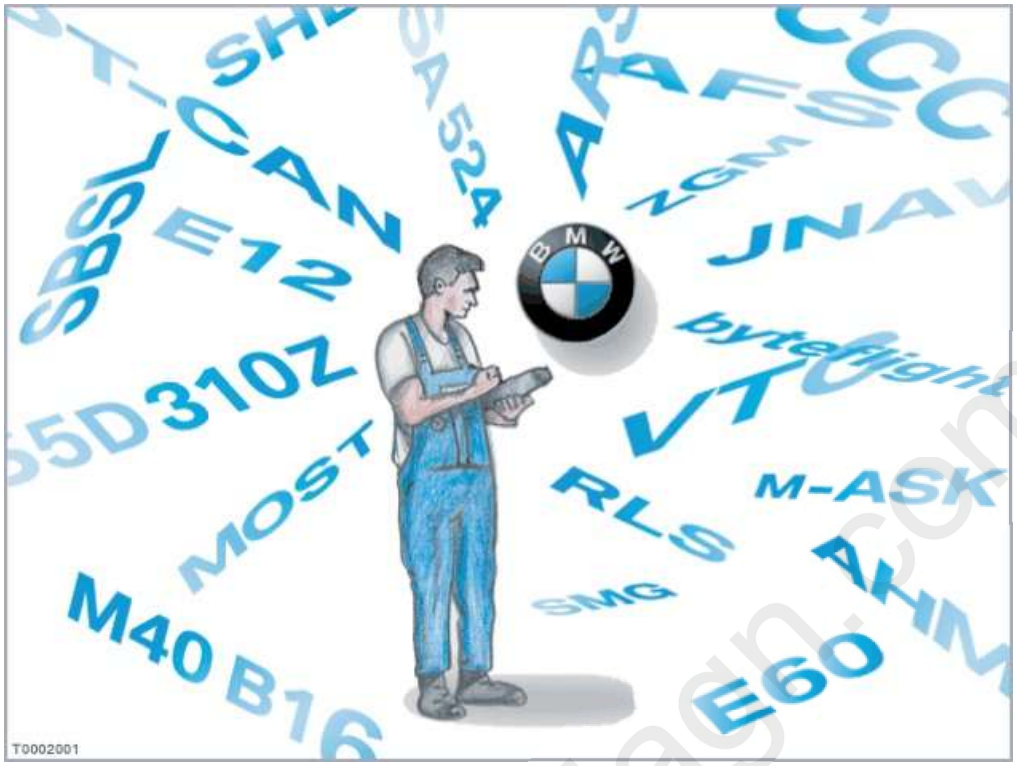
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## Abbreviations

All models

### Introduction

There are a large number of abbreviations used at BMW: in development, production, organisation, sales/marketing, test plans and technical vehicle documentation.




BMW language: about 1,500 abbreviations used in technical areas alone!
To assist with diagnoses, BMW Service Technology has several lists of abbreviations. These abbreviations should not appear cryptic, particularly to those who are coming into the workshop for the first time or from other departments, but also anyone else interested in technology. Abbreviations can be simple keywords, whose meaning is clear. These lists of abbreviations may help to clarify.

### Lists of abbreviations

The following lists of abbreviations are available:

- **Series and models with images: Update 01/2013**

  Series from recent years with images, sales names, engines etc. [more ...]
- **Engines since 1983: Update 01/2013**

  Engines and the related electronic engine control [more ...]
- **Gearbox: Update 01/2013**

  Gearboxes and the related electronic transmission control [more ...]
- **Control units: Update 01/2013**

  Current control units in diagnosis and programming [more ...]
- **BMW Service Technology - Glossary: Update 07/2007**

  More than 700 abbreviations used in BMW Service Technology. New in relation to the 2004 list of abbreviations:

  - Some new abbreviations have been included.
  - Some abbreviations have been deleted. Reason: Die number of abbreviations should be kept as low as possible, in order to optimise and simplify the reading process.
  - Some of the text the ”Use” column has been revised.

  For technical reasons, the glossary is divided into the following systems:

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- Introduction, abbreviations with numerals and characters [more ...]
- - A -
- - B -
- - C -
- - D -
- - E -
- - F -
- - G -
- - H -
- - I -
- - J -
- - K -
- - L -
- - M -
- - N -
- - O -
- - P -
- - Q -
- - R -
- - S -
- - T -
- - U -
- - V -
- - W -
- - X -
- - Z -
- Overview of Unified Parts Group [more ...]


*Note: Thanks for your support and feedback.*


Our sincere thanks to our colleagues in the diagnosis, programming, and integration departments, to our repair instruction authors and Aftersales Training staff for taking the trouble to draw up their lists, and for their support in aligning the data. Our special thanks to the company archives for providing images of earlier models, and for their extensive and detailed editing work.



We can assume no liability for printing errors or inaccuracies in this document and reserve the right to introduce technical modifications at any time.

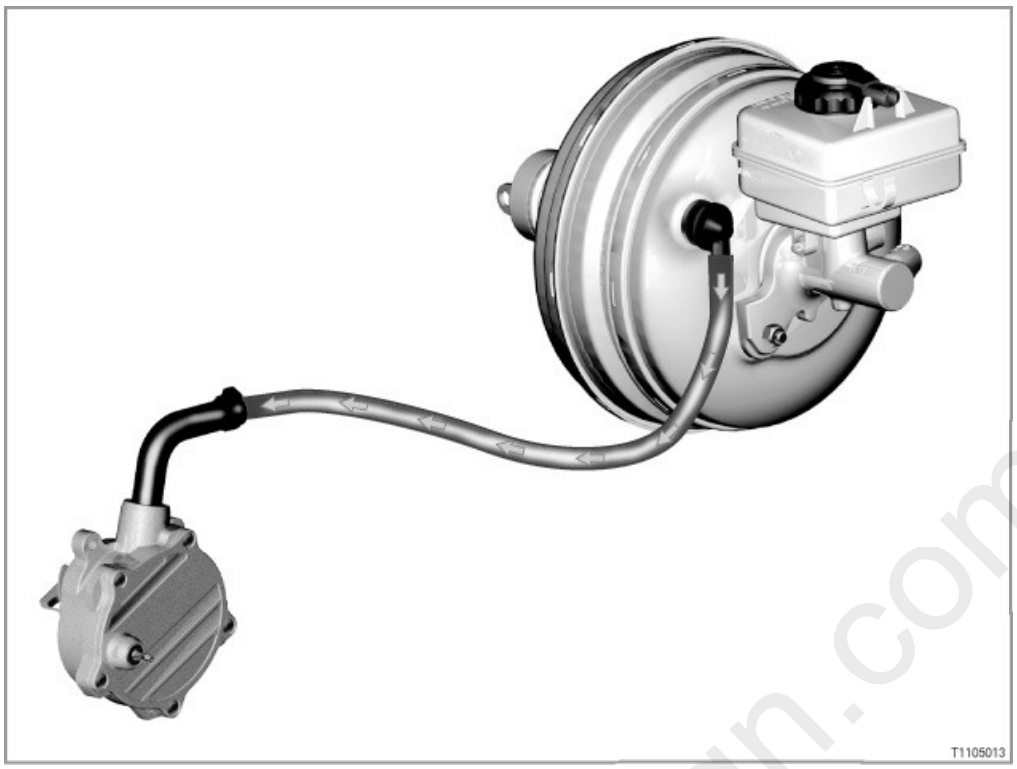


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**11 02 05 (130)**

## Vacuum supply

All models




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### Introduction

Vacuum is principally used for the brake booster.
The vacuum in the inlet pipe depends on the varying engine load.

Diesel engines do not normally have any vacuum in the inlet pipe. Vacuum on diesel engines is provided by a pump that generates the required vacuum.
On spark-ignition engines with Valvetronic, the throttle valve is almost always open when driving. This means that there is a lower low air pressure in the intake manifold.
Spark-ignition engines with low vacuum in the inlet pipe also have a pump that generates additional vacuum.
[System overview ...]

### Brief description of components

The following components are involved in the vacuum supply system:

- **Mechanical vacuum pump**

  A mechanic vacuum pump is fitted to diesel engines and spark-ignition engines with Valvetronic.

  The vacuum pump is mechanically driven by the engine, e.g. via the exhaust camshaft.

- **Suction-jet pump**

  As a rule, the suction-jet pump boosts the vacuum in the inlet pipe.

  [more ...]

- **Electric vacuum pump**

  On some engines, an electric vacuum pump is fitted for additional vacuum supply.
  In certain temporary operating situations, the vacuum in the inlet pipe may be too low. In such cases, the inlet pipe vacuum cannot be adequately boosted by the suction-jet pump. In these situations, the electric vacuum pump ensures that sufficient vacuum is available.

  Reason: After a cold start, an operating situation occurs in which there is very little inlet pipe vacuum due to the

higher load. The electric vacuum pump is actuated for a certain time. This ensures that the brake is sufficiently boosted when manoeuvring.

After a cold start, the DME will actuate the electric vacuum pump **once only** for max. 60 seconds.

The electric vacuum pump is actuated in the following situations:

- Engine-running signal from DME
- Coolant temperature below 60 °C

The electric vacuum pump is a vane-cell pump.

- **Throttle valve**

  The throttle valve changes the cross-sectional area of the inlet pipe. This creates an inlet pipe vacuum behind the throttle valve, especially in overrun mode.

- **DME or DDE: Digital engine electronics or digital diesel electronics**

  The DME or DDE actuates the components needed for system functions (e.g. solenoid valves, electric switching valves, electropneumatic pressure converters).

**System functions**

The system functions of the vacuum system are described using the following examples:

- Power assist for brakes
- Actuation of exhaust flaps
- Adjustment of variable turbine geometry
- Actuation of controlled damping mounts
- Exhaust gas recirculation
- Drawing off of blow-by gases from crankcase
- Blowing out activated charcoal filter

**Power assist for brakes**

The brake booster amplifies the force excerpted at the brake pedal. To do this, the brake booster stores part of the vacuum generated by the engine. The vacuum then amplifies the force generated by pressure on the brake pedal.

**Actuation of exhaust flap**

A controlled electropneumatic exhaust flap is fitted in the exhaust system. The exhaust flap enhances active sound-damping. The exhaust flap is closed by vacuum.

**Adjustment of variable turbine geometry**

The variable turbine geometry controls the boost pressure via adjustable guide vanes. The guide vanes are actuated by vacuum.

**Actuation of controlled damping mounts**

In the basic setting, there is no vacuum at the control component od the mount. The bypass in the mount is closed. Hydraulic fluid flows back and forth through a ring channel between the upper and lower chambers in the mount. The mount acts like a conventional hydraulic bearing. The mount has hard damping.
If a vacuum is applied to the mount's control component, the bypass will open. The hydraulic fluid then flows back and forth between the chambers through a larger cross-sectional area. The mount has softer damping.

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### Exhaust gas recirculation

With exhaust gas recirculation, part of the exhaust gas is take from behind the exhaust manifold. This is then fed back into the engine through the intake air duct. The exhaust gas recirculation pipe is located at the inlet to the intake manifold.
If a vacuum is applied to the exhaust gas recirculation valve, the exhaust gas recirculation pipe will open. The level of vacuum is determined by the opening in the exhaust gas recirculation valve.
Exhaust gases flow through a connecting pipe to the exhaust manifold and into the intake manifold.

### Drawing off of blow-by gases from crankcase

The crankcase ventilation system uses vacuum to bleed the blow-by gases out of the engine block.
Blow-by gases are the small portion of the cyinder fill that passes by the piston rings and into the crankcase during compression. If the blow-by gases are not bled from the engine block through the crankcase ventilation system, they will accumulate in the crankcase. The blow-by gases would then apply pressure on the pistons from below. This would have a negative effect on the downward movement of the pistons in the intake stroke and operating stroke.

### Blowing out activated charcoal filter

The fuel tank vent hose is connected to an activated charcoal filter. Vapours from the fuel tank are collected in the activated charcoal filter. The activated charcoal filter is connected to the intake manifold by a pipe. A fuel evaporation control valve is fitted in this pipe. When the fuel evaporation control valve is opened, the vacuum in the manifold draws in fresh air. At the same time, the fresh air blows out the fuel vapours collected in the activated charcoal filter.

## Notes for service staff

Service staff should note the following points:

- General information: ---
- Diagnosis: ---
- Encoding/programming: ---
- Car and Key Memory: ---

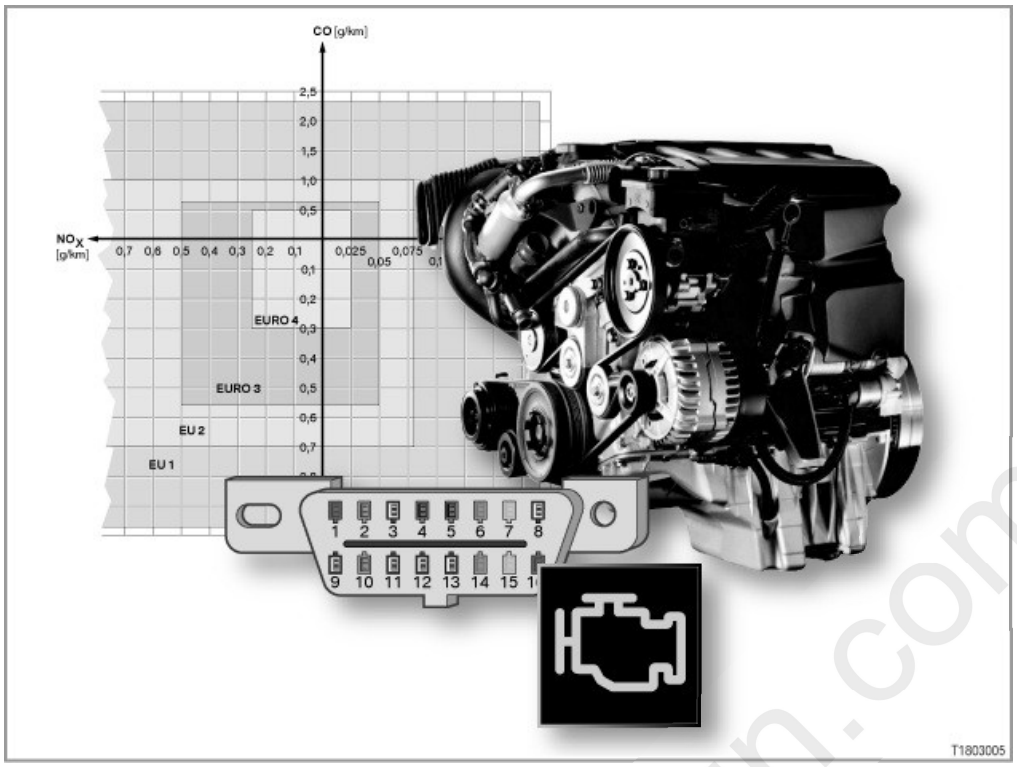
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## Exhaust standard EURO 4 and E-OBD for diesel engines

M47TU, M57TU




### Introduction

Exhaust emission standard EURO 4 is mandatory across Europe from 01.01.2005 for newly homologated vehicle types ('homologation' = registering a production vehicle in the international registrations list). Exhaust emission standard EURO 4 is mandatory from 01.01.2006 for the registration of all new vehicles. Exhaust emission standard EURO 4 further reduces the limit values for pollutants in exhaust gas. [more ...]

In addition, in Europe from 01.01.2004 the European on-board diagnosis (E-OBD) is legally required for all diesel engines in passenger cars. [more ...]

This BMW Service Technology also includes a list of fault codes for the E-OBD. [more ...]

The 4-cylinder diesel engine M47TU is installed in the E46 (RHD since 09/2003, LHD since 03/2004) with manual gearbox and exhaust emission standards EURO 4. In 03/2004 exhaust emission standards EURO 4 was also implemented in the 6-cylinder engine M57TU. [System overview ...]

On the M57TU the E60/E61 was equipped for the first time with a diesel particle filter. The diesel particle filter separates out the soot particles in the exhaust gas with a high level of filter performance (> 95 %). The nitrogen oxide emissions do not affect the diesel particle filter. The nitrogen oxide pollutant emissions are reduced by measures inside the engine. The new diesel particle filter developed by BMW does not deliver the customer any disadvantages relating to:

- Scope of maintenance work
- Fuel consumption
- Engine power
- Nose comfort

The diesel particle filter is currently designed for approx. 200,000 kilometres (monitoring by means of Condition Based Service). The use of a fuel additive in regeneration of the diesel particle filter is **not** necessary (fuel additive reduces the ignition temperature of the soot).

### Brief component description

To comply with exhaust emission standard EURO 4, the following components in the M47TU/M57TU are new or have been modified:

- **Oxygen sensor**

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A Lambda oxygen sensor is necessary for compliance with exhaust-gas limit values.

The oxygen sensor is required for the quantity mean value adaptation of the injectors.

The Lambda oxygen sensor measures the fuel-air ratio. In the event of deviations, the DDE adapts the exhaust-gas recirculation rate to suit the change in air/fuel ratio.

[more ...]

- **Injector**

  The injector characteristic map is adapted to suit the fuel injection rate.

  A design change has given the injection system a constant characteristic curve. That means that changes in the injection period can directly impact changes in the fuel injection rate.

  [more ...]

- **Charging pressure actuator (electrical actuator drive on the exhaust turbocharger)**

  The exhaust turbocharger has a variable turbine geometry (VNT = ”variable turbine geometry” from the English term ”Variable Nozzle Turbine”). To achieve compliance with exhaust emission standard EURO 4 an electrical charging pressure actuator now adapts the variable turbine geometry (previously, an electromagnetic pressure converter adjusted the variable turbine geometry).

  By virtue of the increased adjustment speed and the more rapid response to changes, greater precision is achieved in respect of charging pressure control.

  [more ...]

- **Cylinder head and piston**

  The cylinder head has a geometrically revised swirl port and swirl port.

  To improve mixture preparation, the shape of the piston recess has been modified. This has also give rise to a change in the coolant duct in the piston.

  [more ...]

- **Exhaust gas recirculation cooler**

  The exhaust-gas recirculation cooler is now longer. The exhaust-gas recirculation cooler therefore has increased cooling power. With the new exhaust-gas recirculation cooler, the exhaust-gas temperature is reduced by approx. 100 °C (in the driving cycle for EURO 4).

  [more ...]

- **Diesel particle filter (only M57TU in the E60, E61)**

  The diesel particle filter has a catalytic coating which absorbs soot particles from the exhaust gas. Continuously, the stored soot particles are incinerated once the exhaust gases reach a temperature of approx. 350 °C.

  Cyclically, the stored soot particles are incinerated once the exhaust gases reach a temperature of approx. 600 °C.

  [more ...]

  When the diesel particle filter is used, additional components are required for the Digital Diesel Electronics (DDE):

  - **Throttle valve**

    Under certain operation conditions, the throttle valve throttles the intake air. In combination with 1 to 2 post injections, this leads to an increase in the exhaust-gas temperature (regeneration of the diesel particle filter). [more ...]

  - **Exhaust backpressure sensor upstream of the diesel particle filter, exhaust temperature sensor upstream of catalytic converter and exhaust-gas temperature sensor upstream of the diesel particle filter**

    With the exhaust backpressure sensor, the level of load on the diesel particle filter is calculated when the vehicle is in motion. Whenever the diesel particle filter has built up too many soot particles, a regeneration cycle is initiated.

    As a further parameter, the exhaust-gas temperature is measured upstream of the diesel particle filter. Measurement of the exhaust back pressure by the exhaust backpressure sensor is not sufficient in its own right (load-dependency).

    From both these signals, the DDE calculates the precise loading for the diesel particle filter.

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The exhaust temperature sensor upstream of catalytic converter monitors the exhaust-gas temperature upstream of the oxidation catalytic converter. Regeneration of the diesel particle filter cannot take place until an exhaust-gas temperature of approx. 350 °C.

[more ...]

- **Leaktight swirl flaps**

  The M57TU has totally leaktight swirl flaps (electrically activated in the E46, otherwise activated by vacuum). This does not give rise at the lower end of partial load operation to any leakage around the swirl flaps, making an increase in swirl possible. In addition, with the electrical activation function, a tremendously wide variety of intermediate settings on the swirl flap can be achieved.

**System functions**

Despite component tolerances and influences on components over their operating time (e.g. wear), careful attention must be paid to these points: The emissions threshold values must be complied with to a sufficiently large safety distance. More extensive emission-related fluctuations can be anticipated in the first instance from the following components:

- Injectors
- Hot film air mass meter
- Rail pressure sensor

The tolerances of the components and the influences over the operating time on component must be compensated for. For compensation on the DDE (Digital Diesel Electronics) the following system functions exist:

- Injection quantity compensation
- Zero-quantity adaptation
- Mean quantity adaptation
- Regeneration of the diesel particle filter (only M57TU in the E60, E61)

**Injection quantity compensation**

Injection quantity compensation involves the definition of correction values for pre-injection and main injection of an injection system. The injection quantity compensation process is conducted at the end of the production process.

The tolerances given to the injectors on manufacture mean that the actual injected fuel quantity deviates slightly from the calculated fuel quantity. The extent of this deviation is established after production for every injector by measurements, conducted across several operating points.

From these measurements, an adjustment value (code) is generated for each injector.

The structure of the alphanumeric code depends on the exhaust emission standard applicable to that engine:

- Exhaust emission standard EURO 3: **six-digit** (e.g. 78SNGT)
- Exhaust emission standard EURO 4: **seven-digit** (e.g. 88S66NB)

During vehicle assembly, after installation of the DDE control unit, the adjustment value of each installed injector is stored in the DDE control unit. The adjustment values are allocated to the individual cylinders according to the installation of the injectors. With these adjustment values, the DDE control unit corrects the calculated fuel injection rates slightly and, in this way, it reduces the cylinder-specific deviation of the fuel injection rate.

Whenever injectors have to be replaced, it must be ensured that the stamped alphanumeric code of each injector is assigned to the correct cylinder in the DDE control unit.

The BMW diagnosis system has the service function ”Injection quantity compensation”. With this service function, the code for each cylinder can be changed and stored on the DDE control unit.

For cylinders for which no new adjustment value is entered, the old adjustment value is retained in the DDE control unit. Injection quantity compensation must also be performed if the DDE control unit is replaced and communication was no longer possible with the old control unit.

The codes for the injectors installed must be read off and stored in the DDE control unit.

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**Zero-quantity adaptation**

Zero-quantity adaptation is the adaptation process which is used after the running-in phase (approx. 1500 km) for every single injector to assure the presence of a defined level of pre-injection.

To achieve compliance with exhaust emission standard EURO 4, precise metering of the very small fuel injection rate is required for pre-injection purposes.

Due to the deviation for the fuel injection rate over the operating time, the zero-quantity adaptation is performed continuously by the DDE control unit.

For every cylinder in coasting (overrun) mode, a small quantity of fuel is injected. This quantity is then varied until the desired torque rating is detected by the DDE. To calculate the torque rating, the irregular rotation of the crankshaft is incorporated in the equation. This irregular rotation is recorded on the crankshaft sensor.

This enables the DDE to detect the activation duration after which the cylinder starts to operate. The quantity of fuel injected during the zero-quantity adaptation period is used by the DDE as a correction value for the gearshift map of the pre-injection process.

The zero-quantity adaptation process switches from one cylinder to another in each overrun phase at:

- engine speed 1500 to 2500 rpm (engine at operating temperature)

The zero-quantity adaptation has no impact on fuel consumption because only a small quantity of fuel is injected into each cylinder (approx. 1 $mm^3$).

**Mean quantity adaptation**

Mean quantity adaptation is the adaptation process at which the air/fuel ratio is corrected (partial load range). This correction is performed by adapting the amount of air by means of the exhaust-gas recirculation valve.

Whereas no additional components are required for the injection quantity compensation and for the zero-quantity adaptation, an oxygen sensor is required for the mean quantity adaptation. The oxygen sensor is a broadband oxygen sensor with a constant characteristic curve.

The mean quantity adaptation is not a rapid control operation, but is instead an adaptive learning procedure.

An oxygen sensor deviation is ”learned” in a characteristic map and stored for a sustained period in the DDE control unit (EEPROM).

The characteristic map must be reset (deleted) in EEPROM if any of the following components is replaced:

- Hot film air mass meter
- Injector
- Rail pressure sensor

To reset the characteristics map, the BMW diagnosis system offers the service function of ”mean quantity adaptation”.

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**Regeneration of the diesel particle filter (only with M57TU in the E60, E61)**

The soot load in the diesel particle filter is established by the DDE from the engine operating points.

Regeneration of the diesel particle filter can be continuous and/or cyclical.

- **Continuous regeneration:**

  In operating ranges at which the exhaust-gas temperature exceeds the ignition temperature of the soot (> 350 degrees Celsius), the soot particles are converted directly. This involves the soot particles being converted by a process of slow oxidation into carbon monoxide (CO) and carbon dioxide ($CO_2$).

  The oxidation agent is the nitrogen dioxide present in the exhaust gas ($NO_2$). This nitrogen dioxide is formed from the nitrogen monoxide (NO) in the oxidation catalytic converter.

  If the exhaust-gas temperature is not hot enough for this process, the soot particles are initially collected in the diesel particle filter and are then incinerated the next time that the exhaust-gas temperature increases.

- **Cyclical regeneration:**

  If the driving style does not permit continuous regeneration of the diesel particle filter (e.g. long, sustained partial load operation in urban traffic and low exhaust-gas temperature), targeted regeneration is initiated.

  This process is controlled by signals from the exhaust backpressure sensor and two exhaust-gas temperature sensors. Cyclical regeneration runs like continuous regeneration without significant implications on drivability.

  Depending on the load condition of the engine, regeneration can take the form of targeted throttling of intake air in conjunction with 1 to 2 post-injections. This raises the exhaust-gas temperature to approx.. 600 degree Celsius. The residual oxygen in the exhaust gas ($O_2$) enables soot to be burned off. The regeneration of the diesel particle filter can take several minutes. The interval stages for regeneration depend on the operating conditions of the vehicle over its last 500 kilometres. At high exhaust-gas temperatures, there is less soot buildup as a result of continuous incineration of the soot particles.

  In addition, every 700 to 2500 kilometres (depending on driving profile), regeneration of the diesel particle filter can be initiated. In the event of failure of the exhaust backpressure sensor or of one of the exhaust-gas temperature sensors, the diesel particle filter is regenerated every 500 kilometres.

