



SIB 34 01 21 Soft Rear Brake Pressure Point

2021-05-19

This Service Information Bulletin replaces SI 34 01 21 **dated January 2021**.

MODEL

Model	Model Description	Production Date Range
K50	R 1200/1250 GS	Sept 1, 2012 – Aug 31, 2020
K51	R 1200/1250 GSA	Sept 1, 2012 – Aug 31, 2020

SITUATION

During operation of the rear wheel foot brake lever, the rider feels a soft pressure point or perceptibly longer lever travel.

Due to the ABS pump and model-specific conditions, small amounts of air may enter the control circuit of the rear brake system successively. With continual usage, this air can be perceived by the rider as a “soft pressure point” or “substantial lever travel” when only using the rear brake lever.

When using the front brake lever on bikes with partial integral brakes, the pressure for the rear brake is generated by the ABS pump which bypasses the use of the rear control circuit (rear brake lever). Thus:

- If there is air in the rear control circuit (between the rear lever brake master cylinder and the ABS module), it would not affect the rear braking during partial integral braking.
- If there is air in the rear wheel circuit (ABS pump to the rear caliper), the ABS pump can compress this small amount of air to where there is no perceptible change for the rider.

Therefore, the soft brake pressure is only perceptible when using the rear brake lever.

PROCEDURE

Bleed the rear brake circuit manually in accordance with the repair instructions, then work through the following service procedure:

- “Brake system: soft pressure point”, calculate test plan
- Perform the service procedure "Check brake pressure point"

Note: See attachment for detailed screenshots of the steps above.

Continue to bleed the rear brake circuit thoroughly, including bleeding of the ABS module using ISTA. Perform this routine 2 times.

After the system is completely bled and no more air present, apply pressure to the rear brake circuit by attaching weight of 22-33 lbs. (10 to 15 kg) to the rear brake lever for at least 12 hours.

Flush the brake system again (at least 2x the contents of the reservoir).

As a final step, retrofit the vehicle with "Harder brake pressure point on rear wheel brake" using ISTA version 4.26.36 or greater.

WARRANTY INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Motorcycles and Scooters.

Defect code

34 00 90 72 00	Rear Brake System Incorrectly Bled
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Labor Operation

12 00 014	Carry out vehicle test with diagnostics	Refer to AIR for FRU
+34 00 549	Change brake fluid at rear	Refer to AIR for FRU
+34 99 000	Working time without brake specification	Tech Punch time
+61 00 502	Check Software	Refer to AIR for FRU
+61 00 510	Program vehicle control units (with Check software)	Refer to AIR for FRU

FRUs includes all repair procedures to complete the task with allowance for necessary ancillary tasks (e.g., visual inspection, lubrication, cleaning parts etc.) and administrative tasks.

QUESTIONS REGARDING THIS BULLETIN

Technical inquires	Contact the BMW Technical Support Group via TSARA
Warranty inquires	Submit an IDS ticket to the Warranty Department
Parts inquires	Submit an IDS ticket to the Motorrad Parts Department

Supporting Materials

[picture_as_pdf 34 01 21 Rear Brake-Soft Pressure Point.pdf](#)

[picture_as_pdf Serviceprgram-Soft pressure point.pdf](#)

Service Information Bulletin

Brakes

May 19, 2021

34 01 21

SOFT REAR BRAKE PRESSURE POINT



**BMW
MOTORRAD**

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When using the front brake lever on bikes with partial integral brakes, the pressure for the rear brake is generated by the ABS pump which bypasses the use of the rear control circuit (rear brake lever).

Thus:

- If there is air in the rear control circuit (between the rear lever brake master cylinder and the ABS module), it would not affect the rear braking during partial integral braking.
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Note: See attachment for detailed screenshots of the steps above.

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After the system is completely bled and no more air present, apply pressure to the rear brake circuit by attaching weight of 22-33 lbs. (10 to 15 kg) to the rear brake lever for at least 12 hours.

Flush the brake system again (at least 2x the contents of the reservoir).

