cannot be started.

Cause

Battery discharged or faulty due to aftermarket electrical accessories.

NOTE:

BMW Motorrad considers aftermarket electrical accessories to be all accessories that are not listed in the EPC (ETK).

Subsequent damage caused by aftermarket accessories must not be billed under warranty.

It is essential to note that the “BMW Motorrad Navigators” differ electrically in design from GARMINs other GPS products which are considered to be aftermarket accessories.

Measure

1. Before replacing a battery under warranty, it is absolutely essential to check for evidence of aftermarket accessories. See PuMA measure 11596813.

2. The total “Idle current draw” (key off current draw) of all motorcycle electronics must lie within the nominal value in accordance with SIB 61 001 06 (003) Idle current measurement, and SIB 61 002 09 (054) SUPPLEMENT: Idle-Current Measurement.

3. A failed battery that is removed or electrically disconnected from the motorcycle must be fully charged before the battery test.
Use only a battery charger from BMW Motorrad for this.
All BMW Motorrad battery chargers have a charge status display that should be checked to confirm a battery is charged.
NEVER charge a battery based on time, regardless of instructions to the contrary from any source!

4. The battery is to be checked either with the "Engine start battery test", see attached data sheet for AGM / Gel batteries, the Low Maintenance BMW Motorrad Wet-Cell test record or the BMW Midtronics battery tester. Batteries claimed under warranty must have the corresponding completed measurement datasheet or test code from the BMW Midtronics battery tester attached to the RO.

Warranty claim:
Add comments to the warranty claim that describe the problem in a comprehensible way (customer's description of the fault, fault description by the repair shop and repair procedure).

Cause

Fault location	Fault type	Fault place
61/21 Battery with holder	Malfunction, failure	

Repair Task	Special Clearance
	No

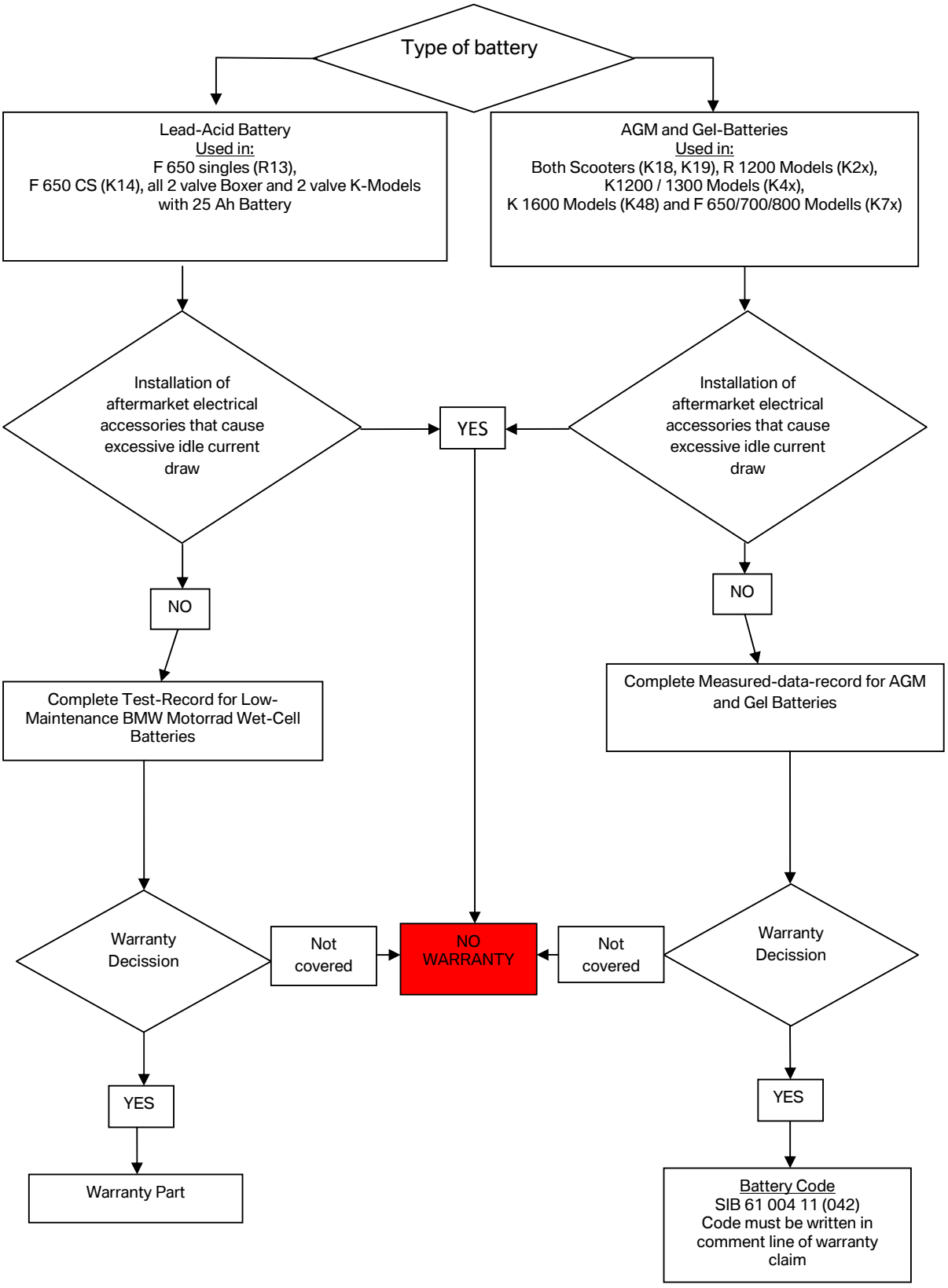
Area	Fault code
Electrics/Electronics	

Progman / DIS / ISTA / ISTA/P

System	State	Version

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Flow Chart for Battery Replacement in case of warranty