**Notes for Service department**

Observe the following information for service:

- General information: [more ...]
- Diagnosis: [more ...]
- Encoding/programming: ---
- Car & Key Memory: ---

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## Kinematics diagnosis system and environment

BMW KDS (Beissbarth)

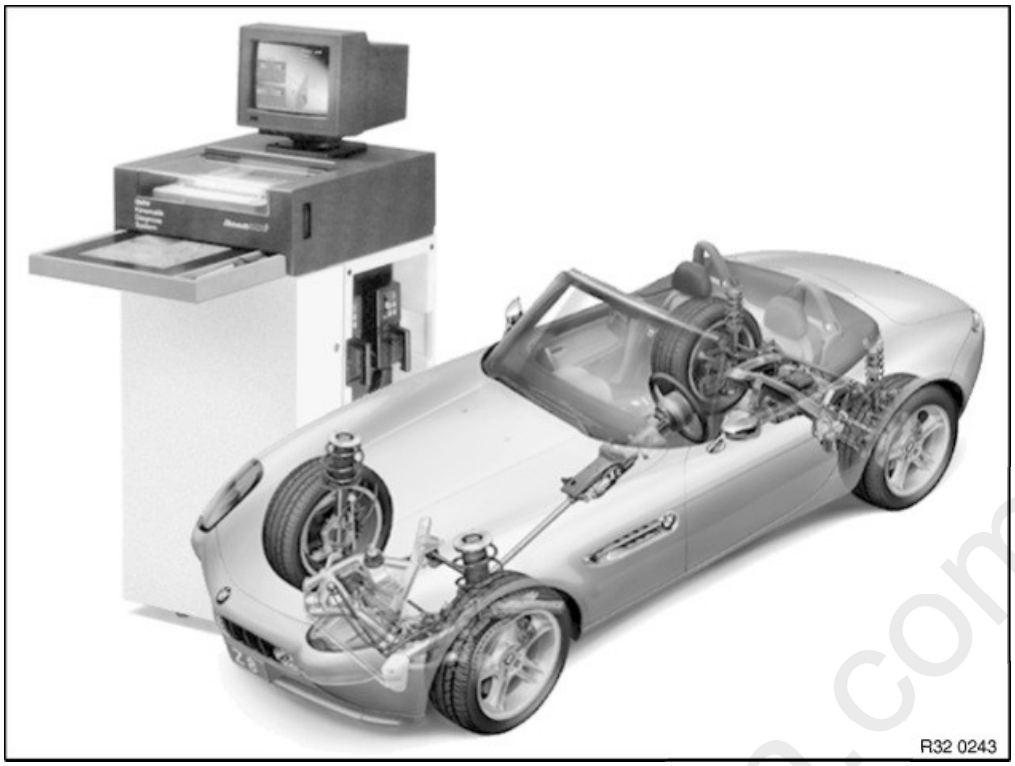



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15.2 Front axle fault

15.3 Rear axle fault

# 1 Preface

## 1.1 Objective

The complexity of wheel alignment as a topic has increased. This BMW Service Technology document is therefore intended to achieve several objectives:

- Compiling guidelines for working with the BMW KDS.
- Getting to grips with the technology of wheel alignment on modern vehicles and clarifying any questions that arise.
- Transparency and clarification of different terminology.
- Clarification of fault causes from the past, so that these can be avoided in future after studying this paper.
- Prerequisites for safe dealings with BMW KDS.

## 1.2 Further development of the BMW kinematics diagnosis system

- The BMW kinematics diagnosis system (KDS) forms an integral element of systems-based philosophy in relation to automotive technology. This provides the peace of mind of being able to work rationally and in a BMW-compliant manner, and the certainty of being prepared for future technological developments. With regard to precision and performance in the area of wheel alignment and chassis adjustment, BMW has done the best it can with what is technologically feasible: The BMW kinematics diagnosis system (KDS).
- The BMW kinematics diagnosis system from Beissbarth is more than just a further development of conventional axle alignment equipment. It sets new dimensions in terms of precision, performance, speed and handling. Guarantees for the perfection upon which BMW customers count in their dealings with BMW Service.
- Ride comfort, driving safety and tyre wear depend to a large extent on perfect interaction with vehicle kinematics. BMW is constantly delivering new generations of chassis and suspension to the market, each of which is superior and/or even closer to perfection than its predecessor. That means that there are fewer kinematic adjustment points on the chassis and suspension and even tighter specified tolerances with regard to wheel alignment and adjustment.
- Through the use of the multilink rear axle and the E36, the previously recommended electronic wheel alignment equipment was no longer suitable for BMW chassis alignment checks. This related to the measuring procedure as well as to the measuring accuracy. The generation of equipment approved with the introduction of the E36 range is still able today to satisfy all the requirements imposed on modern wheel alignment equipment, including the use of the latest computer technology.
- For wheel alignment purposes, only the BMW kinematics diagnosis systems from Beissbarth and Bosch may be used.

## 1.3 Technical data




| | | |
|---|---|---|
| 1. | Display | - 17 inch graphics screen with high-resolution graphics (640x480 pixels with 256 colours) |
| 2. | Teletext | - in each programmed national language |
| 3. | Wheel sizes | - 12"...20" |
| 4. | Vehicle memory capacity | - unlimited |
| 5. | Turntables | - Load-carrying capacity 1000 kg, angle of rotation ± 360°, 450 x 450 x 50mm (L x B x H), sliding range ± 50 mm, weight 18 kg |
| 6. | Sliding supports | - Load-carrying capacity 1000 kg, angle of rotation ± 10°, 450 x 450 x 50mm (L x B x H), sliding range ± 65 mm, weight 17 kg |
| 7. | Electrical connection | - 100...115 V / 220...240 V 50/60 Hz, 0,5 kW (other connections on request) |

**1.4 Delivery specification**

1 PC display element with graphics screen, graphics panel, equipment cabinet, small or large including automatic charging station, DIN-A4 dot matrix printer

4 Pickup with CCD camera technology and infrared data transfer, with installed voltage supply

1 Wiring harness (comprising 4 cables)

1 Brake tensioner

1 Steering wheel lock

2 Electronic precision turntable supports with integrated sensor and without approach ramp

2 Sliding supports without approach ramp

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4 BMW quick-release units comprising a locating bell housing P8-68 and quick-release bracket P267 01, incl. coated retaining claws

1 Operating instructions for BMW KDS (8 languages)

1 BMW software and the BMW nominal vehicle data with adjustment images as well as texts for measurement preparations

**1.5 Required accessories**

2 Locking rods for positioning the vehicle

1 Set of sandbags for specified loading

**1.6 Advisable accessories**

4 Quick-clamping units

2 Set of collision plates

1 Remote control / display

1 Transport carriage (for ballast pockets, turntables and sliding plates, and 4 quick-release brackets)

**2 Measuring options with the BMW KDS**

**2.1 Front axle**

- Toe-in (individual wheel and total toe-in relative to the geometrical driving axis)
- Camber (when driving straight ahead)
- Wheel offset (relative to the left front wheel)
- After-run, steering axis inclination and toe difference angle

**2.2 Rear axle**

- Toe-in (individual wheel and total toe-in relative to the central plane of the vehicle's longitudinal axis --> previously known as the symmetrical axis)
- Geometrical driving axis
- Camber

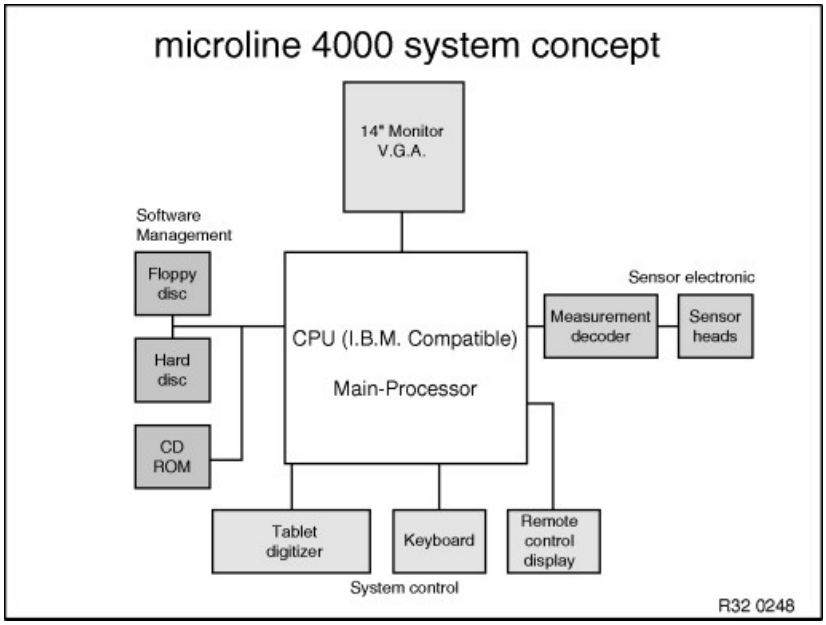
**2.3 Other rmeasuring options**

- Wheel offset, rear
- Wheelbase difference
- Lateral offset, right
- Lateral offset, left
- Track width difference
- Axial offset

**3. System description**

**3.1 BMW KDS 1, based on the ML 4000 from Beissbarth**

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The KDS 1 is available without surcharge in a choice of two design versions:

**1. Mobile workstation**




**2. Mobile compact cabinet**




The larger workstation provides a small storage space for accessories, whereas the compact cabinet is mobile and is ideal for confined working areas. Both versions are available as a wireless measuring system (infrared). In terms of measuring technology, the only difference between these two systems is in their handling and their upgrade options. In both these versions, the four pickups are stored in integrated inserts with battery charge points. Following the automatic charging process, the accumulators on the pickups deliver enough power for 10 hours of continuous operation.

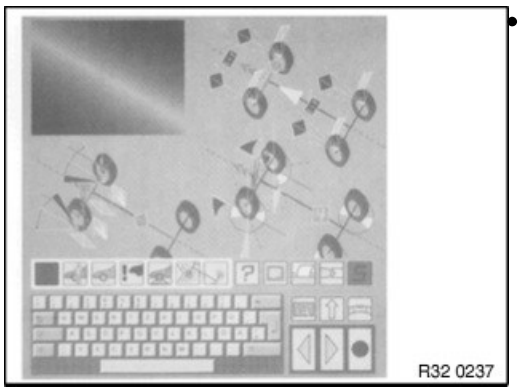
**3.2 Computer**

- KDS system 1 comprises tried-and-tested and thoroughly reliable industrial components. The computer is an IBM-compatible 32-bit Intel processor with CD drive, of the kind commonly used in the PC sector.

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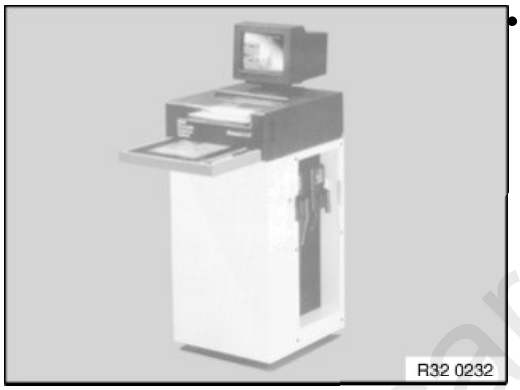



**3.3 Graphics pad**




- All functions are depicted graphically on a ”Symbol" pad. The pad is protected beneath a Plexiglas panel. This is easy to replace whenever major design changes are required. The user interface has no membrane and is therefore safely protected against damage. The main functions are enabled by clicking the symbol with the sensor probe.

**3.4 Equipment cabinet**




- The PC with graphics monitor and pull-out operating pad, mountings for the pickups, the remote control and the DIN-A4 printer are integrated on the workstation. The charging station is located in the cabinet and can also be connected to the pickups and remote control unit by plug-in cables (operation with simultaneous charging of the accumulators / rechargeable batteries).

**3.5 Remote display**




A wireless remote display unit can be provided on request. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, processing of nominal data etc.). The following displays are supported by the remote display facility:

- Measured value with nominal/actual variance comparison and tolerance bar
- Touchscreen icon for touch-sensitive routines
- Live overview of toe-in / camber values with nominal / actual comparison
- Rims, lateral runout compensation

**3.6 Measuring pickup with image sensors (CCD cameras)**

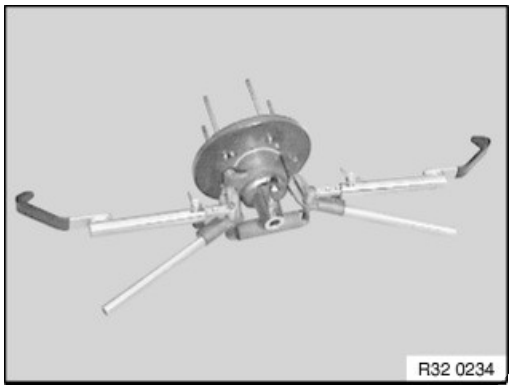
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Each of the measuring pickups is equipped with two image sensors and its own processor for wireless infrared transmission with integrated accumulators for automatic measurement. Advantages:

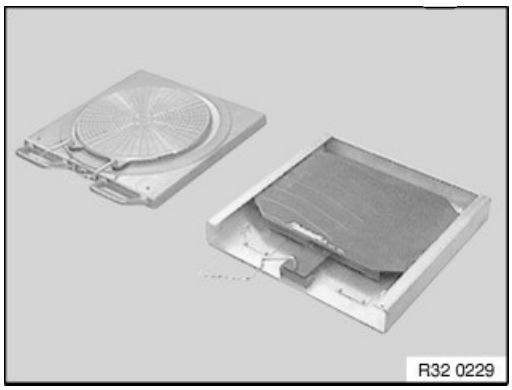
- No temperature deviation
- Very high measuring resolution (theoretically, toe-in could be measured in seconds of an angle).
- Single toe-in range of more than ± 9 degrees relative to constant screen display of toe-in during the replacement of track rod ends
- Exact system precision, i.e. with measurements on the vehicle following rim lateral runout compensation: an accuracy of 2 minutes of angle for toe-in and camber

**3.7 BMW quick-release brackets**




- BMW quick-release brackets for precise mounting of measuring pickups and measurement without compensation of lateral runout on rims.
- **Note:** Quick-release brackets potentially available,, e.g. from older F1600 or ML-3000 models, must not be used with the BMW KDS.

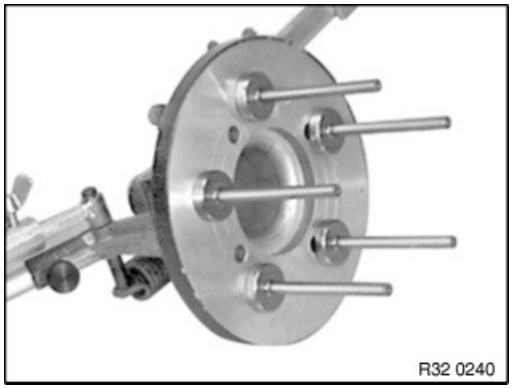
**3.8 Rotational / sliding supports**




- Electronic precision turntables (rotational supports) for the front wheels with integrated sensor (360 degrees all-round measuring range)
- Robust sliding supports for the rear wheels with a swivelling / rotating upper plate.
- Accessories: Cover for aluminium rotational supports / turntables

**3.9 Sensor probes**

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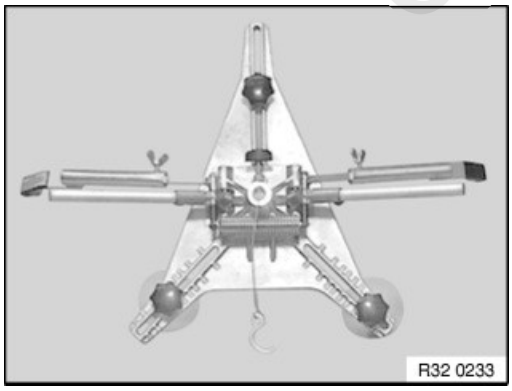

- From April 1993, a new BMW light-alloy wheel (styling No. 18) has been available as a BMW optional accessory. During vehicle alignment checks on these wheels, new sensor probes are required for the quick-release mountings on the recommended wheel alignment equipment.
- On recent deliveries of KDS 1, the new sensor probes are included in the delivery specification (order number: BS 90 19 11).

**3.10 Spoiler adapters**




- On vehicles with very deep spoilers, it is possible for the measuring beam between the measuring pickups to get interrupted. This is particularly true of the transverse front axle.
- In this case, the spoiler adapter acts as a connecting member between the measuring device holder and the measuring pickup. This causes the measuring pickup to be located 50 mm lower, thereby enabling the measuring beam to pass freely below the spoiler.

**3.11 Quick-release mountings**

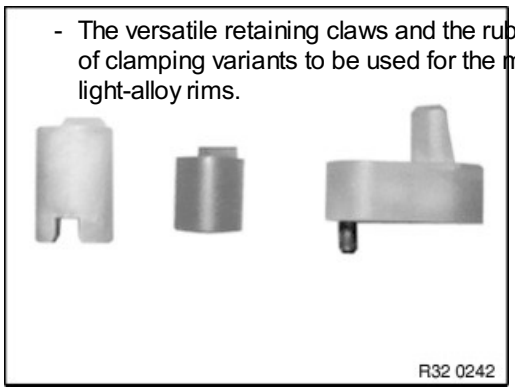



- Quick-release mountings for the wheel alignment of other vehicles with compensation of lateral runout on rims.
- Wheel rims without sensor bore holes (wheel rims for BMW vehicles made my other manufacturers)

**3.12 Retaining claws**

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- The versatile retaining claws and the rubberised retaining claws enable an extremely wide and varied range of clamping variants to be used for the measuring equipment holder, even on exotic, i.e. extremely unusual, light-alloy rims.




**4. Workbay**

4.1 Environment

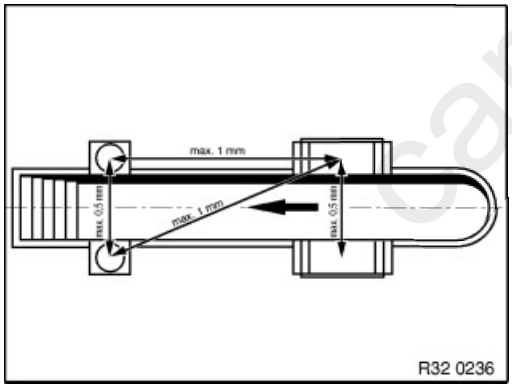
**Description:**

All the vehicle hoists currently recommended by BMW (cf. Workshop Equipment - Planning Documentation, issue 11) for wheel alignment equipment comply with the requirements for BMW KDS.

The BMW KDS does not impose great demands on its installation location. The device can be used over inspection pits or on vehicle hoists (i.e. workshop ramps).

**Prerequisites:**

- Wheel alignment pits
- Telescopic mast vehicle hoists with lowering facility
- 2-stamp vehicle hoists with lowering facility
- Repair statuses with lowering facility
- One measuring station (approx. 4.5 m x 7.0 m).
- The rotational supports ('turntables') must be bolted to the vehicle hoist




The locating surfaces for rotational and sliding plates must not exceed the maximum difference in height described below:

- from left to right ± 0.5 mm
- from front to back ± 1.0 mm
- diagonally ± 1,0 mm.

**Note:**

A height difference between turntables of ± 2 mm from left to right gives rise to a measuring error with camber of 4,8°.

**For comparison:** The camber tolerance on the E36 is ± 10'. Tyre tread difference or different inflation pressures give rise to measuring errors on the same magnitude.

**4.2 Prerequisites for the wheel alignment check**

During the wheel alignment check, the front and rear wheels need to be standing on the rotational and sliding supports to enable all wheel suspension points during the touch-sensitive routine and the adjusting procedure to

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remain free of torsional stresses. This demonstrates the need for the rotational and sliding supports for the various wheelbases and track widths on the candidate vehicle for the wheel alignment check to be relocated.

**4.3 Measuring tolerance**

The full range of measuring tolerance are system tolerances. That means that the total of all individual tolerances yields the value identified in the argumenter. Example - camber: Quick-release bracket + measuring pickup + computer = 1' with a measuring range of ± 3° (all BMW vehicles lie within this measuring range).

**4.4 Measuring station levelling**

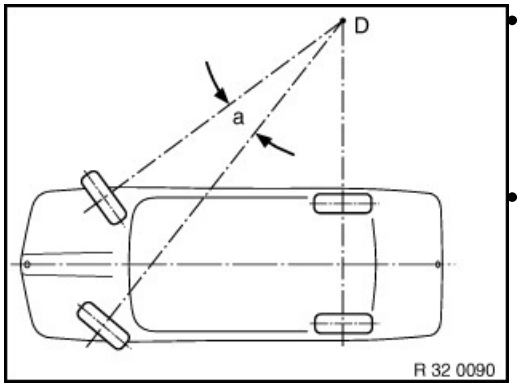
The manufacturers of BMW KDS (Beissbarth / Bosch) are able to check the alignment of the measuring station to the required level of precision, using levelling devices to do so. Bars or hose-type water scales are not suitable. Vehicle hoists must be under load when being levelled to ensure that due account is taken of the uneven deflection in vehicle rails.

**Important!**

A specialist operator must be involved in the setup work on each vehicle hoist (a member of the manufacturer's Service Product Support staff).

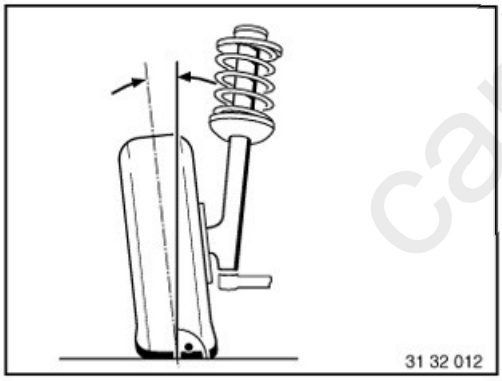
**5. Chassis-specific terms**

**5.1 Toe difference angle**



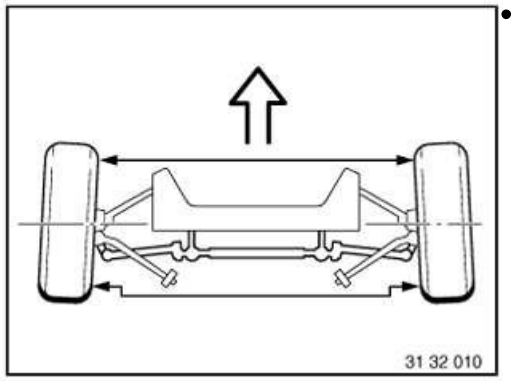

- The toe difference angle (a) is the angle setting of the inner cornering wheel relative to the outer cornering wheel when negotiating a bend in the road. Steering is designed in such a way that the relative angular positions of wheels change as steering lock progresses.
- In ideal situations, the wheel axes intersect at Point D in every steering position (except for straight ahead).

**5.2 Camber**




- Camber is the inclination of the wheel from the perpendicular.

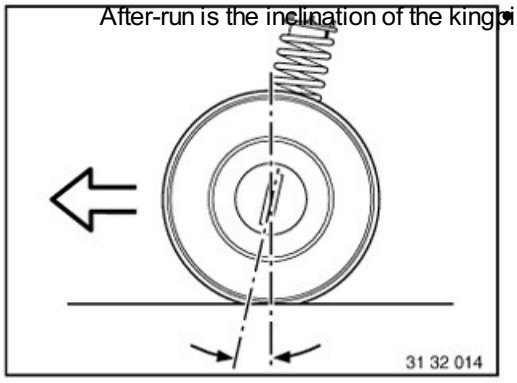
**5.3 Toe-in**




- Toe-in is the reduction in distance of front of front wheels to rear of front wheels. Toe-in prevents the wheels from moving apart when driving (wobbling and scuffing).

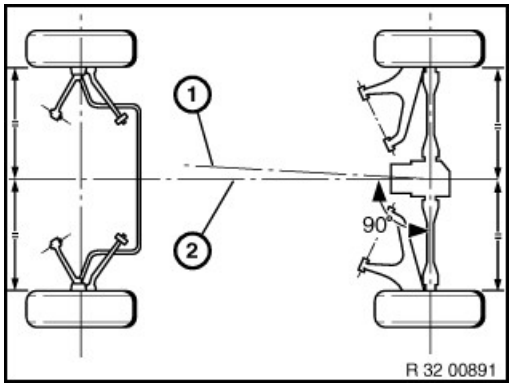
**5.4 After-run**

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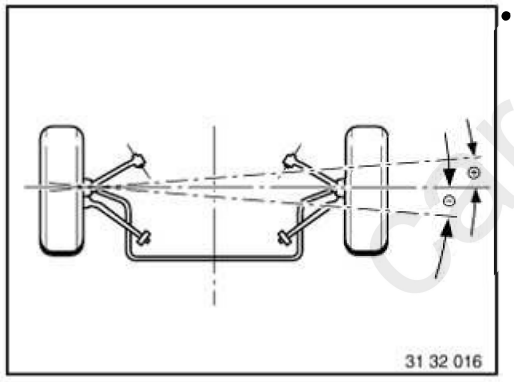

- After-run is the inclination of the kingpin viewed from the side and relative to direction of travel. The line through the centre point of the spring strut support bearing and the control arm ball joint corresponds to the ”kingpin”.

**5.5 Geometrical driving / symmetrical axis**



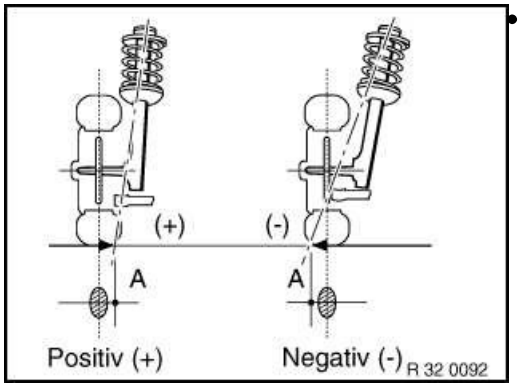

- (1) The geometrical driving axis is the angular intersection point from total toe-in on the rear wheels. Front-wheel measurements are taken in reference to this axis.
- (2) The symmetrical axis constitutes the centreline between front and rear axles.

**5.6 Wheel offset angle**




- The wheel offset angle is the angular deviation in the intersection line of wheel contact points at a line drawn at 90° to the geometrical driving axis. The wheel offset angle is positive when the right wheel is displaced towards the front and negative when it is displaced towards the rear.

**5.7 Kingpin offset / kingpin radius**




- The kingpin offset / kingpin radius is the distance from the centre of the wheel contact face to the intersection point of the extension of the kingpin axis.

**6. Wheel suspension**

Wheel suspension includes the components which connect the wheel to the mostly load-bearing floor pan components on the body which guide the vehicle in the desired direction. This connection involves axles or

comparable construction elements, guided by trailing arms. The type of wheel suspension is one of the determining factors governing the driving characteristics of a vehicle. A distinction is made between two main groups: 1. The rigid axle and 2. The independent suspension.

### 6.1 Rigid axle

| Description | Advantages | Disadvantages |
|---|---|---|
| On the rigid axle, both wheels or pairs of wheels are connected by means of a rigid axle body. Every change in a one wheel is transferred to a greater or lesser extent to the other one. If a rigid axle has been installed, it is now only ever as a rear axle. This is sharp contrast to trucks and buses where they are used frequently. | No changes in camber and toe-in occur during suspension action. This means: low tyre wear and good directional stability. | Non-driven rear axles can also receive negative camber and this increases tyre wear. |

### 6.2 Independent suspension

| Description | Advantages | Disadvantages |
|---|---|---|
| Based on the modern technology standard independent suspension is available on the front and rear axles of BMW vehicles. This development was prompted by inertia mass because a reduction in unsprung masses improves wheel and ground contact, enabling the wheel to maintain better traction. The tracking of independently suspended wheels requires transverse links and trailing arms which can be called upon to absorb occasional high levels of longitudinal and lateral forces. | Independently suspended wheels do not influence one another. | Depending on design, during suspension action, changes can occur in camber, toe-in, track width, after-run and wheelbase. |

## 7. Wheel alignment / test procedure

### 7.1 Measuring options

The next section itemises all the measuring options and values in an at-a-glance list (FA = front axle, RA = rear axle).

| Measuring options | Measuring accuracy | with measuring range | Total measuring range |
|---|---|---|---|
| Total toe-in (FA + RA) | ± 2' | ± 2° | ± 18° |
| Single wheel toe (FA + RA) | ± 2' | ± 2° | ± 9° |
| Camber (FA + RA) | ± 1' | ± 3° | ± 10° |
| Wheel offset (FA) | ± 2' | ± 2° | ± 9° |
| Geometrical driving axis | ± 2' | ± 2° | ± 9° |
| Castor | ± 4' | ± 18° | ± 22° |
| Steering axis inclination | ± 4' | ± 18° | ± 22° |
| Toe difference angle | ± 4' | ± 20° | ± 20° |
| Maximum steering angle (FA ) | ± 4' | ± 60° | ± 300° |
| Maximum steering angle (RA ) | ± 4' | ± 9° | ± 9° |
| After-run correction range | ± 4' | ± 7° | ± 10° |

**Note:**

The details for the measuring accuracy only apply when using precision rotational and sliding supports together with BMW quick release brackets.