As a final step, retrofit the vehicle with "Harder brake pressure point on rear wheel brake" using ISTA version 4.26.36 or greater.

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QUESTIONS REGARDING THIS BULLETIN

Technical inquires	Contact the BMW Technical Support Group via TSARA
Warranty inquires	Submit an IDS ticket to the Warranty Department
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Check the brake pressure point

1. Identify motorcycle, start vehicle test

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

Operations Vehicle information Vehicle management Service plan Favourites Workshop/ Operating fluids Measuring devices

Vehicle details Repair history Control unit tree Control unit list Operations report

KOMBI RDC DME EWS ABS ESA GM DWA

FACAN —

Fault memory **Not existent**

Ecu responding Ecu not responding Ecu state unknown

Start vehicle test Call up ECU functions Display fault memory

2. Select fault pattern

2.1. Select Main group [002 Chassis and suspension]

The screenshot shows the 'Integrated Service Technical Application' interface. At the top, the VIN is Z183019 and the vehicle is R/K50/R 1200 GS/USA/0A11/2012/05. The battery voltages are KL 15: 13.9 V and KL 30: 13.9 V. The interface is divided into several sections:

- Navigation Bar:** Contains buttons for Operations, Vehicle information, Vehicle management, Service plan, Favourites, Workshop/Operating fluids, and Measuring devices. Red arrow 1 points to 'Vehicle management'.
- Sub-Menu:** Contains buttons for Repair/Maintenance, Troubleshooting, Service function, Software update, Control Unit Exchange, and Vehicle modification. Red arrow 2 points to 'Troubleshooting'.
- Sub-Menu:** Contains buttons for Fault memory, Fault pattern, Function Structure, Component Structure, Text Search, and Input fault code. Red arrow 3 points to 'Fault pattern'.
- Main groups list:** A list of main groups: 001 Drive, 002 Chassis and suspension, and 003 Electrical system. Red arrow 4 points to '002 Chassis and suspension'.
- Selected structure elements:** A panel showing 'Layer 1: Perceived symptoms (old)'.
- Status Bar:** Shows 'Number of fault memories: 0 / 0' and 'No. fault patterns: 0'.
- Buttons:** Includes 'Undo all', 'Undo', 'Add fault pattern', 'Show fault pattern', and 'Calculate test plan'.

2. Select fault pattern

2.2. Select Main group [Antilock braking system ABS]

The screenshot displays the 'Integrated Service Technical Application' interface. At the top, the VIN is Z183019 and the vehicle is identified as RK50/R 1200 GS/USA/0A11/2012/05. The battery voltage is shown as KL 15: 13.9 V and KL 30: 13.9 V. The main navigation menu includes 'Operations', 'Vehicle information', 'Vehicle management', 'Service plan', 'Favourites', 'Workshop/ Operating fluids', and 'Measuring devices'. The 'Fault memory' section is active, showing 'Fault pattern' as the selected option. The 'Main groups' list includes 'Antilock braking system ABS' (highlighted with a red box), 'Electronic suspension adjustment', and 'RDC tyre pressure control'. The 'Selected structure elements' panel shows 'Layer 1: Perceived symptoms (old)' and 'Layer 2: 002 Chassis and suspension'. At the bottom, the status indicates 'Number of fault memories: 0 / 0' and 'No. fault patterns: 0'. The bottom toolbar contains buttons for 'Undo all', 'Undo', 'Add fault pattern', 'Show fault pattern', and 'Calculate test plan'.