Measured-data-record for AGM and Gel Batteries

VIN	Dealer No.	Country	Mileage	Alarm System	Date
				YES / NO	

Battery Code according SIB 61 004 11 (042)	
Part No. of the defect battery	

1. Measure the battery voltage when bike enters dealers workshop (before charging the battery)

Ignition ‚OFF'	Volts

2. Measure the voltage of the fully charged battery

Battery disconnected	Volts

3. Connect the battery to the bike and measure the voltage

Ignition ‚OFF'	Volts
Ignition ‚ON'	Volts

4. Measure the parasitic (key off) current draw according to SIB 61 001 06 (003)
PLEASE NOTE: Carry out the parasitic current measurement with electrical equipment connected to the bike.

Ignition Position ‚R'	mA	Ignition ‚OFF'	mA

5. List non BMW Motorrad electrical equipment.

	Description / name of the electrical equipment	Where is the electrical equipment connected to?
e.g.	*TOM TOM GPS*	*Directly to the battery terminals or On board GPS socket X9349*
1		
2		
3		

6. Engine-Start-Battery-Test. Measuring of the battery voltage using a multimeter
The test is only valid for all R 1200 models (K2x), all K1200 / 1300 models (K4x), K 1600 GT/GTL (K48) and F 650 / 700 / 800 models (K7x). Before starting this test the bike and battery must be approx. 68 °F.
Before operating the Engine-Start-Battery-Test on K2x, K4x or K7x models, either disconnect plug X9100 (Fuel Pump Electronic) and start the engine until it stalls to remove the remaining fuel pressure or activate the start suppression at the BMS-KP.
To perform the "Engine-Start-Battery-Test", press and hold the start button for 60 seconds while measuring the battery voltage between both battery terminals. Note the minimum measured voltage while the test runs. A battery must be capable to run the starter for a minimum of 60 seconds.

Mininum measured voltage	V

Switch off ignition, wait 3 minutes and measure battery voltage again.

Ignition ‚OFF'	V

7. Finally
Read error memory, check whether errors belong to the test or not. Clear error memeory.
Attach this form to the Repair Order.

Battery Test Record for Low-Maintenance BMW Motorrad Wet-Cell

Motorcycle type	VIN	Motorcycle's mileage with this battery installed	Date of initial installation of battery	Battery manuf. code	Warranty claim No.

1. Electrical optional equipment retrofitted or used

2. Battery data prior to charging (please X the boxes as appropriate)

- Condition of battery poles/ terminals (+) pole: ☐ white corrosion ☐ black corrosion ☐ OK (-) pole ☐ white corrosion ☐ OK
- Battery post terminals (+) pole: ☐ secure ☐ stiff ☐ loose (-) pole: ☐ secure ☐ stiff ☐ loose
- Battery damage ☐ no ☐ yes, where/what

Battery data **PRIOR TO** charging - starting at the (-) pole						
No-load voltage [1] of battery when disconnected: V						
	Cell 1	Cell 2	Cell 3	Cell 4	Cell 5	Cell 6
Acid level [2]						
Acid level **below MIN** => warranty claim will not be accepted						
Acid density [3]						

Dealer's stamp

3. Allow battery to stand min. 1 hour after charging. Firmly tighten all cell plugs

Battery data **AFTER** charging - starting at the (-) pole						
No-load voltage [1] of battery when disconnected: V						
	Cell 1	Cell 2	Cell 3	Cell 4	Cell 5	Cell 6
Acid density [3]						

4. Assessment (please X the boxes as appropriate)

Assessment **AFTER** charging		Assessment
Acid density in **all cells** greater than 1.26kg/dm³	Battery is OK. No justification for complaint	
Deviation: acid density in **one cell** below 1.21kg/dm³, **rest min.** 1.26kg/dm³	Battery accepted for replacement under warranty	
Deviation: acid density in **two or more cells** below 1.21kg/dm³, **rest min.** 1.26kg/dm³	Not acceptable under conditions for warranty	
Deviation: acid density in **all cells** below 0.05kg/dm³, **all cells** below 1.26kg/dm³	Not acceptable under conditions for warranty	
Other combinations of acid density	Not acceptable under conditions for warranty	

Attach completed test record to the Repair Order.

Date of repair | Signature

[1] Measure using voltmeter (class 0.5 with min. internal resistance 20kΩ/V). Always set the tester to the lowest possible measuring range for the voltage you want to measure.
[2] Possible acid levels: ① Plates dry, ② Below MIN, ③ Between MIN and MAX, ④ Above MAX.
[3] Always make sure that all the electrolyte from one cell has drained from the densimeter before you insert it in the next cell – ATTENTION: Lifting acid from cell to cell will result in consequential damage to the battery.