### 7.2 Preparatory work:

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Before the measurement can commence, preparatory work is required at the measuring station and on the vehicle (see BMW KDS, operating instructions). This preparatory work includes:

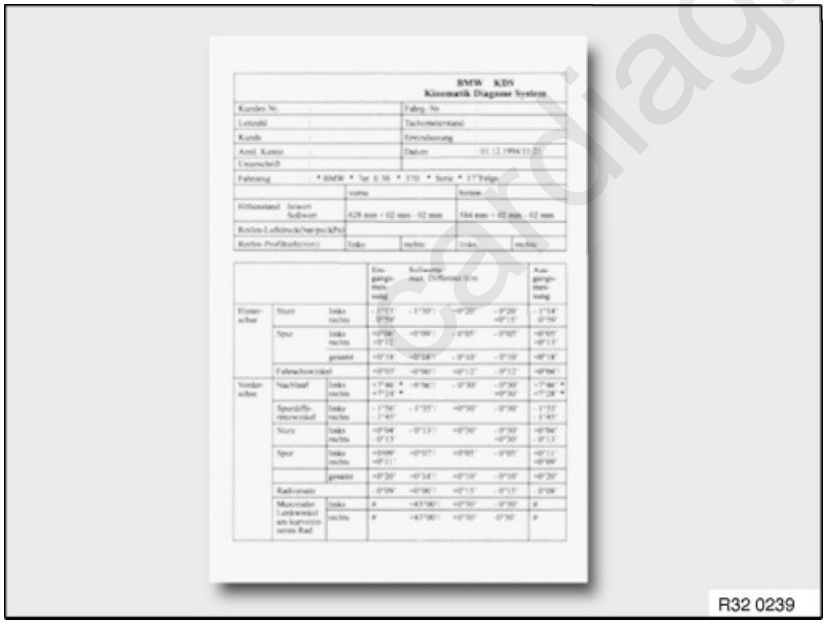
- Ease-of-movement of rotational and sliding plates
- Alignment of rotational and sliding supports to suit track width and wheelbase
- Driving of vehicle centrally onto the supports
- Apply parking brake
- Remove locking pins from the supports to prevent torsional stresses in the chassis and suspension when subjecting the vehicle to load.
- Check the wheel rim and tyre size, tread depth, inflation pressure, steering backlash, wheel bearings and condition of the suspension and shock absorbers
- Secure measuring device bracket to the wheels
- Load vehicle acc. to BMW KDS specification
- Apply sudden load to vehicle with brakes released to obtain a stable centre position.
- Secure the service brake by applying the brake tensioner

**7.3 Input / output measurement**

This measurement can be conducted as a program-guided measurement check, just like any subsequent adjustment work and the ensuing outgoing alignment check. The sequence of chassis and suspension measuring points to be called up and checked by the systems software. The individual procedural steps cover:

- driving in a straight line to obtain an accurate record of the toe-in and camber value for the rear axle
- touch-sensitive routine to determine after-run, steering axis inclination and toe difference angle
- Recording of toe-in and camber of front axle (prior to this, set the steering centrepoint)
- touch-sensitive routine to measure the maximum steering angle on left and right sides
- Checking the measuring value summary with nominal / actual comparison of all measured values.

**7.4 Printout of the data**




The report printout from the integrated DIN-A4 printer is subdivided into three areas:

- Headers with customer and vehicle identification data --> here, the customer data entered before the start of measuring work are printed out together with the vehicle data.
- Centre section with vehicle data --> these include brand, type, model and model year of the vehicle, as defined during selection of the nominal data record. Furthermore, this section involves printing out the previously measured values for ride height, inflation pressure and tread depth.
- The final section with all chassis and suspension measuring values comprises 3 columns: incoming wheel alignment check, nominal values and outgoing measurement. The measured values are recorded separately in these 3 columns.

**8. Special features**

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### 8.1 Wheel alignment with non-selective access

During wheel alignment checks with non-selective access, the selection and sequence of measuring points can be made in any desired order. When doing this, the following points must be observed in order to achieve the correct measuring results:

- Carry out all work as defined during the program-guided wheel alignment check.
- Before the alignment check of toe-in and camber values on the rear axle, the steering must be set in its 'straight-ahead' position to ensure that it is aligned with the vehicle's centre axis.
- Prior to the alignment check of individual toe-in values on the front axle, the steering wheel centre position needs to be determined to ensure that the steering wheel is in its correct position.

### 8.2 System settings

The following settings only need to be entered and set once: language, display format, date/time, promotional text, remote control with display, selection of rotary plate and printer setting. These remain saved in memory.

### 9. Comparison, BMW KDS (Bosch - Beissbarth)

| | Bosch | Beissbarth |
|---|---|---|
| Recording of measuring values | Infrared | Image sensor |
| Data transmission | Cable | Infrared / cable |
| Voltage supply to the pickups | Cable | Accumulator / cable |
| Master key | Infrared | Infrared |
| Master key with measuring value display | Cable | Infrared |
| Nominal data memory | Disk | Hard disk |
| Measuring value memory | Always the last vehicle measured | unlimited vehicle memory capacity |
| Operating system | --- | MS-DOS |
| Languages | English and one language on order | EN, DE, NI, SV, IT, FR, SP (other languages on request) |
| Update | 3.5" diskette | 3.5" diskette from TIS/DIS |
| Monitor | 20" | 17" |
| Computer | --- | Pentium |
| Drives | 2 x diskette | 1 x diskette, 1 x CD-Rom |

### 10 Change in operation (menu)

### 10.1 Master key with display

The process of enabling the master key with display is described in the following procedural steps:

1. in the special functions (button "**S**"), call up the "**Service**" menu
2. In the"**Service**" menu, call up the "**Master key**" submenu
3. In the "**Master key**" submenu, select the "**Master key with display**" point - this is a once-only setting.

**Important!**

On devices without master key, this setting must be set to "**No master key**".

### 10.2 Summary of operating instructions

1. Switch on the master key by pressing the "**ON**" button (it is permissible to switch this on during the alignment check). The title screen then appears on the LCD.
2. On the measuring equipment cabinet, select "**Straight-ahead driving**" for the "**Incoming alignment check**", then "**Adjusting procedure**" or the "**Outgoing alignment check**". The following graphic appears on the LCD monitor for "**Driving straight ahead**".
3. Pressing the "**Forwards arrow**" calls up the next measuring screen. What next appears on the LCD display blocks are a designation of the measured value and a tolerance bar with measured value. If that measured value is within tolerance, this is depicted with black numerals on a light background. If that measured value lies outside the tolerance, it is then displayed in inverted fashion (i.e. light numerals on a dark background).

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4. Pressing the "**F**" button briefly makes it possible to alternate between the designation of the measured value and the nominal value with tolerance within the display block.
5. To scroll onwards through the measured values, press the "**Forward arrow**", "**Backward arrow**" and the "**Cancel" keys (red spot)** . The function of this button is identical to that of the buttons/keys on the graphics pad.
6. Even when opting for the "**Alignment check with non-selective access**", the measured values can be chosen in the same way as for the "program-guided alignment check" process.
7. Using the "**Printer**" button enables reports to be printed out during the alignment check. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, etc.).

**10.3 Display support**

- Measured values with nominal/actual comparison and tolerance bar (nominal values can be displayed by pressing the "**F**" key/button)
- Touchscreen icon for touch-sensitive routines
- Summary of measured values with the latest nominal / actual comparison
- Compensation for lateral runout on wheel rims
- With all other functions (e.g. customer input), the title image appears on the liquid crystal display

**Note:**

Whenever data transfer from the master key / remote control to the computer is interrupted, the master key icon in the lower right-hand corner of the screen changes colour from green to red and the image on the LCD display is depicted in inverted format, i.e. black becomes white and vice versa. This changeover does not occur in the title image. Once visual connection is re-established, the master key recommences work at the point in the program where the interruption occurred. Continuous visual connection during the alignment check is therefore not necessary.

- The "**Egg timer**" icon on the LCD display indicates: "**Please wait**".
- The "**Battery**" icon in the upper right-hand corner of the LCD display indicates that the battery reserve has been reached.
- Switching off the remote control / master key: Press and hold down the "**F**" key for 5 seconds, then place in the charge bracket or plug in the charging cable. The title image then reappears as the charge indicator light.
- If the master key is placed in the charge bracket during the alignment check process, it must when required be switched on using the "**ON**" key.

**11 Updating the software / nominal data**

No more diskettes will be sent out to any BMW authorised workshops who in the past subscribed to "**BMW KDS** (Beissbarth / Bosch)". For reasons of cost, it is no longer possible to produce these diskettes in-house on the "**DIS tester**" or on the "**TIS/EPC server**". The data are updated on the TIS-CD on a regular basis

**11.1 Prerequisites**

- BMW KDS (Beissbarth / Bosch)
- Program status (Beissbarth) TIS-CD: from CD 12/95
- Program status EPC: from 12/95
- Program status (Bosch) TIS-CD: from CD 08/97
- Program status DIS: from V6.0
- Diskettes, 3.5", 1,44 MB (Beissbarth 5 diskettes / Bosch 1 diskette)

**11.2 Procedure (Beissbarth)**

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Beissbarth**
4. After request, load "**diskette 1**" and acknowledge with "**OK**" (program diskette 1 of 2 is created, perform labelling operation)
5. After request, load "**diskette 2**" and acknowledge with "**OK**" (program diskette 2 of 2 is created, perform labelling operation)
6. After request, load "**diskette 3**" and acknowledge with "**OK**" (program diskette 1 of 3 is created, perform

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labelling operation)

7. After request, load "**diskette 4**" and acknowledge with "**OK**" (program diskette 2 of 3 is created, perform labelling operation)
8. After request, load "**diskette 5**" and acknowledge with "**OK**" (program diskette 3 of 3 is created, perform labelling operation)
9. Perform software update and /or nominal data input on the KDS in the usual manner using the manufactured diskettes.

### 11.3 Procedure (Bosch)

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Bosch**
4. Write a name on "**Diskette 3.1**", when prompted to do so, insert in the drive and confirm by pressing "**OK**" (2x) --> nominal values are then copied to the diskettes
5. Load nominal value diskette 3.1 in drive 3.1, load operating system diskette 3.0 in drive 3.0.
6. Boot device in the usual manner

**Important!**

When producing KDS diskettes, all data on the diskettes used are overwritten.

**Note:**

Whenever an error occurs, this is displayed and the program aborts. This process needs to be restarted from the very beginning, which involves deleting all data from the diskette. Possibly use a new diskette.

## 12. Creating, copying and editing nominal data

### 12.1 Copying

- Press the "**C**" button and select the vehicle which is to be copied.
- In the special function section, select menu item "**Editing of nominal data**". Set up a new vehicle record in the familiar way. Now the data input screen displays the nominal values for the previously selected vehicle. Re-enter the modified data and save the data record.

### 12.2 Create

- Press the "**C**" button and, in the special function, select the "**Editing of nominal data**" menu item. Set up a new vehicle record in the familiar way. An empty data input screen now appears. Enter the data and save the data record.

### 12.3 Edit

- Nominal data programmed in the factory cannot be deleted or changed. If these data are changed, a new vehicle record with those amended nominal data needs to be set up. New vehicle records set up by the user are designated as such in the selection menu with a "**+**". These vehicles can be deleted by the user by means of the screen button "**-**" or can be amended using the "**< >** " button. These buttons only appear on the screen if the vehicles were entered in the system by the user.

## 13. Special functions

### 13.1 Customer button for printer protocol

In the "**Special function**" menu, the "**Customer-specific text**" submenu can be called up. An input screen appears on the display. A name and address must be added to this input screen and saved by pressing the "**S**" screen button. The text entered is then imprinted in the header of the protocol / report.

### 13.2 Alignment options

- in the special functions (button "**S**"), call up the "**Service**" menu
- In the submenu "**alignment**", select the "**Toe-in alignment**" or the "**Toe-in adjustment**" option. The toe-in and camber alignment program guides the user step by step through the alignment process with the help of text and images. At the end of the adjustment process, the deviation in measuring value from every measuring sensor is displayed on the screen.
- These alignment values can be saved in the measuring pickup memory by pressing "**Save**" or the program can be quit by pressing the "**Red button**" without saving (a checking function). The alignment values can be printed out.

### 13.3 Turntable test

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- in the special functions (button "**S**"), call up the "**Service**" menu
- In the "**Service**" menu, call up the "**Turntable test**" function. Rotate left and right-hand turntables and check the display on the screen. Important: The measuring range is ± 306 degrees.

**13.4 View and delete customer entries from the database**

- In the special functions in the "**Database**" menu, call up the "**Delete**" menu option. The data input screen then appears. Fill in the search boxes with the data to be deleted.
- Using the "**-**" button, this data record can be deleted. It is now possible to use the touchscreen pen to highlight and delete a new data record.
- The screen buttons "**Arrow up**" and "**Arrow down**" enable users to scroll through the entire database.
- To quit the Delete function, press the Cancel button (red spot).

**14. Internal program change**

Other internal program changes were made which only slightly alter the program run, but which do optimise the alignment check in terms of comfort and speed. This is described in the following pages:

- Optimisation of compensation for lateral runout on wheel rims in relation to speed.
- Optimisation of impact routines: Marking can still be corrected within the gateway. The message "**Turntables not connected**" no longer causes this routine to terminate. Measuring can continue after the turntables have been plugged back in.
- Standardisation of screen colours with the colours on the panel.
- Extension of texts in some foreign languages.
- Elimination of program and cosmetic errors.
- Electronic water scales
- Discontinuation of wheelbase measurement

**15. Faults**

**15.1 Tyre faults**

| Error | Impact |
|---|---|
| 1 Tracking, camber, toe difference angle and caster not correct | 1 Serious tyre squeak, even at relatively low speeds |
| 2 Too much toe-in or too much positive camber | 2 Tyres are worn longitudinally down one outside edge |
| 3 Too much negative camber | 3 Tyre wear on inner edge |
| 4 Worn front axle suspension points on FWD cars | 4 Amplified noise / Vehicle pulls away one-sidedly when accelerating |
| 5 Incorrect toe adjustment | 5 Radial adjustment of wheel settings / tyre tread exhibits burr formation within the tread pattern |

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| | | |
|---|---|---|
| 6 Play in wheel suspension caused by mechanical components (suspension, steering) | 6 | Washed out areas / wobbling on front wheel |
| 7 Insufficient inflation pressure in the tyre | 7 | Tyre wear along outer areas |

**15.2 Front axle fault**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Toe deviation | a) Vehicle not in normal position | a) Correct ride height |
| | b) Tie rod(s) bent | b) Replace tie rod(s) |
| | c) Ball joints on track rod(s) misaligned | c) Replace tie rod(s) |
| | d) Rubber mount in control arm faulty | d) Replace control arms |
| 2. Camber deviation: Camber is defined by design and cannot be adjusted. | a) Rubber mount in control arm faulty | a) Replace control arms |
| | b) Control arm deformed | b) Replace control arms |
| | c) Spring strut deformed | c) Replace spring strut |
| | d) Guide joint worn | d) Replace control arms |
| | e) Spring deflection too great | e) Replace coil spring, ride height |
| | f) Front axle carrier deformed | f) Replacing front axle support |
| | g) Spring strut shock absorber mount misshapen | g) Repair front end |
| | h) Distortion in floor assembly (engine carrier) | h) Repair body |

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| | | |
|---|---|---|
| 3. Castor deviation: Caster is defined by design and cannot be adjusted | a) Rubber mount for tension/traction strut defective | a) Replace rubber mount |
| | b) Tension/traction strut misshapen | b) Replace tension/traction strut, |
| | c) Control arm deformed | c) Replace control arms |
| | d) Spring strut deformed | d) Replace spring strut |
| | e) Wheel house deformed (spring-strut mount) | e) Repair front end |
| | f) Distortion in floor assembly (engine carrier) | f) Repair body |
| 4. Toe angle difference deviation | Prerequisite: camber and caster are correct | |
| | a) Tie rods not adjusted uniformly | a) Adjust toe on left and right sides to same value |
| 5. Wheel-offset deviation | Prerequisite: front wheels have equal single toe to geometrical axis | |
| | a) Front axle carrier deformed | a) Replacing front axle support |
| | b) Engine carrier deformed | b) Repair body |
| | c) Control arm deformed | c) Replace control arms |
| | d) Tension/traction strut misshapen | d) Replace tension/traction strut |

**15.3 Rear axle defects**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Camber deviation | a) Vehicle not in normal position, spring deflection too great | a) Correct ride height |

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| | | | |
|---|---|---|---|
| | | b) Rubber mount on rear axle carrier unserviceable | b) Replace rubber mount |
| | | c) Rear axle carrier deformed | c) Check rear-axle carrier, replace if necessary |
| | | d) Control arm deformed | d) Check/replace control arm |
| | | e) Traction strut misshapen | e) Check traction strut, replace if necessary |
| | | f) Distortion in floor assembly | f) Repair body |
| | | g) Swinging arm deformed | g) Replace swinging arm |
| 2. | Rear-wheel position incorrect | a) Rear axle carrier displaced laterally | a) Check rubber mounts on rear-axle carrier, replace if necessary |
| | | b) Distortion in floor assembly | b) Repair body |
| 3. | Toe deviation | a) Vehicle not in normal position, i.e. spring deflection too great | a) Correct ride height |
| | | b) Rubber mounts in rear-axle carrier faulty | b) Replace rubber mount |
| | | c) Control arm deformed | c) Replace control arms |
| | | d) Rubber mount and swinging arm unserviceable | d) Replace swinging arm |
| | | e) Rear axle carrier deformed | e) Check rear-axle carrier, replace if necessary |
| | | f) Traction strut misshapen | f) Check traction strut, replace if necessary |
| 4. | Deviation from the geometric axis | Prerequisite: rear wheel total toe value must be correct. | |

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a) Distortion in floor assembly a) Repair body

**Other notes on the topic of the ”kinematics diagnosis system" can be found in the BMW KDS (Beissbarth / Bosch) operating instructions.**

**None of the function and system descriptions are covered by an update service. Availability of parts and scope for immediate ordering cannot be derived from this information. The specialist departments shall be in touch with the markets at an appropriate time with further details.**

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## Kinematics diagnosis system and environment

BMW KDS (Beissbarth)

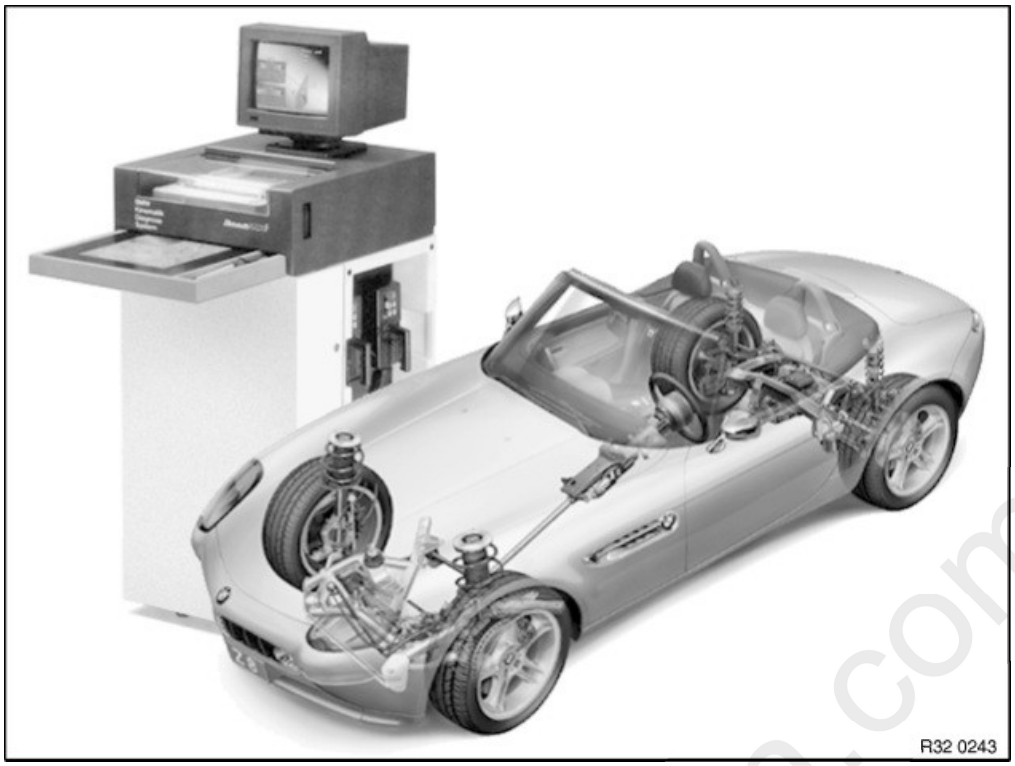



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**14. Internal program change**

**15. Error**

15.1 Tyre fault

15.2 Front axle fault

15.3 Rear axle fault

# 1 Preface

## 1.1 Objective

The complexity of wheel alignment as a topic has increased. This BMW Service Technology document is therefore intended to achieve several objectives:

- Compiling guidelines for working with the BMW KDS.
- Getting to grips with the technology of wheel alignment on modern vehicles and clarifying any questions that arise.
- Transparency and clarification of different terminology.
- Clarification of fault causes from the past, so that these can be avoided in future after studying this paper.
- Prerequisites for safe dealings with BMW KDS.

## 1.2 Further development of the BMW kinematics diagnosis system

- The BMW kinematics diagnosis system (KDS) forms an integral element of systems-based philosophy in relation to automotive technology. This provides the peace of mind of being able to work rationally and in a BMW-compliant manner, and the certainty of being prepared for future technological developments. With regard to precision and performance in the area of wheel alignment and chassis adjustment, BMW has done the best it can with what is technologically feasible: The BMW kinematics diagnosis system (KDS).
- The BMW kinematics diagnosis system from Beissbarth is more than just a further development of conventional axle alignment equipment. It sets new dimensions in terms of precision, performance, speed and handling. Guarantees for the perfection upon which BMW customers count in their dealings with BMW Service.
- Ride comfort, driving safety and tyre wear depend to a large extent on perfect interaction with vehicle kinematics. BMW is constantly delivering new generations of chassis and suspension to the market, each of which is superior and/or even closer to perfection than its predecessor. That means that there are fewer kinematic adjustment points on the chassis and suspension and even tighter specified tolerances with regard to wheel alignment and adjustment.
- Through the use of the multilink rear axle and the E36, the previously recommended electronic wheel alignment equipment was no longer suitable for BMW chassis alignment checks. This related to the measuring procedure as well as to the measuring accuracy. The generation of equipment approved with the introduction of the E36 range is still able today to satisfy all the requirements imposed on modern wheel alignment equipment, including the use of the latest computer technology.
- For wheel alignment purposes, only the BMW kinematics diagnosis systems from Beissbarth and Bosch may be used.

## 1.3 Technical data




| | | |
|---|---|---|
| 1. | Display | - 17 inch graphics screen with high-resolution graphics (640x480 pixels with 256 colours) |
| 2. | Teletext | - in each programmed national language |
| 3. | Wheel sizes | - 12"...20" |
| 4. | Vehicle memory capacity | - unlimited |
| 5. | Turntables | - Load-carrying capacity 1000 kg, angle of rotation ± 360°, 450 x 450 x 50mm (L x B x H), sliding range ± 50 mm, weight 18 kg |
| 6. | Sliding supports | - Load-carrying capacity 1000 kg, angle of rotation ± 10°, 450 x 450 x 50mm (L x B x H), sliding range ± 65 mm, weight 17 kg |
| 7. | Electrical connection | - 100...115 V / 220...240 V 50/60 Hz, 0,5 kW (other connections on request) |

**1.4 Delivery specification**

1 PC display element with graphics screen, graphics panel, equipment cabinet, small or large including automatic charging station, DIN-A4 dot matrix printer

4 Pickup with CCD camera technology and infrared data transfer, with installed voltage supply

1 Wiring harness (comprising 4 cables)

1 Brake tensioner

1 Steering wheel lock

2 Electronic precision turntable supports with integrated sensor and without approach ramp

2 Sliding supports without approach ramp

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4 BMW quick-release units comprising a locating bell housing P8-68 and quick-release bracket P267 01, incl. coated retaining claws

1 Operating instructions for BMW KDS (8 languages)

1 BMW software and the BMW nominal vehicle data with adjustment images as well as texts for measurement preparations

**1.5 Required accessories**

2 Locking rods for positioning the vehicle

1 Set of sandbags for specified loading

**1.6 Advisable accessories**

4 Quick-clamping units

2 Set of collision plates

1 Remote control / display

1 Transport carriage (for ballast pockets, turntables and sliding plates, and 4 quick-release brackets)

**2 Measuring options with the BMW KDS**

**2.1 Front axle**

- Toe-in (individual wheel and total toe-in relative to the geometrical driving axis)
- Camber (when driving straight ahead)
- Wheel offset (relative to the left front wheel)
- After-run, steering axis inclination and toe difference angle

**2.2 Rear axle**

- Toe-in (individual wheel and total toe-in relative to the central plane of the vehicle's longitudinal axis --> previously known as the symmetrical axis)
- Geometrical driving axis
- Camber

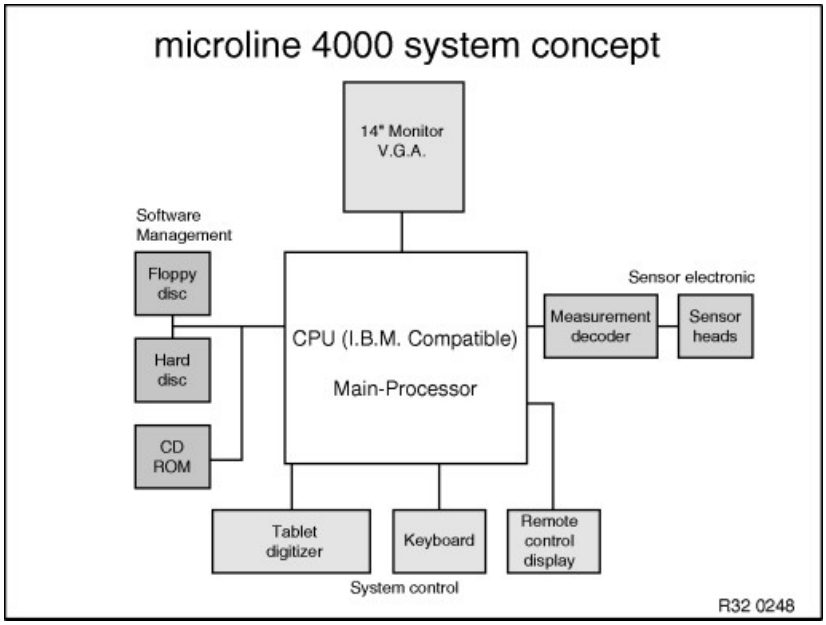
**2.3 Other rmeasuring options**

- Wheel offset, rear
- Wheelbase difference
- Lateral offset, right
- Lateral offset, left
- Track width difference
- Axial offset

**3. System description**

**3.1 BMW KDS 1, based on the ML 4000 from Beissbarth**

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The KDS 1 is available without surcharge in a choice of two design versions:

**1. Mobile workstation**




**2. Mobile compact cabinet**




The larger workstation provides a small storage space for accessories, whereas the compact cabinet is mobile and is ideal for confined working areas. Both versions are available as a wireless measuring system (infrared). In terms of measuring technology, the only difference between these two systems is in their handling and their upgrade options. In both these versions, the four pickups are stored in integrated inserts with battery charge points. Following the automatic charging process, the accumulators on the pickups deliver enough power for 10 hours of continuous operation.