Operations	Vehicle information	Vehicle management	Service plan	Favourites	Workshop/ Operating fluids	Measuring devices
Repair/ Maintenance	Troubleshooting	Service function	Software update	Control Unit Exchange	Vehicle modification	
Fault memory	Fault pattern	Function Structure	Component Structure	Text Search	Input fault code	

Main groups	Selected structure elements
Antilock braking system ABS	Layer 1: Perceived symptoms (old)
Electronic suspension adjustment	Layer 2: 002 Chassis and suspension
RDC tyre pressure control	

Number of fault memories: 0 / 0 No. fault patterns: 0

Undo all Undo Add fault pattern Show fault pattern Calculate test plan

2. Select fault pattern

2.3. Select the fault pattern [Brake system: soft pressure point], then push button “Add fault pattern”

The screenshot displays the 'Integrated Service Technical Application' interface. At the top, it shows the VIN: Z183019 and Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05. The main menu includes 'Operations', 'Vehicle information', 'Vehicle management', 'Service plan', 'Favourites', 'Workshop/Operating fluids', and 'Measuring devices'. The 'Fault pattern' tab is selected. The 'Main groups' list includes 'ABS button not working', 'Brake system: soft pressure point', 'Insufficient venting of pressure modulator', and 'No ABS release after driving off'. The 'Selected structure elements' list shows a hierarchy: Layer 1: Perceived symptoms (old), Layer 2: 002 Chassis and suspension, Layer 3: Antilock braking system ABS, and Layer 4: Brake system: soft pressure point. The 'Add fault pattern' button is highlighted with a red box and a red arrow labeled '2'. Another red arrow labeled '1' points to the 'Brake system: soft pressure point' item in the 'Main groups' list. The status bar at the bottom indicates 'Number of fault memories: 0 / 0' and 'No. fault patterns: 0'.

Operations	Vehicle information	Vehicle management	Service plan	Favourites	Workshop/Operating fluids	Measuring devices
Repair/Maintenance	Troubleshooting	Service function	Software update	Control Unit Exchange	Vehicle modification	
Fault memory	Fault pattern	Function Structure	Component Structure	Text Search	Input fault code	

Main groups

- ABS button not working
- Brake system: soft pressure point**
- Insufficient venting of pressure modulator
- No ABS release after driving off

Selected structure elements

- Layer 1: Perceived symptoms (old)
- Layer 2: 002 Chassis and suspension
- Layer 3: Antilock braking system ABS
- Layer 4: Brake system: soft pressure point

Number of fault memories: 0 / 0 No. fault patterns: 0

Undo all Undo **Add fault pattern** Show fault pattern Calculate test plan

3. Calculate test plan

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

Operations	Vehicle information	Vehicle management	Service plan	Favourites	Workshop/ Operating fluids	Measuring devices
Repair/ Maintenance	Troubleshooting	Service function	Software update	Control Unit Exchange	Vehicle modification	
Fault memory	Fault pattern	Function Structure	Component Structure	Text Search	Input fault code	

Main groups

Perceived symptoms (old)

Selected structure elements

Number of fault memories: 0 / 0 **No. fault patterns: 1**

Undo all Undo Add fault pattern Show fault pattern **Calculate test plan**

Note: fault pattern selected

4. Operate serviceprogram

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

Operations	Vehicle information	Vehicle management	Service plan	Favourites	Workshop/ Operating fluids	Measuring devices
Hit list	Test plan	Programming plan				

Type	Title	Status	Priority
Brake system			1
ABL	Check the brake pressure point	<input checked="" type="checkbox"/>	1

Hits: 1 / 1 Filter: Default Not called Performed Minimized Canceled Suspected

Back Filters Show symptoms Collapse / expand Set standard filter **Display**

4. Operate serviceprogram

4.1. choose brake circuit

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

ABL-DIT-BIKE_ABS_CT_MK100_LUFTEINTRAG - Check the brake pressure point

Procedure Wiring Diagram Functional Description

Test step selection

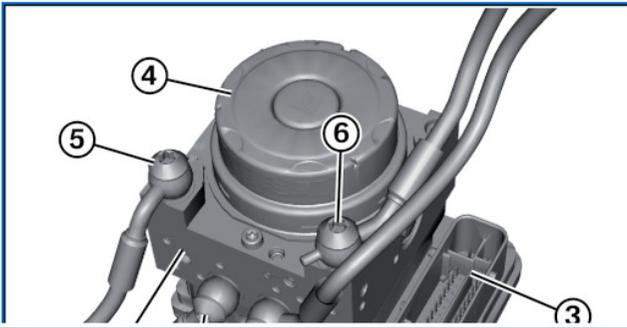
- Front brake circuit
- Rear brake circuit**
- End

BMW Motorrad Integral ABS IV

The BMW Motorrad Integral ABS IV is based on the tried-and-tested MK100 from Continental-Teves and is adapted to the special requirements and functions in Motorrad.
The ABS control operation is effected separately for the front and rear wheel (2-channel ABS).