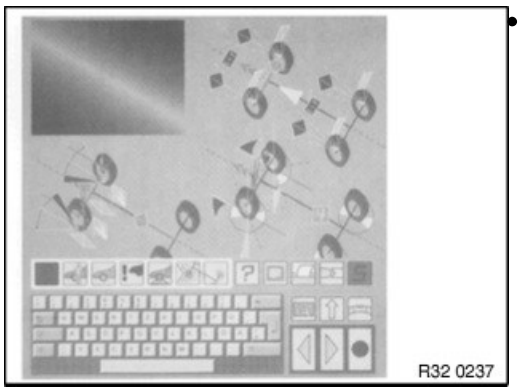
**3.2 Computer**

- KDS system 1 comprises tried-and-tested and thoroughly reliable industrial components. The computer is an IBM-compatible 32-bit Intel processor with CD drive, of the kind commonly used in the PC sector.

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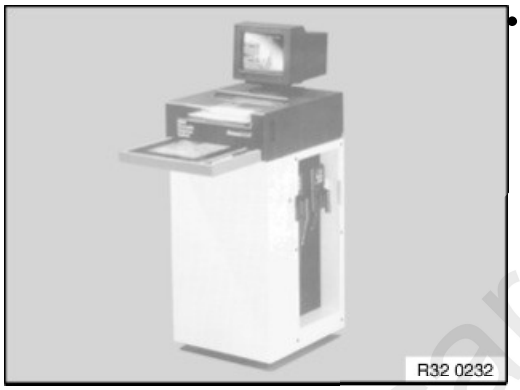



**3.3 Graphics pad**




- All functions are depicted graphically on a ”Symbol" pad. The pad is protected beneath a Plexiglas panel. This is easy to replace whenever major design changes are required. The user interface has no membrane and is therefore safely protected against damage. The main functions are enabled by clicking the symbol with the sensor probe.

**3.4 Equipment cabinet**




- The PC with graphics monitor and pull-out operating pad, mountings for the pickups, the remote control and the DIN-A4 printer are integrated on the workstation. The charging station is located in the cabinet and can also be connected to the pickups and remote control unit by plug-in cables (operation with simultaneous charging of the accumulators / rechargeable batteries).

**3.5 Remote display**




A wireless remote display unit can be provided on request. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, processing of nominal data etc.). The following displays are supported by the remote display facility:

- Measured value with nominal/actual variance comparison and tolerance bar
- Touchscreen icon for touch-sensitive routines
- Live overview of toe-in / camber values with nominal / actual comparison
- Rims, lateral runout compensation

**3.6 Measuring pickup with image sensors (CCD cameras)**

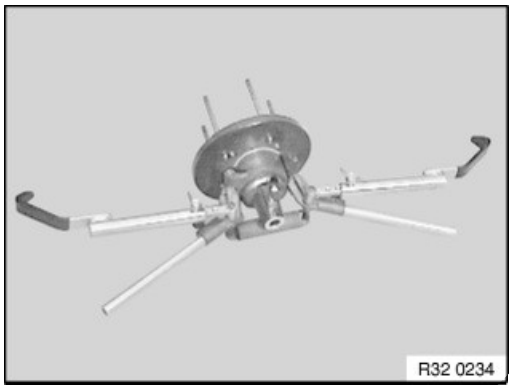
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Each of the measuring pickups is equipped with two image sensors and its own processor for wireless infrared transmission with integrated accumulators for automatic measurement. Advantages:

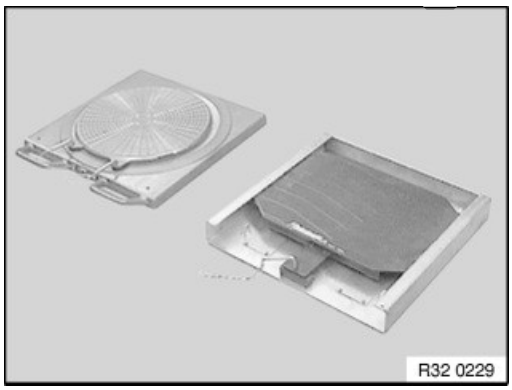
- No temperature deviation
- Very high measuring resolution (theoretically, toe-in could be measured in seconds of an angle).
- Single toe-in range of more than ± 9 degrees relative to constant screen display of toe-in during the replacement of track rod ends
- Exact system precision, i.e. with measurements on the vehicle following rim lateral runout compensation: an accuracy of 2 minutes of angle for toe-in and camber

**3.7 BMW quick-release brackets**




- BMW quick-release brackets for precise mounting of measuring pickups and measurement without compensation of lateral runout on rims.
- **Note:** Quick-release brackets potentially available,, e.g. from older F1600 or ML-3000 models, must not be used with the BMW KDS.

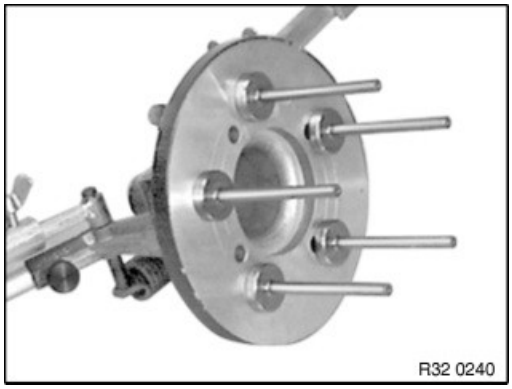
**3.8 Rotational / sliding supports**




- Electronic precision turntables (rotational supports) for the front wheels with integrated sensor (360 degrees all-round measuring range)
- Robust sliding supports for the rear wheels with a swivelling / rotating upper plate.
- Accessories: Cover for aluminium rotational supports / turntables

**3.9 Sensor probes**

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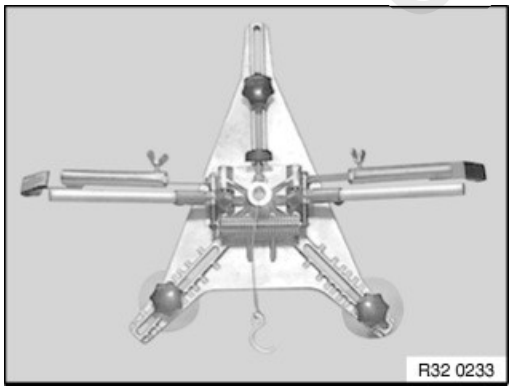

- From April 1993, a new BMW light-alloy wheel (styling No. 18) has been available as a BMW optional accessory. During vehicle alignment checks on these wheels, new sensor probes are required for the quick-release mountings on the recommended wheel alignment equipment.
- On recent deliveries of KDS 1, the new sensor probes are included in the delivery specification (order number: BS 90 19 11).

**3.10 Spoiler adapters**




- On vehicles with very deep spoilers, it is possible for the measuring beam between the measuring pickups to get interrupted. This is particularly true of the transverse front axle.
- In this case, the spoiler adapter acts as a connecting member between the measuring device holder and the measuring pickup. This causes the measuring pickup to be located 50 mm lower, thereby enabling the measuring beam to pass freely below the spoiler.

**3.11 Quick-release mountings**

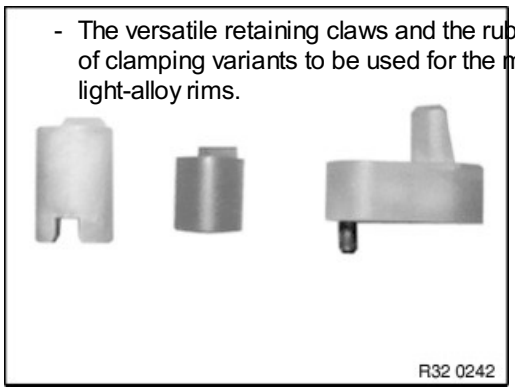



- Quick-release mountings for the wheel alignment of other vehicles with compensation of lateral runout on rims.
- Wheel rims without sensor bore holes (wheel rims for BMW vehicles made my other manufacturers)

**3.12 Retaining claws**

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- The versatile retaining claws and the rubberised retaining claws enable an extremely wide and varied range of clamping variants to be used for the measuring equipment holder, even on exotic, i.e. extremely unusual, light-alloy rims.




**4. Workbay**

4.1 Environment

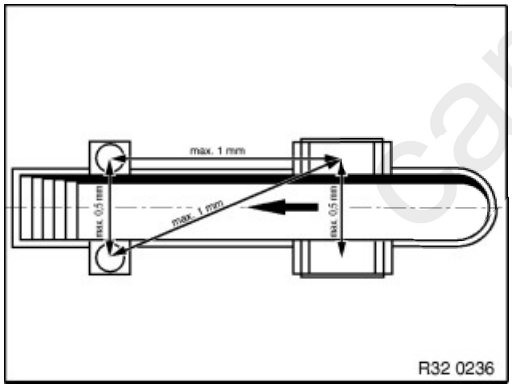
**Description:**

All the vehicle hoists currently recommended by BMW (cf. Workshop Equipment - Planning Documentation, issue 11) for wheel alignment equipment comply with the requirements for BMW KDS.

The BMW KDS does not impose great demands on its installation location. The device can be used over inspection pits or on vehicle hoists (i.e. workshop ramps).

**Prerequisites:**

- Wheel alignment pits
- Telescopic mast vehicle hoists with lowering facility
- 2-stamp vehicle hoists with lowering facility
- Repair statuses with lowering facility
- One measuring station (approx. 4.5 m x 7.0 m).
- The rotational supports ('turntables') must be bolted to the vehicle hoist




The locating surfaces for rotational and sliding plates must not exceed the maximum difference in height described below:

- from left to right ± 0.5 mm
- from front to back ± 1.0 mm
- diagonally ± 1,0 mm.

**Note:**

A height difference between turntables of ± 2 mm from left to right gives rise to a measuring error with camber of 4,8°.

**For comparison:** The camber tolerance on the E36 is ± 10'. Tyre tread difference or different inflation pressures give rise to measuring errors on the same magnitude.

**4.2 Prerequisites for the wheel alignment check**

During the wheel alignment check, the front and rear wheels need to be standing on the rotational and sliding supports to enable all wheel suspension points during the touch-sensitive routine and the adjusting procedure to

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remain free of torsional stresses. This demonstrates the need for the rotational and sliding supports for the various wheelbases and track widths on the candidate vehicle for the wheel alignment check to be relocated.

**4.3 Measuring tolerance**

The full range of measuring tolerance are system tolerances. That means that the total of all individual tolerances yields the value identified in the argumenter. Example - camber: Quick-release bracket + measuring pickup + computer = 1' with a measuring range of ± 3° (all BMW vehicles lie within this measuring range).

**4.4 Measuring station levelling**

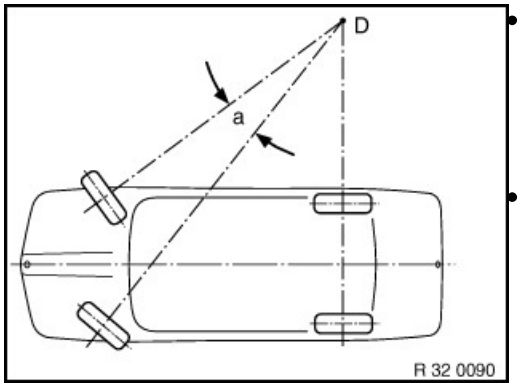
The manufacturers of BMW KDS (Beissbarth / Bosch) are able to check the alignment of the measuring station to the required level of precision, using levelling devices to do so. Bars or hose-type water scales are not suitable. Vehicle hoists must be under load when being levelled to ensure that due account is taken of the uneven deflection in vehicle rails.

**Important!**

A specialist operator must be involved in the setup work on each vehicle hoist (a member of the manufacturer's Service Product Support staff).

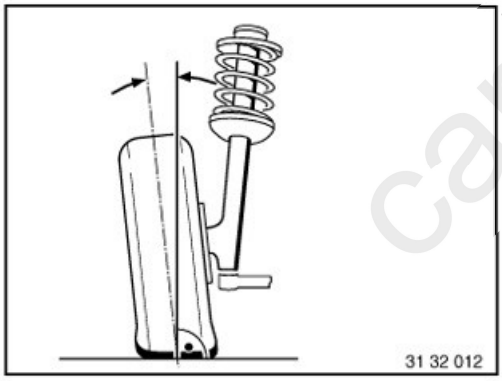
**5. Chassis-specific terms**

**5.1 Toe difference angle**



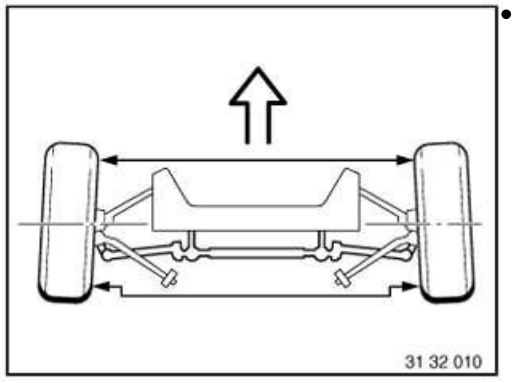

- The toe difference angle (a) is the angle setting of the inner cornering wheel relative to the outer cornering wheel when negotiating a bend in the road. Steering is designed in such a way that the relative angular positions of wheels change as steering lock progresses.
- In ideal situations, the wheel axes intersect at Point D in every steering position (except for straight ahead).

**5.2 Camber**




- Camber is the inclination of the wheel from the perpendicular.

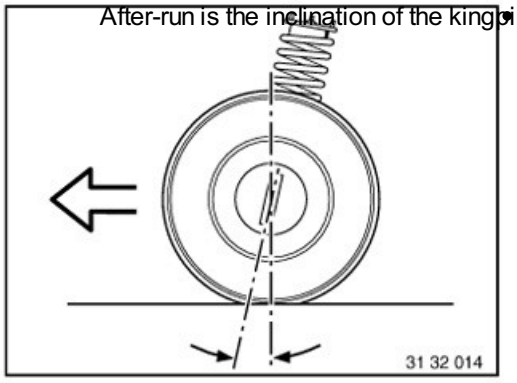
**5.3 Toe-in**




- Toe-in is the reduction in distance of front of front wheels to rear of front wheels. Toe-in prevents the wheels from moving apart when driving (wobbling and scuffing).

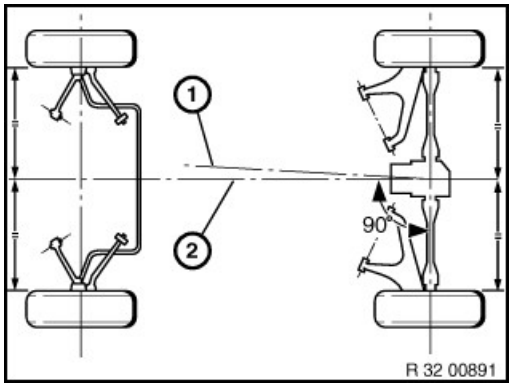
**5.4 After-run**

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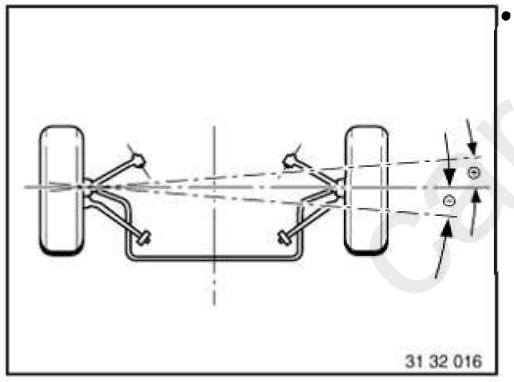

- After-run is the inclination of the kingpin viewed from the side and relative to direction of travel. The line through the centre point of the spring strut support bearing and the control arm ball joint corresponds to the ”kingpin”.

**5.5 Geometrical driving / symmetrical axis**



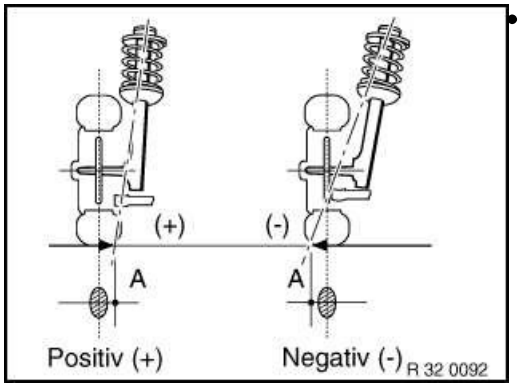

- (1) The geometrical driving axis is the angular intersection point from total toe-in on the rear wheels. Front-wheel measurements are taken in reference to this axis.
- (2) The symmetrical axis constitutes the centreline between front and rear axles.

**5.6 Wheel offset angle**




- The wheel offset angle is the angular deviation in the intersection line of wheel contact points at a line drawn at 90° to the geometrical driving axis. The wheel offset angle is positive when the right wheel is displaced towards the front and negative when it is displaced towards the rear.

**5.7 Kingpin offset / kingpin radius**




- The kingpin offset / kingpin radius is the distance from the centre of the wheel contact face to the intersection point of the extension of the kingpin axis.

**6. Wheel suspension**

Wheel suspension includes the components which connect the wheel to the mostly load-bearing floor pan components on the body which guide the vehicle in the desired direction. This connection involves axles or

comparable construction elements, guided by trailing arms. The type of wheel suspension is one of the determining factors governing the driving characteristics of a vehicle. A distinction is made between two main groups: 1. The rigid axle and 2. The independent suspension.

### 6.1 Rigid axle

| Description | Advantages | Disadvantages |
|---|---|---|
| On the rigid axle, both wheels or pairs of wheels are connected by means of a rigid axle body. Every change in a one wheel is transferred to a greater or lesser extent to the other one. If a rigid axle has been installed, it is now only ever as a rear axle. This is sharp contrast to trucks and buses where they are used frequently. | No changes in camber and toe-in occur during suspension action. This means: low tyre wear and good directional stability. | Non-driven rear axles can also receive negative camber and this increases tyre wear. |

### 6.2 Independent suspension

| Description | Advantages | Disadvantages |
|---|---|---|
| Based on the modern technology standard independent suspension is available on the front and rear axles of BMW vehicles. This development was prompted by inertia mass because a reduction in unsprung masses improves wheel and ground contact, enabling the wheel to maintain better traction. The tracking of independently suspended wheels requires transverse links and trailing arms which can be called upon to absorb occasional high levels of longitudinal and lateral forces. | Independently suspended wheels do not influence one another. | Depending on design, during suspension action, changes can occur in camber, toe-in, track width, after-run and wheelbase. |

## 7. Wheel alignment / test procedure

### 7.1 Measuring options

The next section itemises all the measuring options and values in an at-a-glance list (FA = front axle, RA = rear axle).

| Measuring options | Measuring accuracy | with measuring range | Total measuring range |
|---|---|---|---|
| Total toe-in (FA + RA) | ± 2' | ± 2° | ± 18° |
| Single wheel toe (FA + RA) | ± 2' | ± 2° | ± 9° |
| Camber (FA + RA) | ± 1' | ± 3° | ± 10° |
| Wheel offset (FA) | ± 2' | ± 2° | ± 9° |
| Geometrical driving axis | ± 2' | ± 2° | ± 9° |
| Castor | ± 4' | ± 18° | ± 22° |
| Steering axis inclination | ± 4' | ± 18° | ± 22° |
| Toe difference angle | ± 4' | ± 20° | ± 20° |
| Maximum steering angle (FA ) | ± 4' | ± 60° | ± 300° |
| Maximum steering angle (RA ) | ± 4' | ± 9° | ± 9° |
| After-run correction range | ± 4' | ± 7° | ± 10° |

**Note:**

The details for the measuring accuracy only apply when using precision rotational and sliding supports together with BMW quick release brackets.

### 7.2 Preparatory work:

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Before the measurement can commence, preparatory work is required at the measuring station and on the vehicle (see BMW KDS, operating instructions). This preparatory work includes:

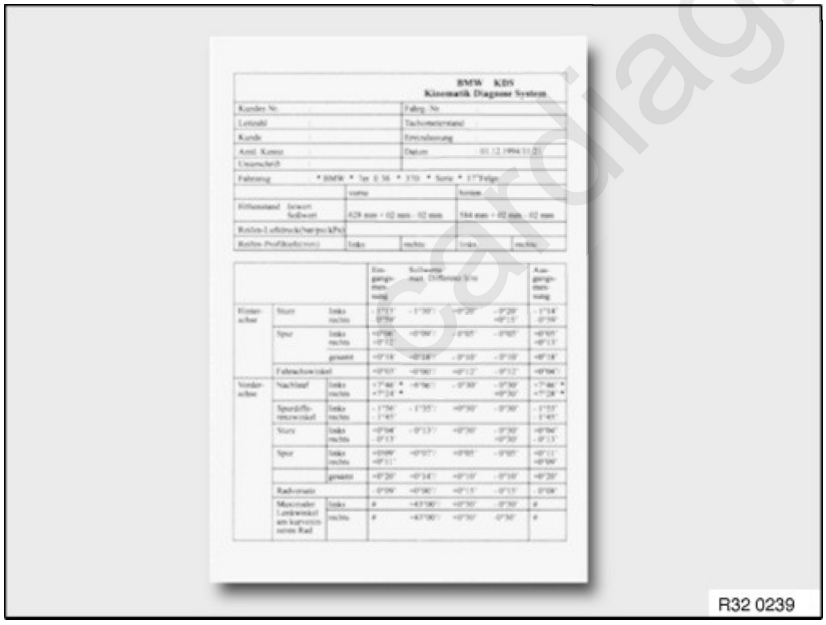
- Ease-of-movement of rotational and sliding plates
- Alignment of rotational and sliding supports to suit track width and wheelbase
- Driving of vehicle centrally onto the supports
- Apply parking brake
- Remove locking pins from the supports to prevent torsional stresses in the chassis and suspension when subjecting the vehicle to load.
- Check the wheel rim and tyre size, tread depth, inflation pressure, steering backlash, wheel bearings and condition of the suspension and shock absorbers
- Secure measuring device bracket to the wheels
- Load vehicle acc. to BMW KDS specification
- Apply sudden load to vehicle with brakes released to obtain a stable centre position.
- Secure the service brake by applying the brake tensioner

**7.3 Input / output measurement**

This measurement can be conducted as a program-guided measurement check, just like any subsequent adjustment work and the ensuing outgoing alignment check. The sequence of chassis and suspension measuring points to be called up and checked by the systems software. The individual procedural steps cover:

- driving in a straight line to obtain an accurate record of the toe-in and camber value for the rear axle
- touch-sensitive routine to determine after-run, steering axis inclination and toe difference angle
- Recording of toe-in and camber of front axle (prior to this, set the steering centrepoint)
- touch-sensitive routine to measure the maximum steering angle on left and right sides
- Checking the measuring value summary with nominal / actual comparison of all measured values.

**7.4 Printout of the data**




The report printout from the integrated DIN-A4 printer is subdivided into three areas:

- Headers with customer and vehicle identification data --> here, the customer data entered before the start of measuring work are printed out together with the vehicle data.
- Centre section with vehicle data --> these include brand, type, model and model year of the vehicle, as defined during selection of the nominal data record. Furthermore, this section involves printing out the previously measured values for ride height, inflation pressure and tread depth.
- The final section with all chassis and suspension measuring values comprises 3 columns: incoming wheel alignment check, nominal values and outgoing measurement. The measured values are recorded separately in these 3 columns.

**8. Special features**

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### 8.1 Wheel alignment with non-selective access

During wheel alignment checks with non-selective access, the selection and sequence of measuring points can be made in any desired order. When doing this, the following points must be observed in order to achieve the correct measuring results:

- Carry out all work as defined during the program-guided wheel alignment check.
- Before the alignment check of toe-in and camber values on the rear axle, the steering must be set in its 'straight-ahead' position to ensure that it is aligned with the vehicle's centre axis.
- Prior to the alignment check of individual toe-in values on the front axle, the steering wheel centre position needs to be determined to ensure that the steering wheel is in its correct position.

### 8.2 System settings

The following settings only need to be entered and set once: language, display format, date/time, promotional text, remote control with display, selection of rotary plate and printer setting. These remain saved in memory.

### 9. Comparison, BMW KDS (Bosch - Beissbarth)

| | Bosch | Beissbarth |
|---|---|---|
| Recording of measuring values | Infrared | Image sensor |
| Data transmission | Cable | Infrared / cable |
| Voltage supply to the pickups | Cable | Accumulator / cable |
| Master key | Infrared | Infrared |
| Master key with measuring value display | Cable | Infrared |
| Nominal data memory | Disk | Hard disk |
| Measuring value memory | Always the last vehicle measured | unlimited vehicle memory capacity |
| Operating system | --- | MS-DOS |
| Languages | English and one language on order | EN, DE, NI, SV, IT, FR, SP (other languages on request) |
| Update | 3.5" diskette | 3.5" diskette from TIS/DIS |
| Monitor | 20" | 17" |
| Computer | --- | Pentium |
| Drives | 2 x diskette | 1 x diskette, 1 x CD-Rom |

### 10 Change in operation (menu)

### 10.1 Master key with display

The process of enabling the master key with display is described in the following procedural steps:

1. in the special functions (button "**S**"), call up the "**Service**" menu
2. In the"**Service**" menu, call up the "**Master key**" submenu
3. In the "**Master key**" submenu, select the "**Master key with display**" point - this is a once-only setting.

**Important!**

On devices without master key, this setting must be set to "**No master key**".

### 10.2 Summary of operating instructions

1. Switch on the master key by pressing the "**ON**" button (it is permissible to switch this on during the alignment check). The title screen then appears on the LCD.
2. On the measuring equipment cabinet, select "**Straight-ahead driving**" for the "**Incoming alignment check**", then "**Adjusting procedure**" or the "**Outgoing alignment check**". The following graphic appears on the LCD monitor for "**Driving straight ahead**".
3. Pressing the "**Forwards arrow**" calls up the next measuring screen. What next appears on the LCD display blocks are a designation of the measured value and a tolerance bar with measured value. If that measured value is within tolerance, this is depicted with black numerals on a light background. If that measured value lies outside the tolerance, it is then displayed in inverted fashion (i.e. light numerals on a dark background).

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4. Pressing the "**F**" button briefly makes it possible to alternate between the designation of the measured value and the nominal value with tolerance within the display block.
5. To scroll onwards through the measured values, press the "**Forward arrow**", "**Backward arrow**" and the "**Cancel" keys (red spot)** . The function of this button is identical to that of the buttons/keys on the graphics pad.
6. Even when opting for the "**Alignment check with non-selective access**", the measured values can be chosen in the same way as for the "program-guided alignment check" process.
7. Using the "**Printer**" button enables reports to be printed out during the alignment check. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, etc.).

**10.3 Display support**

- Measured values with nominal/actual comparison and tolerance bar (nominal values can be displayed by pressing the "**F**" key/button)
- Touchscreen icon for touch-sensitive routines
- Summary of measured values with the latest nominal / actual comparison
- Compensation for lateral runout on wheel rims
- With all other functions (e.g. customer input), the title image appears on the liquid crystal display

**Note:**

Whenever data transfer from the master key / remote control to the computer is interrupted, the master key icon in the lower right-hand corner of the screen changes colour from green to red and the image on the LCD display is depicted in inverted format, i.e. black becomes white and vice versa. This changeover does not occur in the title image. Once visual connection is re-established, the master key recommences work at the point in the program where the interruption occurred. Continuous visual connection during the alignment check is therefore not necessary.

- The "**Egg timer**" icon on the LCD display indicates: "**Please wait**".
- The "**Battery**" icon in the upper right-hand corner of the LCD display indicates that the battery reserve has been reached.
- Switching off the remote control / master key: Press and hold down the "**F**" key for 5 seconds, then place in the charge bracket or plug in the charging cable. The title image then reappears as the charge indicator light.
- If the master key is placed in the charge bracket during the alignment check process, it must when required be switched on using the "**ON**" key.

**11 Updating the software / nominal data**

No more diskettes will be sent out to any BMW authorised workshops who in the past subscribed to "**BMW KDS** (Beissbarth / Bosch)". For reasons of cost, it is no longer possible to produce these diskettes in-house on the "**DIS tester**" or on the "**TIS/EPC server**". The data are updated on the TIS-CD on a regular basis

**11.1 Prerequisites**

- BMW KDS (Beissbarth / Bosch)
- Program status (Beissbarth) TIS-CD: from CD 12/95
- Program status EPC: from 12/95
- Program status (Bosch) TIS-CD: from CD 08/97
- Program status DIS: from V6.0
- Diskettes, 3.5", 1,44 MB (Beissbarth 5 diskettes / Bosch 1 diskette)

**11.2 Procedure (Beissbarth)**

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Beissbarth**
4. After request, load "**diskette 1**" and acknowledge with "**OK**" (program diskette 1 of 2 is created, perform labelling operation)
5. After request, load "**diskette 2**" and acknowledge with "**OK**" (program diskette 2 of 2 is created, perform labelling operation)
6. After request, load "**diskette 3**" and acknowledge with "**OK**" (program diskette 1 of 3 is created, perform

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labelling operation)

7. After request, load "**diskette 4**" and acknowledge with "**OK**" (program diskette 2 of 3 is created, perform labelling operation)
8. After request, load "**diskette 5**" and acknowledge with "**OK**" (program diskette 3 of 3 is created, perform labelling operation)
9. Perform software update and /or nominal data input on the KDS in the usual manner using the manufactured diskettes.

### 11.3 Procedure (Bosch)

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Bosch**
4. Write a name on "**Diskette 3.1**", when prompted to do so, insert in the drive and confirm by pressing "**OK**" (2x) --> nominal values are then copied to the diskettes
5. Load nominal value diskette 3.1 in drive 3.1, load operating system diskette 3.0 in drive 3.0.
6. Boot device in the usual manner

**Important!**

When producing KDS diskettes, all data on the diskettes used are overwritten.

**Note:**

Whenever an error occurs, this is displayed and the program aborts. This process needs to be restarted from the very beginning, which involves deleting all data from the diskette. Possibly use a new diskette.

## 12. Creating, copying and editing nominal data

### 12.1 Copying

- Press the "**C**" button and select the vehicle which is to be copied.
- In the special function section, select menu item "**Editing of nominal data**". Set up a new vehicle record in the familiar way. Now the data input screen displays the nominal values for the previously selected vehicle. Re-enter the modified data and save the data record.

### 12.2 Create

- Press the "**C**" button and, in the special function, select the "**Editing of nominal data**" menu item. Set up a new vehicle record in the familiar way. An empty data input screen now appears. Enter the data and save the data record.

### 12.3 Edit

- Nominal data programmed in the factory cannot be deleted or changed. If these data are changed, a new vehicle record with those amended nominal data needs to be set up. New vehicle records set up by the user are designated as such in the selection menu with a "**+**". These vehicles can be deleted by the user by means of the screen button "**-**" or can be amended using the "**< >** " button. These buttons only appear on the screen if the vehicles were entered in the system by the user.

## 13. Special functions

### 13.1 Customer button for printer protocol

In the "**Special function**" menu, the "**Customer-specific text**" submenu can be called up. An input screen appears on the display. A name and address must be added to this input screen and saved by pressing the "**S**" screen button. The text entered is then imprinted in the header of the protocol / report.

### 13.2 Alignment options

- in the special functions (button "**S**"), call up the "**Service**" menu
- In the submenu "**alignment**", select the "**Toe-in alignment**" or the "**Toe-in adjustment**" option. The toe-in and camber alignment program guides the user step by step through the alignment process with the help of text and images. At the end of the adjustment process, the deviation in measuring value from every measuring sensor is displayed on the screen.
- These alignment values can be saved in the measuring pickup memory by pressing "**Save**" or the program can be quit by pressing the "**Red button**" without saving (a checking function). The alignment values can be printed out.

### 13.3 Turntable test

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- in the special functions (button "**S**"), call up the "**Service**" menu
- In the "**Service**" menu, call up the "**Turntable test**" function. Rotate left and right-hand turntables and check the display on the screen. Important: The measuring range is ± 306 degrees.

**13.4 View and delete customer entries from the database**

- In the special functions in the "**Database**" menu, call up the "**Delete**" menu option. The data input screen then appears. Fill in the search boxes with the data to be deleted.
- Using the "**-**" button, this data record can be deleted. It is now possible to use the touchscreen pen to highlight and delete a new data record.
- The screen buttons "**Arrow up**" and "**Arrow down**" enable users to scroll through the entire database.
- To quit the Delete function, press the Cancel button (red spot).

**14. Internal program change**

Other internal program changes were made which only slightly alter the program run, but which do optimise the alignment check in terms of comfort and speed. This is described in the following pages:

- Optimisation of compensation for lateral runout on wheel rims in relation to speed.
- Optimisation of impact routines: Marking can still be corrected within the gateway. The message "**Turntables not connected**" no longer causes this routine to terminate. Measuring can continue after the turntables have been plugged back in.
- Standardisation of screen colours with the colours on the panel.
- Extension of texts in some foreign languages.
- Elimination of program and cosmetic errors.
- Electronic water scales
- Discontinuation of wheelbase measurement

**15. Faults**

**15.1 Tyre faults**

| Error | Impact |
|---|---|
| 1 Tracking, camber, toe difference angle and caster not correct | 1 Serious tyre squeak, even at relatively low speeds |
| 2 Too much toe-in or too much positive camber | 2 Tyres are worn longitudinally down one outside edge |
| 3 Too much negative camber | 3 Tyre wear on inner edge |
| 4 Worn front axle suspension points on FWD cars | 4 Amplified noise / Vehicle pulls away one-sidedly when accelerating |
| 5 Incorrect toe adjustment | 5 Radial adjustment of wheel settings / tyre tread exhibits burr formation within the tread pattern |

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| | | |
|---|---|---|
| 6 Play in wheel suspension caused by mechanical components (suspension, steering) | 6 | Washed out areas / wobbling on front wheel |
| 7 Insufficient inflation pressure in the tyre | 7 | Tyre wear along outer areas |

**15.2 Front axle fault**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Toe deviation | a) Vehicle not in normal position | a) Correct ride height |
| | b) Tie rod(s) bent | b) Replace tie rod(s) |
| | c) Ball joints on track rod(s) misaligned | c) Replace tie rod(s) |
| | d) Rubber mount in control arm faulty | d) Replace control arms |
| 2. Camber deviation: Camber is defined by design and cannot be adjusted. | a) Rubber mount in control arm faulty | a) Replace control arms |
| | b) Control arm deformed | b) Replace control arms |
| | c) Spring strut deformed | c) Replace spring strut |
| | d) Guide joint worn | d) Replace control arms |
| | e) Spring deflection too great | e) Replace coil spring, ride height |
| | f) Front axle carrier deformed | f) Replacing front axle support |
| | g) Spring strut shock absorber mount misshapen | g) Repair front end |
| | h) Distortion in floor assembly (engine carrier) | h) Repair body |

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| | | |
|---|---|---|
| 3. Castor deviation: Caster is defined by design and cannot be adjusted | a) Rubber mount for tension/traction strut defective | a) Replace rubber mount |
| | b) Tension/traction strut misshapen | b) Replace tension/traction strut, |
| | c) Control arm deformed | c) Replace control arms |
| | d) Spring strut deformed | d) Replace spring strut |
| | e) Wheel house deformed (spring-strut mount) | e) Repair front end |
| | f) Distortion in floor assembly (engine carrier) | f) Repair body |
| 4. Toe angle difference deviation | Prerequisite: camber and caster are correct | |
| | a) Tie rods not adjusted uniformly | a) Adjust toe on left and right sides to same value |
| 5. Wheel-offset deviation | Prerequisite: front wheels have equal single toe to geometrical axis | |
| | a) Front axle carrier deformed | a) Replacing front axle support |
| | b) Engine carrier deformed | b) Repair body |
| | c) Control arm deformed | c) Replace control arms |
| | d) Tension/traction strut misshapen | d) Replace tension/traction strut |

**15.3 Rear axle defects**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Camber deviation | a) Vehicle not in normal position, spring deflection too great | a) Correct ride height |

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| | | | |
|---|---|---|---|
| | | b) Rubber mount on rear axle carrier unserviceable | b) Replace rubber mount |
| | | c) Rear axle carrier deformed | c) Check rear-axle carrier, replace if necessary |
| | | d) Control arm deformed | d) Check/replace control arm |
| | | e) Traction strut misshapen | e) Check traction strut, replace if necessary |
| | | f) Distortion in floor assembly | f) Repair body |
| | | g) Swinging arm deformed | g) Replace swinging arm |
| 2. | Rear-wheel position incorrect | a) Rear axle carrier displaced laterally | a) Check rubber mounts on rear-axle carrier, replace if necessary |
| | | b) Distortion in floor assembly | b) Repair body |
| 3. | Toe deviation | a) Vehicle not in normal position, i.e. spring deflection too great | a) Correct ride height |
| | | b) Rubber mounts in rear-axle carrier faulty | b) Replace rubber mount |
| | | c) Control arm deformed | c) Replace control arms |
| | | d) Rubber mount and swinging arm unserviceable | d) Replace swinging arm |
| | | e) Rear axle carrier deformed | e) Check rear-axle carrier, replace if necessary |
| | | f) Traction strut misshapen | f) Check traction strut, replace if necessary |
| 4. | Deviation from the geometric axis | Prerequisite: rear wheel total toe value must be correct. | |

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a) Distortion in floor assembly a) Repair body

**Other notes on the topic of the ”kinematics diagnosis system" can be found in the BMW KDS (Beissbarth / Bosch) operating instructions.**

**None of the function and system descriptions are covered by an update service. Availability of parts and scope for immediate ordering cannot be derived from this information. The specialist departments shall be in touch with the markets at an appropriate time with further details.**

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## Kinematics diagnosis system and environment

BMW KDS (Beissbarth)

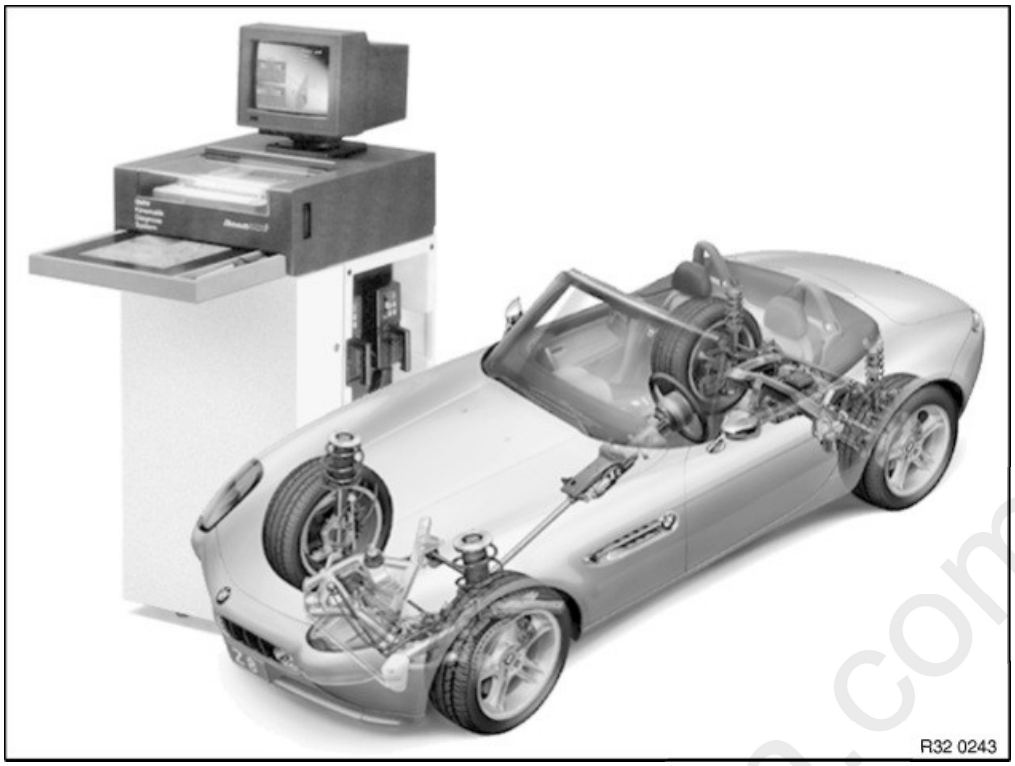



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**14. Internal program change**

**15. Error**

15.1 Tyre fault

15.2 Front axle fault

15.3 Rear axle fault

# 1 Preface

## 1.1 Objective

The complexity of wheel alignment as a topic has increased. This BMW Service Technology document is therefore intended to achieve several objectives:

- Compiling guidelines for working with the BMW KDS.
- Getting to grips with the technology of wheel alignment on modern vehicles and clarifying any questions that arise.
- Transparency and clarification of different terminology.
- Clarification of fault causes from the past, so that these can be avoided in future after studying this paper.
- Prerequisites for safe dealings with BMW KDS.

## 1.2 Further development of the BMW kinematics diagnosis system

- The BMW kinematics diagnosis system (KDS) forms an integral element of systems-based philosophy in relation to automotive technology. This provides the peace of mind of being able to work rationally and in a BMW-compliant manner, and the certainty of being prepared for future technological developments. With regard to precision and performance in the area of wheel alignment and chassis adjustment, BMW has done the best it can with what is technologically feasible: The BMW kinematics diagnosis system (KDS).
- The BMW kinematics diagnosis system from Beissbarth is more than just a further development of conventional axle alignment equipment. It sets new dimensions in terms of precision, performance, speed and handling. Guarantees for the perfection upon which BMW customers count in their dealings with BMW Service.
- Ride comfort, driving safety and tyre wear depend to a large extent on perfect interaction with vehicle kinematics. BMW is constantly delivering new generations of chassis and suspension to the market, each of which is superior and/or even closer to perfection than its predecessor. That means that there are fewer kinematic adjustment points on the chassis and suspension and even tighter specified tolerances with regard to wheel alignment and adjustment.
- Through the use of the multilink rear axle and the E36, the previously recommended electronic wheel alignment equipment was no longer suitable for BMW chassis alignment checks. This related to the measuring procedure as well as to the measuring accuracy. The generation of equipment approved with the introduction of the E36 range is still able today to satisfy all the requirements imposed on modern wheel alignment equipment, including the use of the latest computer technology.
- For wheel alignment purposes, only the BMW kinematics diagnosis systems from Beissbarth and Bosch may be used.

## 1.3 Technical data




| | | |
|---|---|---|
| 1. | Display | - 17 inch graphics screen with high-resolution graphics (640x480 pixels with 256 colours) |
| 2. | Teletext | - in each programmed national language |
| 3. | Wheel sizes | - 12"...20" |
| 4. | Vehicle memory capacity | - unlimited |
| 5. | Turntables | - Load-carrying capacity 1000 kg, angle of rotation ± 360°, 450 x 450 x 50mm (L x B x H), sliding range ± 50 mm, weight 18 kg |
| 6. | Sliding supports | - Load-carrying capacity 1000 kg, angle of rotation ± 10°, 450 x 450 x 50mm (L x B x H), sliding range ± 65 mm, weight 17 kg |
| 7. | Electrical connection | - 100...115 V / 220...240 V 50/60 Hz, 0,5 kW (other connections on request) |

**1.4 Delivery specification**

1 PC display element with graphics screen, graphics panel, equipment cabinet, small or large including automatic charging station, DIN-A4 dot matrix printer

4 Pickup with CCD camera technology and infrared data transfer, with installed voltage supply

1 Wiring harness (comprising 4 cables)

1 Brake tensioner

1 Steering wheel lock

2 Electronic precision turntable supports with integrated sensor and without approach ramp

2 Sliding supports without approach ramp

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4 BMW quick-release units comprising a locating bell housing P8-68 and quick-release bracket P267 01, incl. coated retaining claws

1 Operating instructions for BMW KDS (8 languages)

1 BMW software and the BMW nominal vehicle data with adjustment images as well as texts for measurement preparations

**1.5 Required accessories**

2 Locking rods for positioning the vehicle

1 Set of sandbags for specified loading

**1.6 Advisable accessories**

4 Quick-clamping units

2 Set of collision plates

1 Remote control / display

1 Transport carriage (for ballast pockets, turntables and sliding plates, and 4 quick-release brackets)

**2 Measuring options with the BMW KDS**

**2.1 Front axle**

- Toe-in (individual wheel and total toe-in relative to the geometrical driving axis)
- Camber (when driving straight ahead)
- Wheel offset (relative to the left front wheel)
- After-run, steering axis inclination and toe difference angle

**2.2 Rear axle**

- Toe-in (individual wheel and total toe-in relative to the central plane of the vehicle's longitudinal axis --> previously known as the symmetrical axis)
- Geometrical driving axis
- Camber

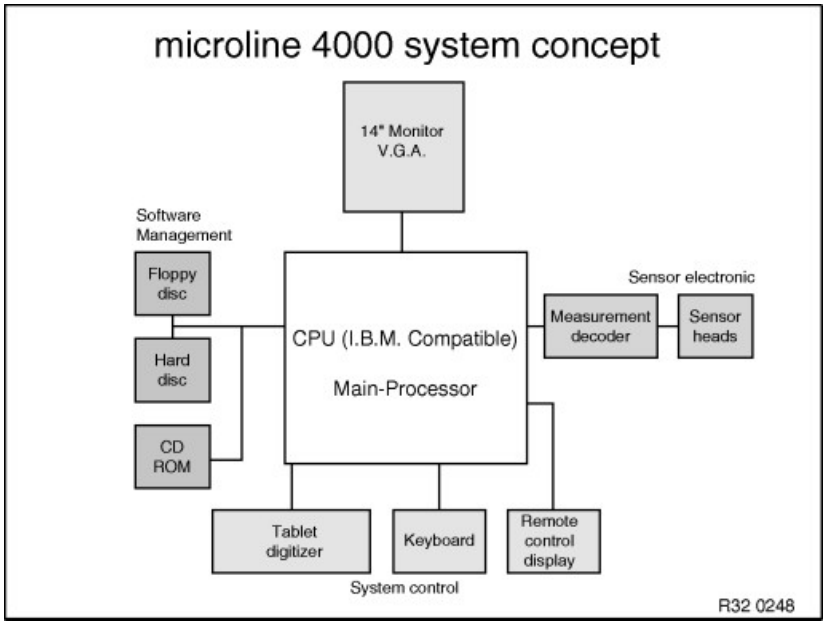
**2.3 Other rmeasuring options**

- Wheel offset, rear
- Wheelbase difference
- Lateral offset, right
- Lateral offset, left
- Track width difference
- Axial offset

**3. System description**

**3.1 BMW KDS 1, based on the ML 4000 from Beissbarth**

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The KDS 1 is available without surcharge in a choice of two design versions:

**1. Mobile workstation**




**2. Mobile compact cabinet**




The larger workstation provides a small storage space for accessories, whereas the compact cabinet is mobile and is ideal for confined working areas. Both versions are available as a wireless measuring system (infrared). In terms of measuring technology, the only difference between these two systems is in their handling and their upgrade options. In both these versions, the four pickups are stored in integrated inserts with battery charge points. Following the automatic charging process, the accumulators on the pickups deliver enough power for 10 hours of continuous operation.

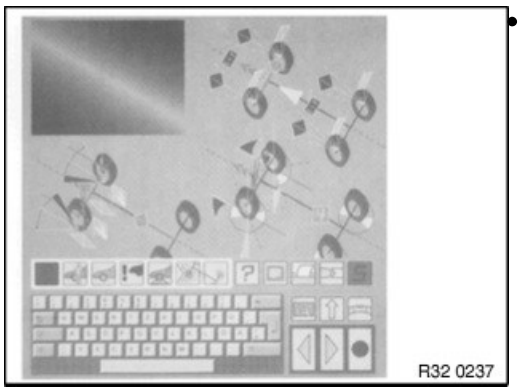
**3.2 Computer**

- KDS system 1 comprises tried-and-tested and thoroughly reliable industrial components. The computer is an IBM-compatible 32-bit Intel processor with CD drive, of the kind commonly used in the PC sector.

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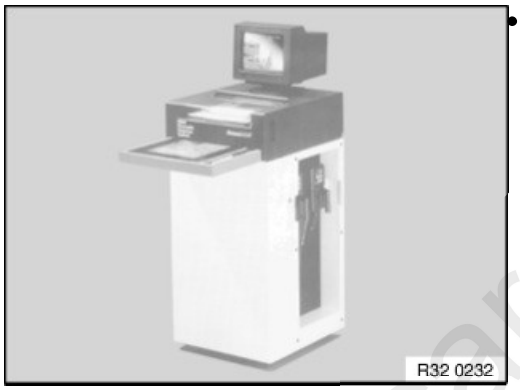



**3.3 Graphics pad**




- All functions are depicted graphically on a ”Symbol" pad. The pad is protected beneath a Plexiglas panel. This is easy to replace whenever major design changes are required. The user interface has no membrane and is therefore safely protected against damage. The main functions are enabled by clicking the symbol with the sensor probe.

**3.4 Equipment cabinet**




- The PC with graphics monitor and pull-out operating pad, mountings for the pickups, the remote control and the DIN-A4 printer are integrated on the workstation. The charging station is located in the cabinet and can also be connected to the pickups and remote control unit by plug-in cables (operation with simultaneous charging of the accumulators / rechargeable batteries).

**3.5 Remote display**




A wireless remote display unit can be provided on request. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, processing of nominal data etc.). The following displays are supported by the remote display facility:

- Measured value with nominal/actual variance comparison and tolerance bar
- Touchscreen icon for touch-sensitive routines
- Live overview of toe-in / camber values with nominal / actual comparison
- Rims, lateral runout compensation

**3.6 Measuring pickup with image sensors (CCD cameras)**

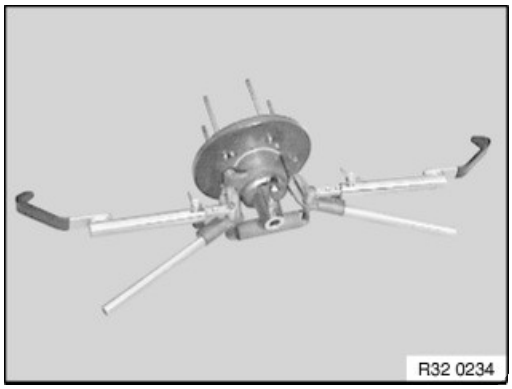
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Each of the measuring pickups is equipped with two image sensors and its own processor for wireless infrared transmission with integrated accumulators for automatic measurement. Advantages:

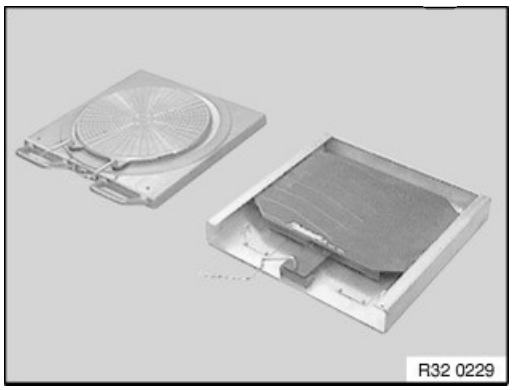
- No temperature deviation
- Very high measuring resolution (theoretically, toe-in could be measured in seconds of an angle).
- Single toe-in range of more than ± 9 degrees relative to constant screen display of toe-in during the replacement of track rod ends
- Exact system precision, i.e. with measurements on the vehicle following rim lateral runout compensation: an accuracy of 2 minutes of angle for toe-in and camber

**3.7 BMW quick-release brackets**




- BMW quick-release brackets for precise mounting of measuring pickups and measurement without compensation of lateral runout on rims.
- **Note:** Quick-release brackets potentially available,, e.g. from older F1600 or ML-3000 models, must not be used with the BMW KDS.

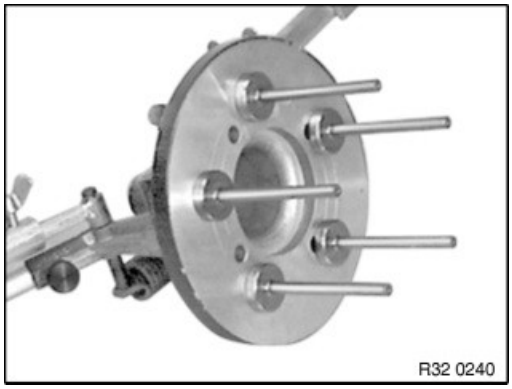
**3.8 Rotational / sliding supports**




- Electronic precision turntables (rotational supports) for the front wheels with integrated sensor (360 degrees all-round measuring range)
- Robust sliding supports for the rear wheels with a swivelling / rotating upper plate.
- Accessories: Cover for aluminium rotational supports / turntables

**3.9 Sensor probes**

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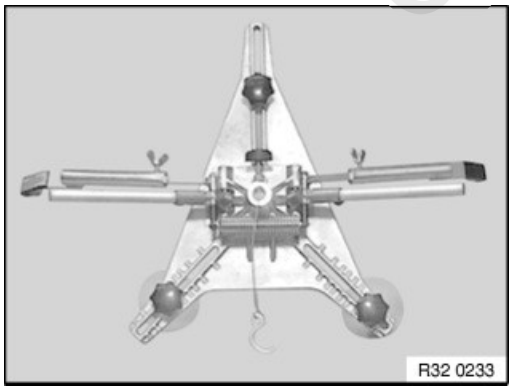

- From April 1993, a new BMW light-alloy wheel (styling No. 18) has been available as a BMW optional accessory. During vehicle alignment checks on these wheels, new sensor probes are required for the quick-release mountings on the recommended wheel alignment equipment.
- On recent deliveries of KDS 1, the new sensor probes are included in the delivery specification (order number: BS 90 19 11).

**3.10 Spoiler adapters**




- On vehicles with very deep spoilers, it is possible for the measuring beam between the measuring pickups to get interrupted. This is particularly true of the transverse front axle.
- In this case, the spoiler adapter acts as a connecting member between the measuring device holder and the measuring pickup. This causes the measuring pickup to be located 50 mm lower, thereby enabling the measuring beam to pass freely below the spoiler.