Brief component description

The ABS control unit (HECU) is made up of the hydraulic unit (HCU), the control unit (ECU) and the electrical pump motor.



Back Measuring Devices Keyboard Full Screen Update **Next**

4. Operate serviceprogram

4.2. Notice instructions

The screenshot displays the 'Integrated Service Technical Application' interface. At the top, it shows the VIN: Z183019, Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05, and battery voltages: KL 15: 13.9 V, KL 30: 13.9 V. The main title is 'FUB-FUB-BIKE_ABS_MK100_SYSTEMBESCHREIBG - BMW Motorrad Integral ABS IV'. The interface is divided into three tabs: 'Procedure', 'Wiring Diagram', and 'Functional Description', with 'Functional Description' being the active tab. The 'Function check' section on the left contains a procedure for checking the brake lever pressure point, a list of steps (1. first with an open and then 2. with a closed ABS intake valve), and a note stating that the ABS system must be completely filled and fully connected both hydraulically and electrically. The 'Intake valves' section on the right explains that these valves are open for normal braking and closed during the pressure reduction phase of the ABS control. The 'Exhaust valves' section explains that these valves are closed for normal braking and open during the pressure reduction phase. The 'Separator valve' section explains its location in the rear brake circuit and its function during integral braking. The 'Changeover valve' section explains its location in the rear brake circuit and its function during pressure reduction. At the bottom, there are navigation buttons: 'Back', 'Measuring Devices', 'Keyboard', 'Full Screen', 'Update', and 'Next'.

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

FUB-FUB-BIKE_ABS_MK100_SYSTEMBESCHREIBG - BMW Motorrad Integral ABS IV

Procedure Wiring Diagram **Functional Description**

Function check

The pressure point of the brake lever is checked in the following function check,

1. first with an open and then
2. with a closed ABS intake valve

Notes:

The ABS system must be completely filled as well as fully connected both hydraulically and electrically.

Intake valves

The intake valves are open for normal braking and are closed in the ABS control operation (pressure reduction phase). In the pressure build-up phase of the ABS control operation the intake valves can be held opened and closed in any position or changed (analogue valves).

Exhaust valves

The discharge valves are closed for normal braking and are open in the ABS control operation (pressure reduction phase). During the ABS control operation the position of the discharge valves switches between open and closed (digital valves).

Separator valve

The separator valve is installed in the rear brake circuit between the footbrake cylinder and the pressure side of the 2-piston pump and is open in a de-energized state. In this state brake pressure can be built up in the rear brake circuit via the footbrake. At the start of the integral braking the separator valve is closed and prevents the delivery of brake fluid to the footbrake cylinder. During integral braking the separator valve can be held open or closed in any position or changed for the pressure reduction (analogue valve).

Changeover valve

The changeover valve is installed in the rear brake circuit between the expansion tank and the intake side of the 2-piston pump and is closed in a de-energized state. At the

Back Measuring Devices Keyboard Full Screen Update Next

4. Operate serviceprogram

4.3. Braking system at initial state: Evaluate pressure point

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

ABL-DIT-BIKE_ABS_CT_MK100_LUFTEINTRAG - Check the brake pressure point

Procedure | Wiring Diagram | Functional Description

Function check

Check the pressure point of the rear brake lever:

- Operate the rear brake lever several times and mind the pressure point.

Is the pressure point of the rear brake OK?

Yes

No, pressure point is too soft

Intake valves

The intake valves are open for normal braking and are closed in the ABS control operation (pressure reduction phase). In the pressure build-up phase of the ABS control operation the intake valves can be held opened and closed in any position or changed (analogue valves).