**3.11 Quick-release mountings**

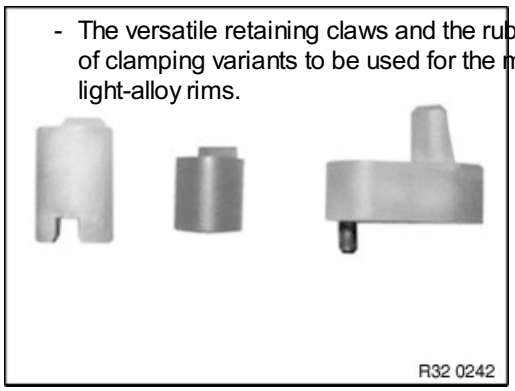



- Quick-release mountings for the wheel alignment of other vehicles with compensation of lateral runout on rims.
- Wheel rims without sensor bore holes (wheel rims for BMW vehicles made my other manufacturers)

**3.12 Retaining claws**

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- The versatile retaining claws and the rubberised retaining claws enable an extremely wide and varied range of clamping variants to be used for the measuring equipment holder, even on exotic, i.e. extremely unusual, light-alloy rims.




**4. Workbay**

4.1 Environment

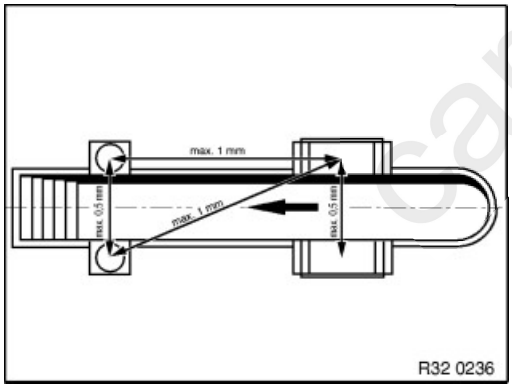
**Description:**

All the vehicle hoists currently recommended by BMW (cf. Workshop Equipment - Planning Documentation, issue 11) for wheel alignment equipment comply with the requirements for BMW KDS.

The BMW KDS does not impose great demands on its installation location. The device can be used over inspection pits or on vehicle hoists (i.e. workshop ramps).

**Prerequisites:**

- Wheel alignment pits
- Telescopic mast vehicle hoists with lowering facility
- 2-stamp vehicle hoists with lowering facility
- Repair statuses with lowering facility
- One measuring station (approx. 4.5 m x 7.0 m).
- The rotational supports ('turntables') must be bolted to the vehicle hoist




The locating surfaces for rotational and sliding plates must not exceed the maximum difference in height described below:

- from left to right ± 0.5 mm
- from front to back ± 1.0 mm
- diagonally ± 1,0 mm.

**Note:**

A height difference between turntables of ± 2 mm from left to right gives rise to a measuring error with camber of 4,8°.

**For comparison:** The camber tolerance on the E36 is ± 10'. Tyre tread difference or different inflation pressures give rise to measuring errors on the same magnitude.

**4.2 Prerequisites for the wheel alignment check**

During the wheel alignment check, the front and rear wheels need to be standing on the rotational and sliding supports to enable all wheel suspension points during the touch-sensitive routine and the adjusting procedure to

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remain free of torsional stresses. This demonstrates the need for the rotational and sliding supports for the various wheelbases and track widths on the candidate vehicle for the wheel alignment check to be relocated.

**4.3 Measuring tolerance**

The full range of measuring tolerance are system tolerances. That means that the total of all individual tolerances yields the value identified in the argumenter. Example - camber: Quick-release bracket + measuring pickup + computer = 1' with a measuring range of ± 3° (all BMW vehicles lie within this measuring range).

**4.4 Measuring station levelling**

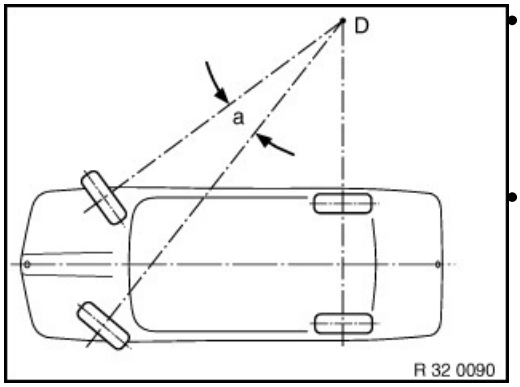
The manufacturers of BMW KDS (Beissbarth / Bosch) are able to check the alignment of the measuring station to the required level of precision, using levelling devices to do so. Bars or hose-type water scales are not suitable. Vehicle hoists must be under load when being levelled to ensure that due account is taken of the uneven deflection in vehicle rails.

**Important!**

A specialist operator must be involved in the setup work on each vehicle hoist (a member of the manufacturer's Service Product Support staff).

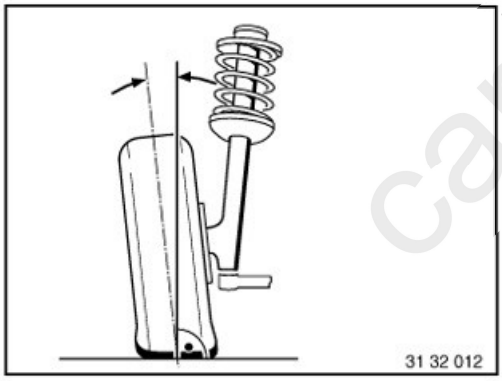
**5. Chassis-specific terms**

**5.1 Toe difference angle**



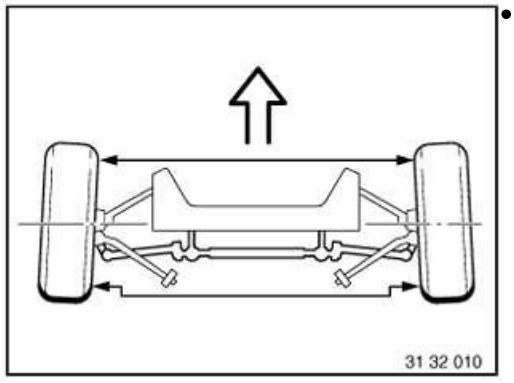

- The toe difference angle (a) is the angle setting of the inner cornering wheel relative to the outer cornering wheel when negotiating a bend in the road. Steering is designed in such a way that the relative angular positions of wheels change as steering lock progresses.
- In ideal situations, the wheel axes intersect at Point D in every steering position (except for straight ahead).

**5.2 Camber**




- Camber is the inclination of the wheel from the perpendicular.

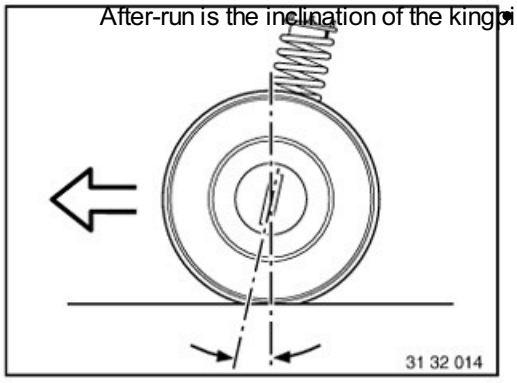
**5.3 Toe-in**




- Toe-in is the reduction in distance of front of front wheels to rear of front wheels. Toe-in prevents the wheels from moving apart when driving (wobbling and scuffing).

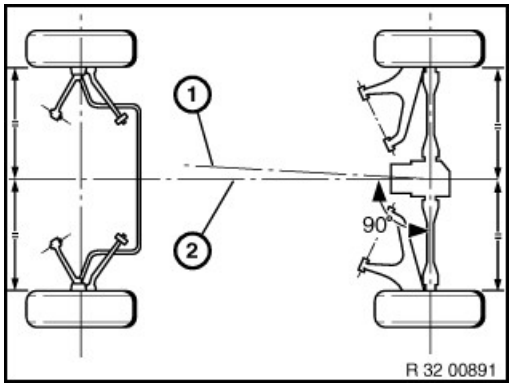
**5.4 After-run**

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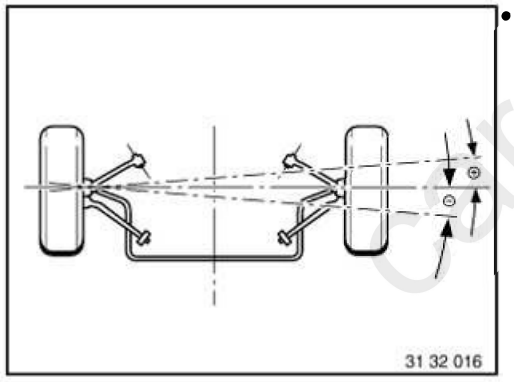

- After-run is the inclination of the kingpin viewed from the side and relative to direction of travel. The line through the centre point of the spring strut support bearing and the control arm ball joint corresponds to the ”kingpin”.

**5.5 Geometrical driving / symmetrical axis**



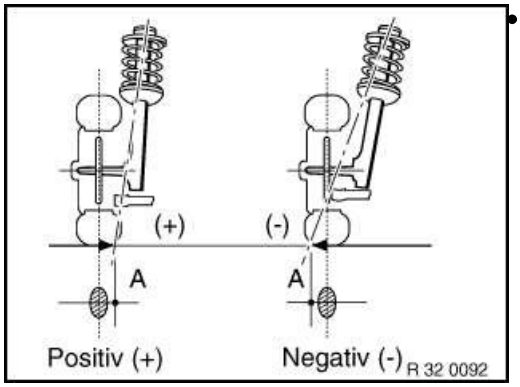

- (1) The geometrical driving axis is the angular intersection point from total toe-in on the rear wheels. Front-wheel measurements are taken in reference to this axis.
- (2) The symmetrical axis constitutes the centreline between front and rear axles.

**5.6 Wheel offset angle**




- The wheel offset angle is the angular deviation in the intersection line of wheel contact points at a line drawn at 90° to the geometrical driving axis. The wheel offset angle is positive when the right wheel is displaced towards the front and negative when it is displaced towards the rear.

**5.7 Kingpin offset / kingpin radius**




- The kingpin offset / kingpin radius is the distance from the centre of the wheel contact face to the intersection point of the extension of the kingpin axis.

**6. Wheel suspension**

Wheel suspension includes the components which connect the wheel to the mostly load-bearing floor pan components on the body which guide the vehicle in the desired direction. This connection involves axles or

comparable construction elements, guided by trailing arms. The type of wheel suspension is one of the determining factors governing the driving characteristics of a vehicle. A distinction is made between two main groups: 1. The rigid axle and 2. The independent suspension.

### 6.1 Rigid axle

| Description | Advantages | Disadvantages |
|---|---|---|
| On the rigid axle, both wheels or pairs of wheels are connected by means of a rigid axle body. Every change in a one wheel is transferred to a greater or lesser extent to the other one. If a rigid axle has been installed, it is now only ever as a rear axle. This is sharp contrast to trucks and buses where they are used frequently. | No changes in camber and toe-in occur during suspension action. This means: low tyre wear and good directional stability. | Non-driven rear axles can also receive negative camber and this increases tyre wear. |

### 6.2 Independent suspension

| Description | Advantages | Disadvantages |
|---|---|---|
| Based on the modern technology standard independent suspension is available on the front and rear axles of BMW vehicles. This development was prompted by inertia mass because a reduction in unsprung masses improves wheel and ground contact, enabling the wheel to maintain better traction. The tracking of independently suspended wheels requires transverse links and trailing arms which can be called upon to absorb occasional high levels of longitudinal and lateral forces. | Independently suspended wheels do not influence one another. | Depending on design, during suspension action, changes can occur in camber, toe-in, track width, after-run and wheelbase. |

## 7. Wheel alignment / test procedure

### 7.1 Measuring options

The next section itemises all the measuring options and values in an at-a-glance list (FA = front axle, RA = rear axle).

| Measuring options | Measuring accuracy | with measuring range | Total measuring range |
|---|---|---|---|
| Total toe-in (FA + RA) | ± 2' | ± 2° | ± 18° |
| Single wheel toe (FA + RA) | ± 2' | ± 2° | ± 9° |
| Camber (FA + RA) | ± 1' | ± 3° | ± 10° |
| Wheel offset (FA) | ± 2' | ± 2° | ± 9° |
| Geometrical driving axis | ± 2' | ± 2° | ± 9° |
| Castor | ± 4' | ± 18° | ± 22° |
| Steering axis inclination | ± 4' | ± 18° | ± 22° |
| Toe difference angle | ± 4' | ± 20° | ± 20° |
| Maximum steering angle (FA ) | ± 4' | ± 60° | ± 300° |
| Maximum steering angle (RA ) | ± 4' | ± 9° | ± 9° |
| After-run correction range | ± 4' | ± 7° | ± 10° |

**Note:**

The details for the measuring accuracy only apply when using precision rotational and sliding supports together with BMW quick release brackets.

### 7.2 Preparatory work:

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Before the measurement can commence, preparatory work is required at the measuring station and on the vehicle (see BMW KDS, operating instructions). This preparatory work includes:

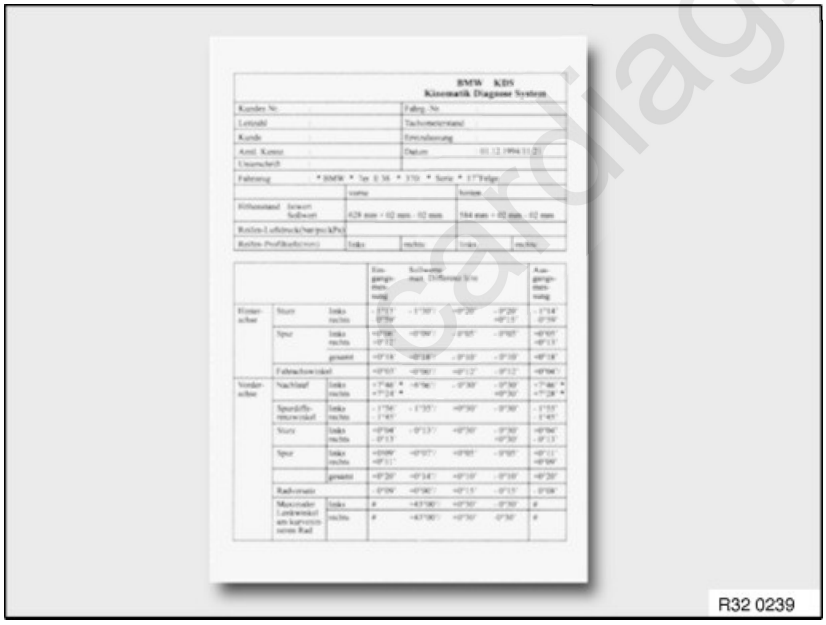
- Ease-of-movement of rotational and sliding plates
- Alignment of rotational and sliding supports to suit track width and wheelbase
- Driving of vehicle centrally onto the supports
- Apply parking brake
- Remove locking pins from the supports to prevent torsional stresses in the chassis and suspension when subjecting the vehicle to load.
- Check the wheel rim and tyre size, tread depth, inflation pressure, steering backlash, wheel bearings and condition of the suspension and shock absorbers
- Secure measuring device bracket to the wheels
- Load vehicle acc. to BMW KDS specification
- Apply sudden load to vehicle with brakes released to obtain a stable centre position.
- Secure the service brake by applying the brake tensioner

**7.3 Input / output measurement**

This measurement can be conducted as a program-guided measurement check, just like any subsequent adjustment work and the ensuing outgoing alignment check. The sequence of chassis and suspension measuring points to be called up and checked by the systems software. The individual procedural steps cover:

- driving in a straight line to obtain an accurate record of the toe-in and camber value for the rear axle
- touch-sensitive routine to determine after-run, steering axis inclination and toe difference angle
- Recording of toe-in and camber of front axle (prior to this, set the steering centrepoint)
- touch-sensitive routine to measure the maximum steering angle on left and right sides
- Checking the measuring value summary with nominal / actual comparison of all measured values.

**7.4 Printout of the data**




The report printout from the integrated DIN-A4 printer is subdivided into three areas:

- Headers with customer and vehicle identification data --> here, the customer data entered before the start of measuring work are printed out together with the vehicle data.
- Centre section with vehicle data --> these include brand, type, model and model year of the vehicle, as defined during selection of the nominal data record. Furthermore, this section involves printing out the previously measured values for ride height, inflation pressure and tread depth.
- The final section with all chassis and suspension measuring values comprises 3 columns: incoming wheel alignment check, nominal values and outgoing measurement. The measured values are recorded separately in these 3 columns.

**8. Special features**

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### 8.1 Wheel alignment with non-selective access

During wheel alignment checks with non-selective access, the selection and sequence of measuring points can be made in any desired order. When doing this, the following points must be observed in order to achieve the correct measuring results:

- Carry out all work as defined during the program-guided wheel alignment check.
- Before the alignment check of toe-in and camber values on the rear axle, the steering must be set in its 'straight-ahead' position to ensure that it is aligned with the vehicle's centre axis.
- Prior to the alignment check of individual toe-in values on the front axle, the steering wheel centre position needs to be determined to ensure that the steering wheel is in its correct position.

### 8.2 System settings

The following settings only need to be entered and set once: language, display format, date/time, promotional text, remote control with display, selection of rotary plate and printer setting. These remain saved in memory.

### 9. Comparison, BMW KDS (Bosch - Beissbarth)

| | Bosch | Beissbarth |
|---|---|---|
| Recording of measuring values | Infrared | Image sensor |
| Data transmission | Cable | Infrared / cable |
| Voltage supply to the pickups | Cable | Accumulator / cable |
| Master key | Infrared | Infrared |
| Master key with measuring value display | Cable | Infrared |
| Nominal data memory | Disk | Hard disk |
| Measuring value memory | Always the last vehicle measured | unlimited vehicle memory capacity |
| Operating system | --- | MS-DOS |
| Languages | English and one language on order | EN, DE, NI, SV, IT, FR, SP (other languages on request) |
| Update | 3.5" diskette | 3.5" diskette from TIS/DIS |
| Monitor | 20" | 17" |
| Computer | --- | Pentium |
| Drives | 2 x diskette | 1 x diskette, 1 x CD-Rom |

### 10 Change in operation (menu)

### 10.1 Master key with display

The process of enabling the master key with display is described in the following procedural steps:

1. in the special functions (button "**S**"), call up the "**Service**" menu
2. In the"**Service**" menu, call up the "**Master key**" submenu
3. In the "**Master key**" submenu, select the "**Master key with display**" point - this is a once-only setting.

**Important!**

On devices without master key, this setting must be set to "**No master key**".

### 10.2 Summary of operating instructions

1. Switch on the master key by pressing the "**ON**" button (it is permissible to switch this on during the alignment check). The title screen then appears on the LCD.
2. On the measuring equipment cabinet, select "**Straight-ahead driving**" for the "**Incoming alignment check**", then "**Adjusting procedure**" or the "**Outgoing alignment check**". The following graphic appears on the LCD monitor for "**Driving straight ahead**".
3. Pressing the "**Forwards arrow**" calls up the next measuring screen. What next appears on the LCD display blocks are a designation of the measured value and a tolerance bar with measured value. If that measured value is within tolerance, this is depicted with black numerals on a light background. If that measured value lies outside the tolerance, it is then displayed in inverted fashion (i.e. light numerals on a dark background).

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4. Pressing the "**F**" button briefly makes it possible to alternate between the designation of the measured value and the nominal value with tolerance within the display block.
5. To scroll onwards through the measured values, press the "**Forward arrow**", "**Backward arrow**" and the "**Cancel" keys (red spot)** . The function of this button is identical to that of the buttons/keys on the graphics pad.
6. Even when opting for the "**Alignment check with non-selective access**", the measured values can be chosen in the same way as for the "program-guided alignment check" process.
7. Using the "**Printer**" button enables reports to be printed out during the alignment check. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, etc.).

**10.3 Display support**

- Measured values with nominal/actual comparison and tolerance bar (nominal values can be displayed by pressing the "**F**" key/button)
- Touchscreen icon for touch-sensitive routines
- Summary of measured values with the latest nominal / actual comparison
- Compensation for lateral runout on wheel rims
- With all other functions (e.g. customer input), the title image appears on the liquid crystal display

**Note:**

Whenever data transfer from the master key / remote control to the computer is interrupted, the master key icon in the lower right-hand corner of the screen changes colour from green to red and the image on the LCD display is depicted in inverted format, i.e. black becomes white and vice versa. This changeover does not occur in the title image. Once visual connection is re-established, the master key recommences work at the point in the program where the interruption occurred. Continuous visual connection during the alignment check is therefore not necessary.

- The "**Egg timer**" icon on the LCD display indicates: "**Please wait**".
- The "**Battery**" icon in the upper right-hand corner of the LCD display indicates that the battery reserve has been reached.
- Switching off the remote control / master key: Press and hold down the "**F**" key for 5 seconds, then place in the charge bracket or plug in the charging cable. The title image then reappears as the charge indicator light.
- If the master key is placed in the charge bracket during the alignment check process, it must when required be switched on using the "**ON**" key.

**11 Updating the software / nominal data**

No more diskettes will be sent out to any BMW authorised workshops who in the past subscribed to "**BMW KDS** (Beissbarth / Bosch)". For reasons of cost, it is no longer possible to produce these diskettes in-house on the "**DIS tester**" or on the "**TIS/EPC server**". The data are updated on the TIS-CD on a regular basis

**11.1 Prerequisites**

- BMW KDS (Beissbarth / Bosch)
- Program status (Beissbarth) TIS-CD: from CD 12/95
- Program status EPC: from 12/95
- Program status (Bosch) TIS-CD: from CD 08/97
- Program status DIS: from V6.0
- Diskettes, 3.5", 1,44 MB (Beissbarth 5 diskettes / Bosch 1 diskette)

**11.2 Procedure (Beissbarth)**

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Beissbarth**
4. After request, load "**diskette 1**" and acknowledge with "**OK**" (program diskette 1 of 2 is created, perform labelling operation)
5. After request, load "**diskette 2**" and acknowledge with "**OK**" (program diskette 2 of 2 is created, perform labelling operation)
6. After request, load "**diskette 3**" and acknowledge with "**OK**" (program diskette 1 of 3 is created, perform

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labelling operation)

7. After request, load "**diskette 4**" and acknowledge with "**OK**" (program diskette 2 of 3 is created, perform labelling operation)
8. After request, load "**diskette 5**" and acknowledge with "**OK**" (program diskette 3 of 3 is created, perform labelling operation)
9. Perform software update and /or nominal data input on the KDS in the usual manner using the manufactured diskettes.

### 11.3 Procedure (Bosch)

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Bosch**
4. Write a name on "**Diskette 3.1**", when prompted to do so, insert in the drive and confirm by pressing "**OK**" (2x) --> nominal values are then copied to the diskettes
5. Load nominal value diskette 3.1 in drive 3.1, load operating system diskette 3.0 in drive 3.0.
6. Boot device in the usual manner

**Important!**

When producing KDS diskettes, all data on the diskettes used are overwritten.

**Note:**

Whenever an error occurs, this is displayed and the program aborts. This process needs to be restarted from the very beginning, which involves deleting all data from the diskette. Possibly use a new diskette.

## 12. Creating, copying and editing nominal data

### 12.1 Copying

- Press the "**C**" button and select the vehicle which is to be copied.
- In the special function section, select menu item "**Editing of nominal data**". Set up a new vehicle record in the familiar way. Now the data input screen displays the nominal values for the previously selected vehicle. Re-enter the modified data and save the data record.

### 12.2 Create

- Press the "**C**" button and, in the special function, select the "**Editing of nominal data**" menu item. Set up a new vehicle record in the familiar way. An empty data input screen now appears. Enter the data and save the data record.

### 12.3 Edit

- Nominal data programmed in the factory cannot be deleted or changed. If these data are changed, a new vehicle record with those amended nominal data needs to be set up. New vehicle records set up by the user are designated as such in the selection menu with a "**+**". These vehicles can be deleted by the user by means of the screen button "**-**" or can be amended using the "**< >** " button. These buttons only appear on the screen if the vehicles were entered in the system by the user.

## 13. Special functions

### 13.1 Customer button for printer protocol

In the "**Special function**" menu, the "**Customer-specific text**" submenu can be called up. An input screen appears on the display. A name and address must be added to this input screen and saved by pressing the "**S**" screen button. The text entered is then imprinted in the header of the protocol / report.

### 13.2 Alignment options

- in the special functions (button "**S**"), call up the "**Service**" menu
- In the submenu "**alignment**", select the "**Toe-in alignment**" or the "**Toe-in adjustment**" option. The toe-in and camber alignment program guides the user step by step through the alignment process with the help of text and images. At the end of the adjustment process, the deviation in measuring value from every measuring sensor is displayed on the screen.
- These alignment values can be saved in the measuring pickup memory by pressing "**Save**" or the program can be quit by pressing the "**Red button**" without saving (a checking function). The alignment values can be printed out.

### 13.3 Turntable test

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- in the special functions (button "**S**"), call up the "**Service**" menu
- In the "**Service**" menu, call up the "**Turntable test**" function. Rotate left and right-hand turntables and check the display on the screen. Important: The measuring range is ± 306 degrees.

**13.4 View and delete customer entries from the database**

- In the special functions in the "**Database**" menu, call up the "**Delete**" menu option. The data input screen then appears. Fill in the search boxes with the data to be deleted.
- Using the "**-**" button, this data record can be deleted. It is now possible to use the touchscreen pen to highlight and delete a new data record.
- The screen buttons "**Arrow up**" and "**Arrow down**" enable users to scroll through the entire database.
- To quit the Delete function, press the Cancel button (red spot).

**14. Internal program change**

Other internal program changes were made which only slightly alter the program run, but which do optimise the alignment check in terms of comfort and speed. This is described in the following pages:

- Optimisation of compensation for lateral runout on wheel rims in relation to speed.
- Optimisation of impact routines: Marking can still be corrected within the gateway. The message "**Turntables not connected**" no longer causes this routine to terminate. Measuring can continue after the turntables have been plugged back in.
- Standardisation of screen colours with the colours on the panel.
- Extension of texts in some foreign languages.
- Elimination of program and cosmetic errors.
- Electronic water scales
- Discontinuation of wheelbase measurement

**15. Faults**

**15.1 Tyre faults**

| Error | Impact |
|---|---|
| 1 Tracking, camber, toe difference angle and caster not correct | 1 Serious tyre squeak, even at relatively low speeds |
| 2 Too much toe-in or too much positive camber | 2 Tyres are worn longitudinally down one outside edge |
| 3 Too much negative camber | 3 Tyre wear on inner edge |
| 4 Worn front axle suspension points on FWD cars | 4 Amplified noise / Vehicle pulls away one-sidedly when accelerating |
| 5 Incorrect toe adjustment | 5 Radial adjustment of wheel settings / tyre tread exhibits burr formation within the tread pattern |

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| | | |
|---|---|---|
| 6 Play in wheel suspension caused by mechanical components (suspension, steering) | 6 | Washed out areas / wobbling on front wheel |
| 7 Insufficient inflation pressure in the tyre | 7 | Tyre wear along outer areas |

**15.2 Front axle fault**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Toe deviation | a) Vehicle not in normal position | a) Correct ride height |
| | b) Tie rod(s) bent | b) Replace tie rod(s) |
| | c) Ball joints on track rod(s) misaligned | c) Replace tie rod(s) |
| | d) Rubber mount in control arm faulty | d) Replace control arms |
| 2. Camber deviation: Camber is defined by design and cannot be adjusted. | a) Rubber mount in control arm faulty | a) Replace control arms |
| | b) Control arm deformed | b) Replace control arms |
| | c) Spring strut deformed | c) Replace spring strut |
| | d) Guide joint worn | d) Replace control arms |
| | e) Spring deflection too great | e) Replace coil spring, ride height |
| | f) Front axle carrier deformed | f) Replacing front axle support |
| | g) Spring strut shock absorber mount misshapen | g) Repair front end |
| | h) Distortion in floor assembly (engine carrier) | h) Repair body |

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| | | |
|---|---|---|
| 3. Castor deviation: Caster is defined by design and cannot be adjusted | a) Rubber mount for tension/traction strut defective | a) Replace rubber mount |
| | b) Tension/traction strut misshapen | b) Replace tension/traction strut, |
| | c) Control arm deformed | c) Replace control arms |
| | d) Spring strut deformed | d) Replace spring strut |
| | e) Wheel house deformed (spring-strut mount) | e) Repair front end |
| | f) Distortion in floor assembly (engine carrier) | f) Repair body |
| 4. Toe angle difference deviation | Prerequisite: camber and caster are correct | |
| | a) Tie rods not adjusted uniformly | a) Adjust toe on left and right sides to same value |
| 5. Wheel-offset deviation | Prerequisite: front wheels have equal single toe to geometrical axis | |
| | a) Front axle carrier deformed | a) Replacing front axle support |
| | b) Engine carrier deformed | b) Repair body |
| | c) Control arm deformed | c) Replace control arms |
| | d) Tension/traction strut misshapen | d) Replace tension/traction strut |

**15.3 Rear axle defects**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Camber deviation | a) Vehicle not in normal position, spring deflection too great | a) Correct ride height |

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| | | | |
|---|---|---|---|
| | | b) Rubber mount on rear axle carrier unserviceable | b) Replace rubber mount |
| | | c) Rear axle carrier deformed | c) Check rear-axle carrier, replace if necessary |
| | | d) Control arm deformed | d) Check/replace control arm |
| | | e) Traction strut misshapen | e) Check traction strut, replace if necessary |
| | | f) Distortion in floor assembly | f) Repair body |
| | | g) Swinging arm deformed | g) Replace swinging arm |
| 2. | Rear-wheel position incorrect | a) Rear axle carrier displaced laterally | a) Check rubber mounts on rear-axle carrier, replace if necessary |
| | | b) Distortion in floor assembly | b) Repair body |
| 3. | Toe deviation | a) Vehicle not in normal position, i.e. spring deflection too great | a) Correct ride height |
| | | b) Rubber mounts in rear-axle carrier faulty | b) Replace rubber mount |
| | | c) Control arm deformed | c) Replace control arms |
| | | d) Rubber mount and swinging arm unserviceable | d) Replace swinging arm |
| | | e) Rear axle carrier deformed | e) Check rear-axle carrier, replace if necessary |
| | | f) Traction strut misshapen | f) Check traction strut, replace if necessary |
| 4. | Deviation from the geometric axis | Prerequisite: rear wheel total toe value must be correct. | |

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a) Distortion in floor assembly a) Repair body

**Other notes on the topic of the ”kinematics diagnosis system" can be found in the BMW KDS (Beissbarth / Bosch) operating instructions.**

**None of the function and system descriptions are covered by an update service. Availability of parts and scope for immediate ordering cannot be derived from this information. The specialist departments shall be in touch with the markets at an appropriate time with further details.**

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## Kinematics diagnosis system and environment

BMW KDS (Beissbarth)

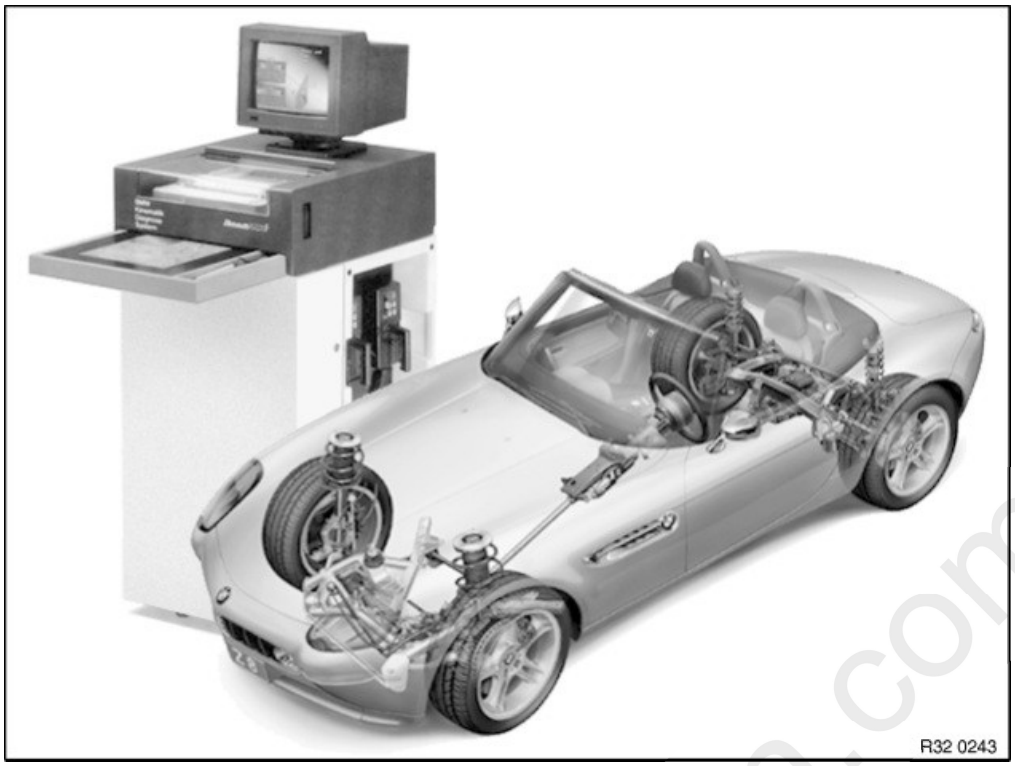



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**14. Internal program change**

**15. Error**

15.1 Tyre fault

15.2 Front axle fault

15.3 Rear axle fault

# 1 Preface

## 1.1 Objective

The complexity of wheel alignment as a topic has increased. This BMW Service Technology document is therefore intended to achieve several objectives:

- Compiling guidelines for working with the BMW KDS.
- Getting to grips with the technology of wheel alignment on modern vehicles and clarifying any questions that arise.
- Transparency and clarification of different terminology.
- Clarification of fault causes from the past, so that these can be avoided in future after studying this paper.
- Prerequisites for safe dealings with BMW KDS.

## 1.2 Further development of the BMW kinematics diagnosis system

- The BMW kinematics diagnosis system (KDS) forms an integral element of systems-based philosophy in relation to automotive technology. This provides the peace of mind of being able to work rationally and in a BMW-compliant manner, and the certainty of being prepared for future technological developments. With regard to precision and performance in the area of wheel alignment and chassis adjustment, BMW has done the best it can with what is technologically feasible: The BMW kinematics diagnosis system (KDS).
- The BMW kinematics diagnosis system from Beissbarth is more than just a further development of conventional axle alignment equipment. It sets new dimensions in terms of precision, performance, speed and handling. Guarantees for the perfection upon which BMW customers count in their dealings with BMW Service.
- Ride comfort, driving safety and tyre wear depend to a large extent on perfect interaction with vehicle kinematics. BMW is constantly delivering new generations of chassis and suspension to the market, each of which is superior and/or even closer to perfection than its predecessor. That means that there are fewer kinematic adjustment points on the chassis and suspension and even tighter specified tolerances with regard to wheel alignment and adjustment.
- Through the use of the multilink rear axle and the E36, the previously recommended electronic wheel alignment equipment was no longer suitable for BMW chassis alignment checks. This related to the measuring procedure as well as to the measuring accuracy. The generation of equipment approved with the introduction of the E36 range is still able today to satisfy all the requirements imposed on modern wheel alignment equipment, including the use of the latest computer technology.
- For wheel alignment purposes, only the BMW kinematics diagnosis systems from Beissbarth and Bosch may be used.

## 1.3 Technical data




| | | |
|---|---|---|
| 1. | Display | - 17 inch graphics screen with high-resolution graphics (640x480 pixels with 256 colours) |
| 2. | Teletext | - in each programmed national language |
| 3. | Wheel sizes | - 12"...20" |
| 4. | Vehicle memory capacity | - unlimited |
| 5. | Turntables | - Load-carrying capacity 1000 kg, angle of rotation ± 360°, 450 x 450 x 50mm (L x B x H), sliding range ± 50 mm, weight 18 kg |
| 6. | Sliding supports | - Load-carrying capacity 1000 kg, angle of rotation ± 10°, 450 x 450 x 50mm (L x B x H), sliding range ± 65 mm, weight 17 kg |
| 7. | Electrical connection | - 100...115 V / 220...240 V 50/60 Hz, 0,5 kW (other connections on request) |

**1.4 Delivery specification**

1 PC display element with graphics screen, graphics panel, equipment cabinet, small or large including automatic charging station, DIN-A4 dot matrix printer

4 Pickup with CCD camera technology and infrared data transfer, with installed voltage supply

1 Wiring harness (comprising 4 cables)

1 Brake tensioner

1 Steering wheel lock

2 Electronic precision turntable supports with integrated sensor and without approach ramp

2 Sliding supports without approach ramp

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4 BMW quick-release units comprising a locating bell housing P8-68 and quick-release bracket P267 01, incl. coated retaining claws

1 Operating instructions for BMW KDS (8 languages)

1 BMW software and the BMW nominal vehicle data with adjustment images as well as texts for measurement preparations

**1.5 Required accessories**

2 Locking rods for positioning the vehicle

1 Set of sandbags for specified loading

**1.6 Advisable accessories**

4 Quick-clamping units

2 Set of collision plates

1 Remote control / display

1 Transport carriage (for ballast pockets, turntables and sliding plates, and 4 quick-release brackets)

**2 Measuring options with the BMW KDS**

**2.1 Front axle**

- Toe-in (individual wheel and total toe-in relative to the geometrical driving axis)
- Camber (when driving straight ahead)
- Wheel offset (relative to the left front wheel)
- After-run, steering axis inclination and toe difference angle

**2.2 Rear axle**

- Toe-in (individual wheel and total toe-in relative to the central plane of the vehicle's longitudinal axis --> previously known as the symmetrical axis)
- Geometrical driving axis
- Camber

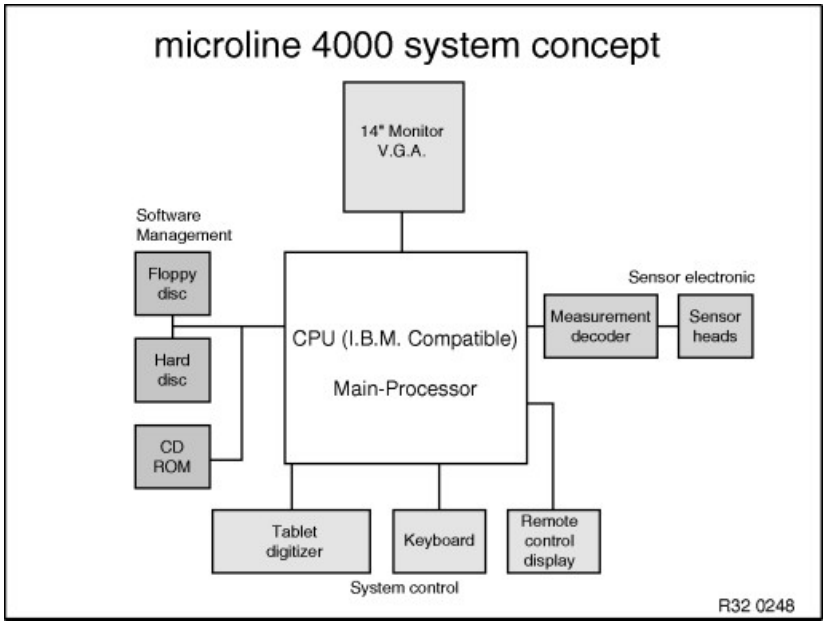
**2.3 Other rmeasuring options**

- Wheel offset, rear
- Wheelbase difference
- Lateral offset, right
- Lateral offset, left
- Track width difference
- Axial offset

**3. System description**

**3.1 BMW KDS 1, based on the ML 4000 from Beissbarth**

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The KDS 1 is available without surcharge in a choice of two design versions:

**1. Mobile workstation**




**2. Mobile compact cabinet**




The larger workstation provides a small storage space for accessories, whereas the compact cabinet is mobile and is ideal for confined working areas. Both versions are available as a wireless measuring system (infrared). In terms of measuring technology, the only difference between these two systems is in their handling and their upgrade options. In both these versions, the four pickups are stored in integrated inserts with battery charge points. Following the automatic charging process, the accumulators on the pickups deliver enough power for 10 hours of continuous operation.

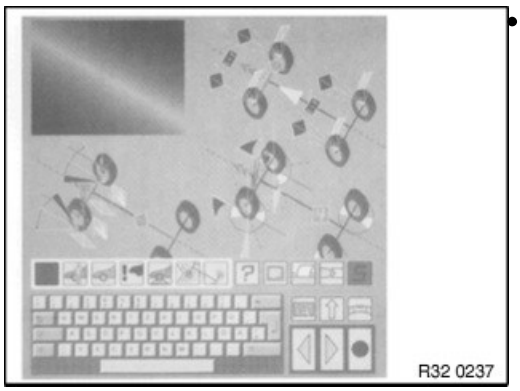
**3.2 Computer**

- KDS system 1 comprises tried-and-tested and thoroughly reliable industrial components. The computer is an IBM-compatible 32-bit Intel processor with CD drive, of the kind commonly used in the PC sector.

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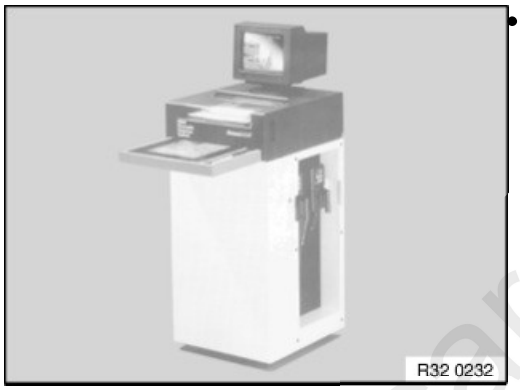



**3.3 Graphics pad**




- All functions are depicted graphically on a ”Symbol" pad. The pad is protected beneath a Plexiglas panel. This is easy to replace whenever major design changes are required. The user interface has no membrane and is therefore safely protected against damage. The main functions are enabled by clicking the symbol with the sensor probe.

**3.4 Equipment cabinet**




- The PC with graphics monitor and pull-out operating pad, mountings for the pickups, the remote control and the DIN-A4 printer are integrated on the workstation. The charging station is located in the cabinet and can also be connected to the pickups and remote control unit by plug-in cables (operation with simultaneous charging of the accumulators / rechargeable batteries).

**3.5 Remote display**




A wireless remote display unit can be provided on request. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, processing of nominal data etc.). The following displays are supported by the remote display facility:

- Measured value with nominal/actual variance comparison and tolerance bar
- Touchscreen icon for touch-sensitive routines
- Live overview of toe-in / camber values with nominal / actual comparison
- Rims, lateral runout compensation

**3.6 Measuring pickup with image sensors (CCD cameras)**

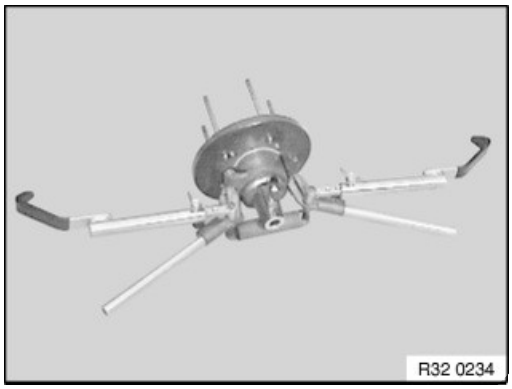
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Each of the measuring pickups is equipped with two image sensors and its own processor for wireless infrared transmission with integrated accumulators for automatic measurement. Advantages:

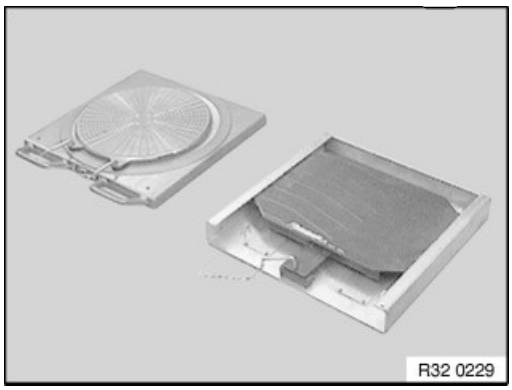
- No temperature deviation
- Very high measuring resolution (theoretically, toe-in could be measured in seconds of an angle).
- Single toe-in range of more than ± 9 degrees relative to constant screen display of toe-in during the replacement of track rod ends
- Exact system precision, i.e. with measurements on the vehicle following rim lateral runout compensation: an accuracy of 2 minutes of angle for toe-in and camber

**3.7 BMW quick-release brackets**




- BMW quick-release brackets for precise mounting of measuring pickups and measurement without compensation of lateral runout on rims.
- **Note:** Quick-release brackets potentially available,, e.g. from older F1600 or ML-3000 models, must not be used with the BMW KDS.

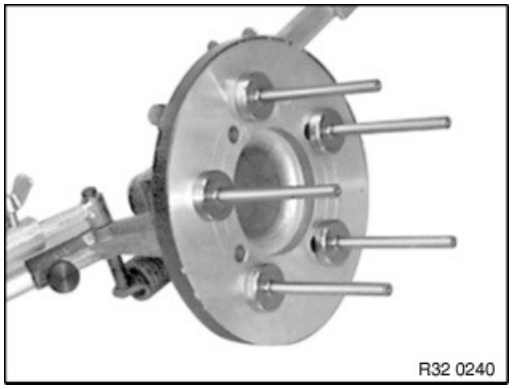
**3.8 Rotational / sliding supports**




- Electronic precision turntables (rotational supports) for the front wheels with integrated sensor (360 degrees all-round measuring range)
- Robust sliding supports for the rear wheels with a swivelling / rotating upper plate.
- Accessories: Cover for aluminium rotational supports / turntables

**3.9 Sensor probes**

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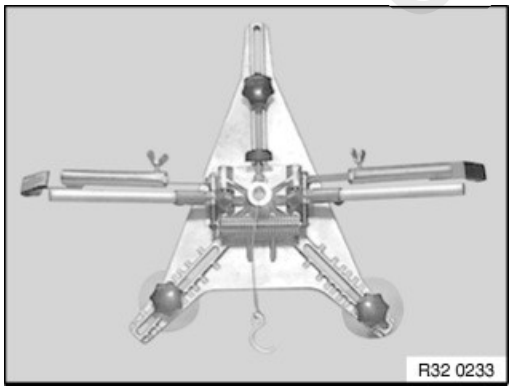

- From April 1993, a new BMW light-alloy wheel (styling No. 18) has been available as a BMW optional accessory. During vehicle alignment checks on these wheels, new sensor probes are required for the quick-release mountings on the recommended wheel alignment equipment.
- On recent deliveries of KDS 1, the new sensor probes are included in the delivery specification (order number: BS 90 19 11).

**3.10 Spoiler adapters**




- On vehicles with very deep spoilers, it is possible for the measuring beam between the measuring pickups to get interrupted. This is particularly true of the transverse front axle.
- In this case, the spoiler adapter acts as a connecting member between the measuring device holder and the measuring pickup. This causes the measuring pickup to be located 50 mm lower, thereby enabling the measuring beam to pass freely below the spoiler.

**3.11 Quick-release mountings**

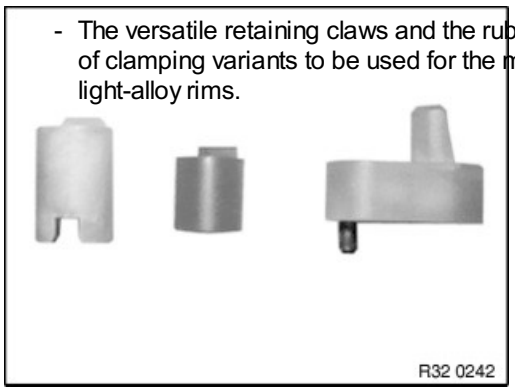



- Quick-release mountings for the wheel alignment of other vehicles with compensation of lateral runout on rims.
- Wheel rims without sensor bore holes (wheel rims for BMW vehicles made my other manufacturers)

**3.12 Retaining claws**

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- The versatile retaining claws and the rubberised retaining claws enable an extremely wide and varied range of clamping variants to be used for the measuring equipment holder, even on exotic, i.e. extremely unusual, light-alloy rims.




**4. Workbay**

4.1 Environment

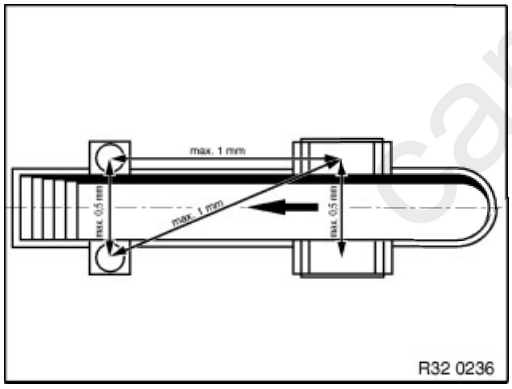
**Description:**

All the vehicle hoists currently recommended by BMW (cf. Workshop Equipment - Planning Documentation, issue 11) for wheel alignment equipment comply with the requirements for BMW KDS.

The BMW KDS does not impose great demands on its installation location. The device can be used over inspection pits or on vehicle hoists (i.e. workshop ramps).

**Prerequisites:**

- Wheel alignment pits
- Telescopic mast vehicle hoists with lowering facility
- 2-stamp vehicle hoists with lowering facility
- Repair statuses with lowering facility
- One measuring station (approx. 4.5 m x 7.0 m).
- The rotational supports ('turntables') must be bolted to the vehicle hoist




The locating surfaces for rotational and sliding plates must not exceed the maximum difference in height described below:

- from left to right ± 0.5 mm
- from front to back ± 1.0 mm
- diagonally ± 1,0 mm.

**Note:**

A height difference between turntables of ± 2 mm from left to right gives rise to a measuring error with camber of 4,8°.

**For comparison:** The camber tolerance on the E36 is ± 10'. Tyre tread difference or different inflation pressures give rise to measuring errors on the same magnitude.

**4.2 Prerequisites for the wheel alignment check**

During the wheel alignment check, the front and rear wheels need to be standing on the rotational and sliding supports to enable all wheel suspension points during the touch-sensitive routine and the adjusting procedure to

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remain free of torsional stresses. This demonstrates the need for the rotational and sliding supports for the various wheelbases and track widths on the candidate vehicle for the wheel alignment check to be relocated.

**4.3 Measuring tolerance**

The full range of measuring tolerance are system tolerances. That means that the total of all individual tolerances yields the value identified in the argumenter. Example - camber: Quick-release bracket + measuring pickup + computer = 1' with a measuring range of ± 3° (all BMW vehicles lie within this measuring range).

**4.4 Measuring station levelling**

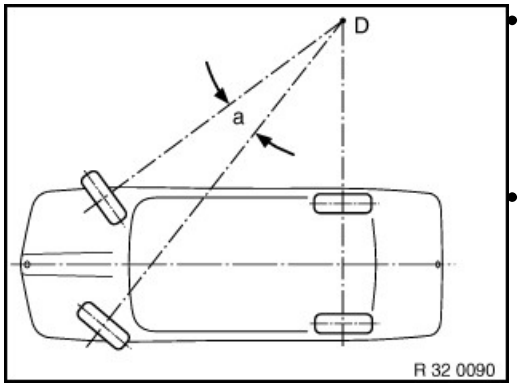
The manufacturers of BMW KDS (Beissbarth / Bosch) are able to check the alignment of the measuring station to the required level of precision, using levelling devices to do so. Bars or hose-type water scales are not suitable. Vehicle hoists must be under load when being levelled to ensure that due account is taken of the uneven deflection in vehicle rails.

**Important!**

A specialist operator must be involved in the setup work on each vehicle hoist (a member of the manufacturer's Service Product Support staff).

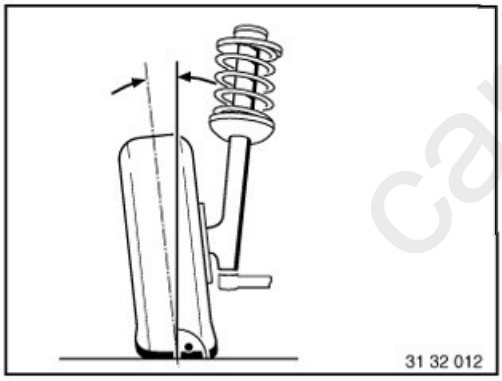
**5. Chassis-specific terms**

**5.1 Toe difference angle**



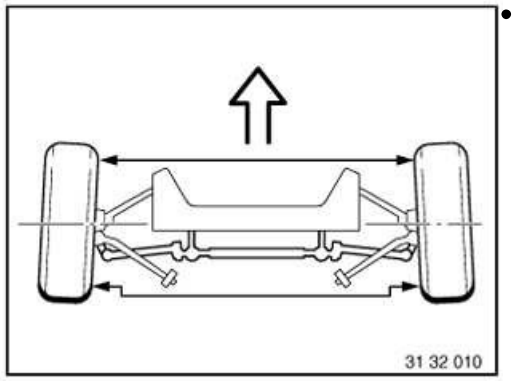

- The toe difference angle (a) is the angle setting of the inner cornering wheel relative to the outer cornering wheel when negotiating a bend in the road. Steering is designed in such a way that the relative angular positions of wheels change as steering lock progresses.
- In ideal situations, the wheel axes intersect at Point D in every steering position (except for straight ahead).

**5.2 Camber**




- Camber is the inclination of the wheel from the perpendicular.

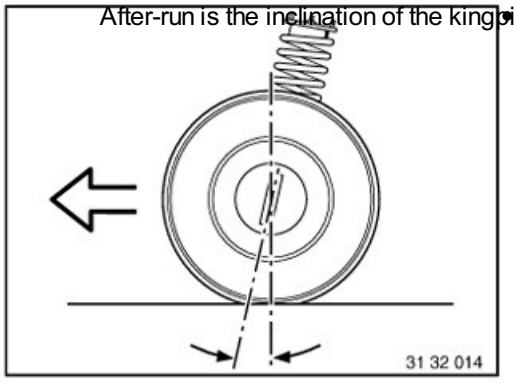
**5.3 Toe-in**




- Toe-in is the reduction in distance of front of front wheels to rear of front wheels. Toe-in prevents the wheels from moving apart when driving (wobbling and scuffing).