Exhaust valves

The discharge valves are closed for normal braking and are open in the ABS control operation (pressure reduction phase). During the ABS control operation the position of the discharge valves switches between open and closed (digital valves).

Separator valve

The separator valve is installed in the rear brake circuit between the footbrake cylinder and the pressure side of the 2-piston pump and is open in a de-energized state. In this state brake pressure can be built up in the rear brake circuit via the footbrake. At the start of the integral braking the separator valve is closed and prevents the delivery of brake fluid to the footbrake cylinder. During integral braking the separator valve can be held open or closed in any position or changed for the pressure reduction (analogue valve).

Changeover valve

The changeover valve is installed in the rear brake circuit between the expansion tank and the intake side of the 2-piston pump and is closed in a de-energized state. At the

Back | Measuring Devices | Keyboard | Full Screen | Update | Next

4. Operate serviceprogram

4.4. Braking system while ABS-inlet valve is actuated: Evaluate pressure point again

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.7 V KL 30: 13.7 V

ABL-DIT-BIKE_ABS_CT_MK100_LUFTEINTRAG - Check the brake pressure point

Procedure Wiring Diagram Functional Description

Function check

The ABS intake valve is being activated. Check the pressure point of the rear brake lever again:

- Operate the rear brake lever several times and mind the pressure point.

Is the pressure point of the rear brake very tight?

Remaining activation time: 9 s



Note:
The activation can be ended at any time with "Continue".

Intake valves

The intake valves are open for normal braking and are closed in the ABS control operation (pressure reduction phase). In the pressure build-up phase of the ABS control operation the intake valves can be held opened and closed in any position or changed (analogue valves).

Exhaust valves

The discharge valves are closed for normal braking and are open in the ABS control operation (pressure reduction phase). During the ABS control operation the position of the discharge valves switches between open and closed (digital valves).

Separator valve

The separator valve is installed in the rear brake circuit between the footbrake cylinder and the pressure side of the 2-piston pump and is open in a de-energized state. In this state brake pressure can be built up in the rear brake circuit via the footbrake. At the start of the integral braking the separator valve is closed and prevents the delivery of brake fluid to the footbrake cylinder. During integral braking the separator valve can be held open or closed in any position or changed for the pressure reduction (analogue valve).

Changeover valve

The changeover valve is installed in the rear brake circuit between the expansion tank and the intake side of the 2-piston pump and is closed in a de-energized state. At the

Back Measuring Devices Keyboard Full Screen Update Next

4. Operate serviceprogram

4.4. Braking system while ABS-inlet valve is actuated: Evaluate pressure point again

The screenshot displays a software interface for an Integrated Service Technical Application. At the top, there is a navigation bar with icons for home, back, forward, search, and other functions. Below this, the VIN (Z183019) and vehicle information (R/K50/R 1200 GS/USA/0A11/2012/05) are shown, along with battery voltage readings (KL 15: 13.9 V, KL 30: 13.9 V). The main title of the current task is "ABL-DIT-BIKE_ABS_CT_MK100_LUFTEINTRAG - Check the brake pressure point".

The interface is divided into three tabs: "Procedure" (selected), "Wiring Diagram", and "Functional Description". The "Procedure" tab contains a "Function check" section with the question: "Was the pressure point of the rear brake lever very tight during the activation of the ABS intake valve?". Two options are provided: "The pressure point is very tight" (indicated by a blue square) and "No, pressure point is too soft" (indicated by a grey square).

The "Functional Description" tab is currently active and contains three sections:

- Intake valves:** The intake valves are open for normal braking and are closed in the ABS control operation (pressure reduction phase). In the pressure build-up phase of the ABS control operation the intake valves can be held opened and closed in any position or changed (analogue valves).
- Exhaust valves:** The discharge valves are closed for normal braking and are open in the ABS control operation (pressure reduction phase). During the ABS control operation the position of the discharge valves switches between open and closed (digital valves).
- Separator valve:** The separator valve is installed in the rear brake circuit between the footbrake cylinder and the pressure side of the 2-piston pump and is open in a de-energized state. In this state brake pressure can be built up in the rear brake circuit via the footbrake. At the start of the integral braking the separator valve is closed and prevents the delivery of brake fluid to the footbrake cylinder. During integral braking the separator valve can be held open or closed in any position or changed for the pressure reduction (analogue valve).
- Changeover valve:** The changeover valve is installed in the rear brake circuit between the expansion tank and the intake side of the 2-piston pump and is closed in a de-energized state. At the

At the bottom of the interface, there is a navigation bar with buttons for "Back", "Measuring Devices", "Keyboard", "Full Screen", "Update", and "Next". A mouse cursor is pointing at the "Next" button.

4. Operate serviceprogram

4.5. Summarize test result

The screenshot displays the 'Integrated Service Technical Application' interface. At the top, it shows the VIN: Z183019 and Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05. The current task is 'ABL-DIT-BIKE_ABS_CT_MK100_LUFTEINTRAG - Check the brake pressure point'. The interface is divided into three main sections: 'Procedure', 'Wiring Diagram', and 'Functional Description'. The 'Procedure' section is active and contains the following text:

Test result

The pressure point is too tight with a closed intake valve.
The pressure point is too soft with an open intake valve.

There is air in the rear brake circuit between the:

- ABS pressure modulator and
- rear brake caliper.

Instructions:

- Bleed rear brake.
- If applicable, carry out the "bleed pressure modulator" service function again.

The 'Functional Description' section is also visible, containing information about 'Intake valves', 'Exhaust valves', 'Separator valve', and 'Changeover valve'. At the bottom of the interface, there are navigation buttons: 'Back', 'Measuring Devices', 'Keyboard', 'Full Screen', 'Update', and 'Next'.

-> terminate service program.

5. Reset fault pattern

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

Operations Vehicle information Vehicle Service plan Favourites Workshop/ Measuring devices

Selected fault patterns

Repair/Maintenance

Fault memory

Main groups

Perceived symptoms

Fault patterns list

Perceived symptoms (old) / 002 Chassis and suspension / Antilock braking system ABS / Brake system: soft pres...

Cancel Delete Close

Number of fault memories: 0 / 0 No. fault patterns: 1

Undo all Undo Add fault pattern Show fault pattern Calculate test plan

1 2 3

6. Display test result and diagnostic code in the operations report

Integrated Service Technical Application

VIN: Z183019 Vehicle: R/K50/R 1200 GS/USA/0A11/2012/05 KL 15: 13.9 V KL 30: 13.9 V

Operations Vehicle information Vehicle management Service plan Favourites Workshop/Operating fluids Measuring devices

Vehicle details Repair history Control unit tree Control unit list Operations report

DIAGNOSE_MODE	JOB_STATUS	OKAY
<u>ECU function - ABS - X ABS</u>		
<u>Action</u>	<u>Function</u>	<u>Result</u>
STEUERN_IO	JOB_STATUS	OKAY
<u>ECU function - ABS - X ABS</u>		
<u>Action</u>	<u>Function</u>	<u>Result</u>
STEUERGERAETE_RESET	JOB_STATUS	OKAY
Function check		1
Was the pressure point of the rear brake lever very tight during the activation of the ABS intake valve?		
The pressure point is very tight		
No, pressure point is too soft		
Test result		False
The pressure point is too tight with a closed intake valve.		
The pressure point is too soft with an open intake valve.		
There is air in the rear brake circuit between the:		
ABS pressure modulator and rear brake caliper.		
Instructions:		
Bleed rear brake. If applicable, carry out the "bleed pressure modulator" service function again.		
na		M0401_00000000_50_104
DIAGCODE: M0401_00000000_50_104		
Diagnosecode		
M0401_00000000_50_104		
Test step selection		3
Front brake circuit		
X Rear brake circuit		
End		

Show vehicle test Information search