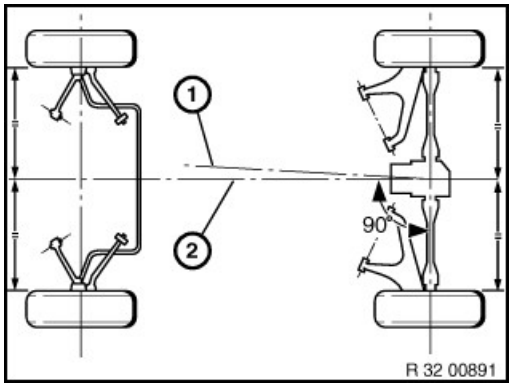
**5.4 After-run**

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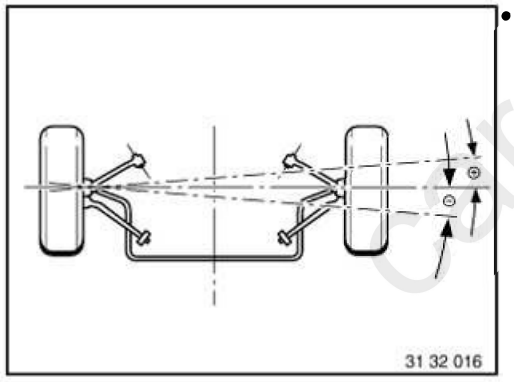

- After-run is the inclination of the kingpin viewed from the side and relative to direction of travel. The line through the centre point of the spring strut support bearing and the control arm ball joint corresponds to the ”kingpin”.

**5.5 Geometrical driving / symmetrical axis**



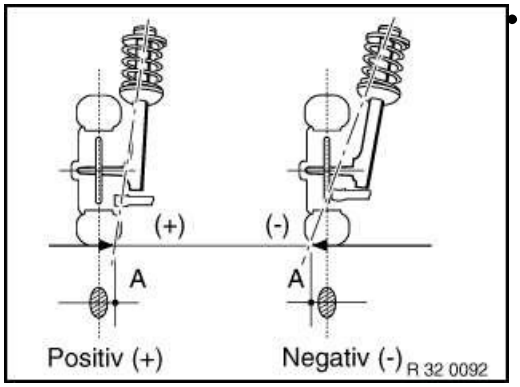

- (1) The geometrical driving axis is the angular intersection point from total toe-in on the rear wheels. Front-wheel measurements are taken in reference to this axis.
- (2) The symmetrical axis constitutes the centreline between front and rear axles.

**5.6 Wheel offset angle**




- The wheel offset angle is the angular deviation in the intersection line of wheel contact points at a line drawn at 90° to the geometrical driving axis. The wheel offset angle is positive when the right wheel is displaced towards the front and negative when it is displaced towards the rear.

**5.7 Kingpin offset / kingpin radius**




- The kingpin offset / kingpin radius is the distance from the centre of the wheel contact face to the intersection point of the extension of the kingpin axis.

**6. Wheel suspension**

Wheel suspension includes the components which connect the wheel to the mostly load-bearing floor pan components on the body which guide the vehicle in the desired direction. This connection involves axles or

comparable construction elements, guided by trailing arms. The type of wheel suspension is one of the determining factors governing the driving characteristics of a vehicle. A distinction is made between two main groups: 1. The rigid axle and 2. The independent suspension.

### 6.1 Rigid axle

| Description | Advantages | Disadvantages |
|---|---|---|
| On the rigid axle, both wheels or pairs of wheels are connected by means of a rigid axle body. Every change in a one wheel is transferred to a greater or lesser extent to the other one. If a rigid axle has been installed, it is now only ever as a rear axle. This is sharp contrast to trucks and buses where they are used frequently. | No changes in camber and toe-in occur during suspension action. This means: low tyre wear and good directional stability. | Non-driven rear axles can also receive negative camber and this increases tyre wear. |

### 6.2 Independent suspension

| Description | Advantages | Disadvantages |
|---|---|---|
| Based on the modern technology standard independent suspension is available on the front and rear axles of BMW vehicles. This development was prompted by inertia mass because a reduction in unsprung masses improves wheel and ground contact, enabling the wheel to maintain better traction. The tracking of independently suspended wheels requires transverse links and trailing arms which can be called upon to absorb occasional high levels of longitudinal and lateral forces. | Independently suspended wheels do not influence one another. | Depending on design, during suspension action, changes can occur in camber, toe-in, track width, after-run and wheelbase. |

## 7. Wheel alignment / test procedure

### 7.1 Measuring options

The next section itemises all the measuring options and values in an at-a-glance list (FA = front axle, RA = rear axle).

| Measuring options | Measuring accuracy | with measuring range | Total measuring range |
|---|---|---|---|
| Total toe-in (FA + RA) | ± 2' | ± 2° | ± 18° |
| Single wheel toe (FA + RA) | ± 2' | ± 2° | ± 9° |
| Camber (FA + RA) | ± 1' | ± 3° | ± 10° |
| Wheel offset (FA) | ± 2' | ± 2° | ± 9° |
| Geometrical driving axis | ± 2' | ± 2° | ± 9° |
| Castor | ± 4' | ± 18° | ± 22° |
| Steering axis inclination | ± 4' | ± 18° | ± 22° |
| Toe difference angle | ± 4' | ± 20° | ± 20° |
| Maximum steering angle (FA ) | ± 4' | ± 60° | ± 300° |
| Maximum steering angle (RA ) | ± 4' | ± 9° | ± 9° |
| After-run correction range | ± 4' | ± 7° | ± 10° |

**Note:**

The details for the measuring accuracy only apply when using precision rotational and sliding supports together with BMW quick release brackets.

### 7.2 Preparatory work:

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Before the measurement can commence, preparatory work is required at the measuring station and on the vehicle (see BMW KDS, operating instructions). This preparatory work includes:

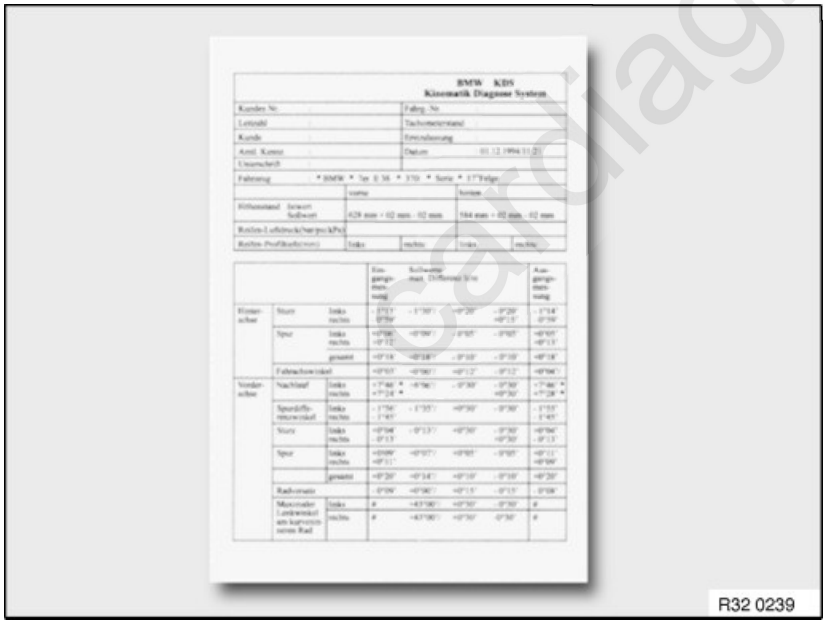
- Ease-of-movement of rotational and sliding plates
- Alignment of rotational and sliding supports to suit track width and wheelbase
- Driving of vehicle centrally onto the supports
- Apply parking brake
- Remove locking pins from the supports to prevent torsional stresses in the chassis and suspension when subjecting the vehicle to load.
- Check the wheel rim and tyre size, tread depth, inflation pressure, steering backlash, wheel bearings and condition of the suspension and shock absorbers
- Secure measuring device bracket to the wheels
- Load vehicle acc. to BMW KDS specification
- Apply sudden load to vehicle with brakes released to obtain a stable centre position.
- Secure the service brake by applying the brake tensioner

**7.3 Input / output measurement**

This measurement can be conducted as a program-guided measurement check, just like any subsequent adjustment work and the ensuing outgoing alignment check. The sequence of chassis and suspension measuring points to be called up and checked by the systems software. The individual procedural steps cover:

- driving in a straight line to obtain an accurate record of the toe-in and camber value for the rear axle
- touch-sensitive routine to determine after-run, steering axis inclination and toe difference angle
- Recording of toe-in and camber of front axle (prior to this, set the steering centrepoint)
- touch-sensitive routine to measure the maximum steering angle on left and right sides
- Checking the measuring value summary with nominal / actual comparison of all measured values.

**7.4 Printout of the data**




The report printout from the integrated DIN-A4 printer is subdivided into three areas:

- Headers with customer and vehicle identification data --> here, the customer data entered before the start of measuring work are printed out together with the vehicle data.
- Centre section with vehicle data --> these include brand, type, model and model year of the vehicle, as defined during selection of the nominal data record. Furthermore, this section involves printing out the previously measured values for ride height, inflation pressure and tread depth.
- The final section with all chassis and suspension measuring values comprises 3 columns: incoming wheel alignment check, nominal values and outgoing measurement. The measured values are recorded separately in these 3 columns.

**8. Special features**

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### 8.1 Wheel alignment with non-selective access

During wheel alignment checks with non-selective access, the selection and sequence of measuring points can be made in any desired order. When doing this, the following points must be observed in order to achieve the correct measuring results:

- Carry out all work as defined during the program-guided wheel alignment check.
- Before the alignment check of toe-in and camber values on the rear axle, the steering must be set in its 'straight-ahead' position to ensure that it is aligned with the vehicle's centre axis.
- Prior to the alignment check of individual toe-in values on the front axle, the steering wheel centre position needs to be determined to ensure that the steering wheel is in its correct position.

### 8.2 System settings

The following settings only need to be entered and set once: language, display format, date/time, promotional text, remote control with display, selection of rotary plate and printer setting. These remain saved in memory.

### 9. Comparison, BMW KDS (Bosch - Beissbarth)

| | Bosch | Beissbarth |
|---|---|---|
| Recording of measuring values | Infrared | Image sensor |
| Data transmission | Cable | Infrared / cable |
| Voltage supply to the pickups | Cable | Accumulator / cable |
| Master key | Infrared | Infrared |
| Master key with measuring value display | Cable | Infrared |
| Nominal data memory | Disk | Hard disk |
| Measuring value memory | Always the last vehicle measured | unlimited vehicle memory capacity |
| Operating system | --- | MS-DOS |
| Languages | English and one language on order | EN, DE, NI, SV, IT, FR, SP (other languages on request) |
| Update | 3.5" diskette | 3.5" diskette from TIS/DIS |
| Monitor | 20" | 17" |
| Computer | --- | Pentium |
| Drives | 2 x diskette | 1 x diskette, 1 x CD-Rom |

### 10 Change in operation (menu)

### 10.1 Master key with display

The process of enabling the master key with display is described in the following procedural steps:

1. in the special functions (button "**S**"), call up the "**Service**" menu
2. In the"**Service**" menu, call up the "**Master key**" submenu
3. In the "**Master key**" submenu, select the "**Master key with display**" point - this is a once-only setting.

**Important!**

On devices without master key, this setting must be set to "**No master key**".

### 10.2 Summary of operating instructions

1. Switch on the master key by pressing the "**ON**" button (it is permissible to switch this on during the alignment check). The title screen then appears on the LCD.
2. On the measuring equipment cabinet, select "**Straight-ahead driving**" for the "**Incoming alignment check**", then "**Adjusting procedure**" or the "**Outgoing alignment check**". The following graphic appears on the LCD monitor for "**Driving straight ahead**".
3. Pressing the "**Forwards arrow**" calls up the next measuring screen. What next appears on the LCD display blocks are a designation of the measured value and a tolerance bar with measured value. If that measured value is within tolerance, this is depicted with black numerals on a light background. If that measured value lies outside the tolerance, it is then displayed in inverted fashion (i.e. light numerals on a dark background).

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4. Pressing the "**F**" button briefly makes it possible to alternate between the designation of the measured value and the nominal value with tolerance within the display block.
5. To scroll onwards through the measured values, press the "**Forward arrow**", "**Backward arrow**" and the "**Cancel" keys (red spot)** . The function of this button is identical to that of the buttons/keys on the graphics pad.
6. Even when opting for the "**Alignment check with non-selective access**", the measured values can be chosen in the same way as for the "program-guided alignment check" process.
7. Using the "**Printer**" button enables reports to be printed out during the alignment check. The remote control buttons are only enabled during the measurement and setting process (not in response to customer input, choice of vehicle, etc.).

**10.3 Display support**

- Measured values with nominal/actual comparison and tolerance bar (nominal values can be displayed by pressing the "**F**" key/button)
- Touchscreen icon for touch-sensitive routines
- Summary of measured values with the latest nominal / actual comparison
- Compensation for lateral runout on wheel rims
- With all other functions (e.g. customer input), the title image appears on the liquid crystal display

**Note:**

Whenever data transfer from the master key / remote control to the computer is interrupted, the master key icon in the lower right-hand corner of the screen changes colour from green to red and the image on the LCD display is depicted in inverted format, i.e. black becomes white and vice versa. This changeover does not occur in the title image. Once visual connection is re-established, the master key recommences work at the point in the program where the interruption occurred. Continuous visual connection during the alignment check is therefore not necessary.

- The "**Egg timer**" icon on the LCD display indicates: "**Please wait**".
- The "**Battery**" icon in the upper right-hand corner of the LCD display indicates that the battery reserve has been reached.
- Switching off the remote control / master key: Press and hold down the "**F**" key for 5 seconds, then place in the charge bracket or plug in the charging cable. The title image then reappears as the charge indicator light.
- If the master key is placed in the charge bracket during the alignment check process, it must when required be switched on using the "**ON**" key.

**11 Updating the software / nominal data**

No more diskettes will be sent out to any BMW authorised workshops who in the past subscribed to "**BMW KDS** (Beissbarth / Bosch)". For reasons of cost, it is no longer possible to produce these diskettes in-house on the "**DIS tester**" or on the "**TIS/EPC server**". The data are updated on the TIS-CD on a regular basis

**11.1 Prerequisites**

- BMW KDS (Beissbarth / Bosch)
- Program status (Beissbarth) TIS-CD: from CD 12/95
- Program status EPC: from 12/95
- Program status (Bosch) TIS-CD: from CD 08/97
- Program status DIS: from V6.0
- Diskettes, 3.5", 1,44 MB (Beissbarth 5 diskettes / Bosch 1 diskette)

**11.2 Procedure (Beissbarth)**

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Beissbarth**
4. After request, load "**diskette 1**" and acknowledge with "**OK**" (program diskette 1 of 2 is created, perform labelling operation)
5. After request, load "**diskette 2**" and acknowledge with "**OK**" (program diskette 2 of 2 is created, perform labelling operation)
6. After request, load "**diskette 3**" and acknowledge with "**OK**" (program diskette 1 of 3 is created, perform

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labelling operation)

7. After request, load "**diskette 4**" and acknowledge with "**OK**" (program diskette 2 of 3 is created, perform labelling operation)
8. After request, load "**diskette 5**" and acknowledge with "**OK**" (program diskette 3 of 3 is created, perform labelling operation)
9. Perform software update and /or nominal data input on the KDS in the usual manner using the manufactured diskettes.

### 11.3 Procedure (Bosch)

1. Go into screen mask "**Administration**"
2. Select **KDS button**
3. Select **Bosch**
4. Write a name on "**Diskette 3.1**", when prompted to do so, insert in the drive and confirm by pressing "**OK**" (2x) --> nominal values are then copied to the diskettes
5. Load nominal value diskette 3.1 in drive 3.1, load operating system diskette 3.0 in drive 3.0.
6. Boot device in the usual manner

**Important!**

When producing KDS diskettes, all data on the diskettes used are overwritten.

**Note:**

Whenever an error occurs, this is displayed and the program aborts. This process needs to be restarted from the very beginning, which involves deleting all data from the diskette. Possibly use a new diskette.

## 12. Creating, copying and editing nominal data

### 12.1 Copying

- Press the "**C**" button and select the vehicle which is to be copied.
- In the special function section, select menu item "**Editing of nominal data**". Set up a new vehicle record in the familiar way. Now the data input screen displays the nominal values for the previously selected vehicle. Re-enter the modified data and save the data record.

### 12.2 Create

- Press the "**C**" button and, in the special function, select the "**Editing of nominal data**" menu item. Set up a new vehicle record in the familiar way. An empty data input screen now appears. Enter the data and save the data record.

### 12.3 Edit

- Nominal data programmed in the factory cannot be deleted or changed. If these data are changed, a new vehicle record with those amended nominal data needs to be set up. New vehicle records set up by the user are designated as such in the selection menu with a "**+**". These vehicles can be deleted by the user by means of the screen button "**-**" or can be amended using the "**< >** " button. These buttons only appear on the screen if the vehicles were entered in the system by the user.

## 13. Special functions

### 13.1 Customer button for printer protocol

In the "**Special function**" menu, the "**Customer-specific text**" submenu can be called up. An input screen appears on the display. A name and address must be added to this input screen and saved by pressing the "**S**" screen button. The text entered is then imprinted in the header of the protocol / report.

### 13.2 Alignment options

- in the special functions (button "**S**"), call up the "**Service**" menu
- In the submenu "**alignment**", select the "**Toe-in alignment**" or the "**Toe-in adjustment**" option. The toe-in and camber alignment program guides the user step by step through the alignment process with the help of text and images. At the end of the adjustment process, the deviation in measuring value from every measuring sensor is displayed on the screen.
- These alignment values can be saved in the measuring pickup memory by pressing "**Save**" or the program can be quit by pressing the "**Red button**" without saving (a checking function). The alignment values can be printed out.

### 13.3 Turntable test

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- in the special functions (button "**S**"), call up the "**Service**" menu
- In the "**Service**" menu, call up the "**Turntable test**" function. Rotate left and right-hand turntables and check the display on the screen. Important: The measuring range is ± 306 degrees.

**13.4 View and delete customer entries from the database**

- In the special functions in the "**Database**" menu, call up the "**Delete**" menu option. The data input screen then appears. Fill in the search boxes with the data to be deleted.
- Using the "**-**" button, this data record can be deleted. It is now possible to use the touchscreen pen to highlight and delete a new data record.
- The screen buttons "**Arrow up**" and "**Arrow down**" enable users to scroll through the entire database.
- To quit the Delete function, press the Cancel button (red spot).

**14. Internal program change**

Other internal program changes were made which only slightly alter the program run, but which do optimise the alignment check in terms of comfort and speed. This is described in the following pages:

- Optimisation of compensation for lateral runout on wheel rims in relation to speed.
- Optimisation of impact routines: Marking can still be corrected within the gateway. The message "**Turntables not connected**" no longer causes this routine to terminate. Measuring can continue after the turntables have been plugged back in.
- Standardisation of screen colours with the colours on the panel.
- Extension of texts in some foreign languages.
- Elimination of program and cosmetic errors.
- Electronic water scales
- Discontinuation of wheelbase measurement

**15. Faults**

**15.1 Tyre faults**

| Error | Impact |
|---|---|
| 1 Tracking, camber, toe difference angle and caster not correct | 1 Serious tyre squeak, even at relatively low speeds |
| 2 Too much toe-in or too much positive camber | 2 Tyres are worn longitudinally down one outside edge |
| 3 Too much negative camber | 3 Tyre wear on inner edge |
| 4 Worn front axle suspension points on FWD cars | 4 Amplified noise / Vehicle pulls away one-sidedly when accelerating |
| 5 Incorrect toe adjustment | 5 Radial adjustment of wheel settings / tyre tread exhibits burr formation within the tread pattern |

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| | | |
|---|---|---|
| 6 Play in wheel suspension caused by mechanical components (suspension, steering) | 6 | Washed out areas / wobbling on front wheel |
| 7 Insufficient inflation pressure in the tyre | 7 | Tyre wear along outer areas |

**15.2 Front axle fault**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Toe deviation | a) Vehicle not in normal position | a) Correct ride height |
| | b) Tie rod(s) bent | b) Replace tie rod(s) |
| | c) Ball joints on track rod(s) misaligned | c) Replace tie rod(s) |
| | d) Rubber mount in control arm faulty | d) Replace control arms |
| 2. Camber deviation: Camber is defined by design and cannot be adjusted. | a) Rubber mount in control arm faulty | a) Replace control arms |
| | b) Control arm deformed | b) Replace control arms |
| | c) Spring strut deformed | c) Replace spring strut |
| | d) Guide joint worn | d) Replace control arms |
| | e) Spring deflection too great | e) Replace coil spring, ride height |
| | f) Front axle carrier deformed | f) Replacing front axle support |
| | g) Spring strut shock absorber mount misshapen | g) Repair front end |
| | h) Distortion in floor assembly (engine carrier) | h) Repair body |

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| | | |
|---|---|---|
| 3. Castor deviation: Caster is defined by design and cannot be adjusted | a) Rubber mount for tension/traction strut defective | a) Replace rubber mount |
| | b) Tension/traction strut misshapen | b) Replace tension/traction strut, |
| | c) Control arm deformed | c) Replace control arms |
| | d) Spring strut deformed | d) Replace spring strut |
| | e) Wheel house deformed (spring-strut mount) | e) Repair front end |
| | f) Distortion in floor assembly (engine carrier) | f) Repair body |
| 4. Toe angle difference deviation | Prerequisite: camber and caster are correct | |
| | a) Tie rods not adjusted uniformly | a) Adjust toe on left and right sides to same value |
| 5. Wheel-offset deviation | Prerequisite: front wheels have equal single toe to geometrical axis | |
| | a) Front axle carrier deformed | a) Replacing front axle support |
| | b) Engine carrier deformed | b) Repair body |
| | c) Control arm deformed | c) Replace control arms |
| | d) Tension/traction strut misshapen | d) Replace tension/traction strut |

**15.3 Rear axle defects**

| Fault | Cause | Remedy |
|---|---|---|
| 1. Camber deviation | a) Vehicle not in normal position, spring deflection too great | a) Correct ride height |

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| | | | |
|---|---|---|---|
| | | b) Rubber mount on rear axle carrier unserviceable | b) Replace rubber mount |
| | | c) Rear axle carrier deformed | c) Check rear-axle carrier, replace if necessary |
| | | d) Control arm deformed | d) Check/replace control arm |
| | | e) Traction strut misshapen | e) Check traction strut, replace if necessary |
| | | f) Distortion in floor assembly | f) Repair body |
| | | g) Swinging arm deformed | g) Replace swinging arm |
| 2. | Rear-wheel position incorrect | a) Rear axle carrier displaced laterally | a) Check rubber mounts on rear-axle carrier, replace if necessary |
| | | b) Distortion in floor assembly | b) Repair body |
| 3. | Toe deviation | a) Vehicle not in normal position, i.e. spring deflection too great | a) Correct ride height |
| | | b) Rubber mounts in rear-axle carrier faulty | b) Replace rubber mount |
| | | c) Control arm deformed | c) Replace control arms |
| | | d) Rubber mount and swinging arm unserviceable | d) Replace swinging arm |
| | | e) Rear axle carrier deformed | e) Check rear-axle carrier, replace if necessary |
| | | f) Traction strut misshapen | f) Check traction strut, replace if necessary |
| 4. | Deviation from the geometric axis | Prerequisite: rear wheel total toe value must be correct. | |

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a) Distortion in floor assembly a) Repair body

**Other notes on the topic of the ”kinematics diagnosis system" can be found in the BMW KDS (Beissbarth / Bosch) operating instructions.**

**None of the function and system descriptions are covered by an update service. Availability of parts and scope for immediate ordering cannot be derived from this information. The specialist departments shall be in touch with the markets at an appropriate time with further details.**

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## Run Flat Indicator

All models




### Introduction

The Run Flat Indicator (RPA) monitors the tyre pressure throughout the journey.

The entire vehicle weight is carried by the tyre pressure in the tyres. If the tyre pressure in one of the tyres should drop, the tyre will gradually "cave in". The resulting flexing means that the faulty tyre will quickly receive additional damage during driving. The tyre could burst.

Some 80% of all punctures are caused by small holes (e.g. caused by nails). The holes result in a gradual loss of tyre pressure in the affected tyre. Many "tyre blowouts" can be traced back to preliminary damage caused by a gradual loss of tyre pressure.

A gradual loss of tyre pressure in one tyre may remain unnoticed for a long time. The lack of tyre pressure only makes itself clearly felt when driving when the tyre is almost completely depressurised.

As tyre pressure drops, the radius of the wheel and with it the tyre rolling circumference will also decrease. The upshot is that the wheel speed of the affected tyre is increased. The RPA records the wheel speeds using the wheel-speed sensors of the Dynamic Stability Control (DSC). The Run Flat Indicator compares the speeds of the individual wheels and computes an average speed. In this way the RPA is able to detect a loss of tyre pressure.

The RPA detects a drop in pressure below about 30 % ± 10 % of the initial value. The RPA indicator and warning light indicates a drop in tyre pressure. The RPA will indicate this after just a short distance, as a rule after a few minutes, from a certain minimum speed (e.g. 25 km/h) up to the permissible top speed.

> Different control units for the Run Flat Indicator [System overview ...]

> E46 All-wheel drive [System overview ...]

> E46, E53, E83, E85, E86 [System overview ...]

> E60, E61, E63, E64 [System overview...]

> E65, E66 [System overview...]

> E70 [System overview ...]

> E87, E90, E91, E92, E93 [System overview ...]

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> R56 [System overview ...]

Despite coming from different manufacturers the systems hardly differ from one model series to the next in the way they appear to the driver (initialisation, Run Flat Indicator telltale and warning lamp, characteristics, diagnosis).

**Caution! Responsibility resides with the driver at all times**

Check tyre pressures regularly, at least twice a month and before embarking on lengthy journeys. During initialisation, the set tyre pressure is taken as the initial value for the current set of tyres.

If all 4 tyres lose tyre pressure at the same rate, the wheel speeds will also change at the same rate. The Run Flat Indicator is unable to detect a uniform drop in pressure in all tyres (e.g. due to diffusion = natural loss of air from all 4 tyres)

**Caution! Correct function of the Run Flat Indicator is not guaranteed when the compact spare wheel is fitted.**

As the compact spare wheel has a much smaller diameter, the correct operation of the Run Flat Indicator can no longer be guaranteed.

**Brief component description**

The SMG system comprises the following key components:

- **4 wheel speed sensors**

  The wheel speed sensors of the Dynamic Stability Control (DSC) measure the wheel speeds of the individual wheels.

- **Run Flat Indicator button**

  > E46, E53, E83, E85, E86

  The Run Flat Indicator button is only needed for initialising the RPA. (Run Flat Indicator initialisation means "teaching the system the tyre pressures").

- **CID: Central information display**

  Vehicles that are equipped with CID are initialised using the CID.

- **On-board computer button and rocker button on the turn signal/high beam switch**

  > E87, E90, E91, E92, E93, R56

  Initialisation is performed on the liquid crystal display, using the on-board computer button and the rocker switch on the turn signal/high beam switch. The on-board computer functions are selected with the rocker switch.

  The R56 does not have a rocker switch. The on-board computer functions are selected with the on-board computer button.

The Run Flat Indicator software is in the following control units, depending on model series:

- **Run Flat Indicator control unit**

  E46 all-wheel drive vehicles

  The E46 all-wheel drive vehicle has a separate Run Flat Indicator control unit. The 4 wheel speed sensors measure the wheel speeds. The DSC control unit sends the signals through 4 direct lines to the Run Flat Indicator control unit.

**or**

- **DSC control unit with additional software for flat tyre monitor**

  > R56

  The ABS control unit is standard equipment on the R56. Run Flat Indicator is integrated into the DSC control unit by means of additional software.

**or**

- **DSC control unit with additional software for flat tyre monitor**

  > R56

  ASC+T is optional equipment on the R56 (ASC+T: Automatic Stability Control + Traction (ASC+T)). Run Flat Indicator is integrated into the ASC+T control unit by means of additional software.

**or**

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- **DSC control unit with additional software for flat tyre monitor**

  > E46, E53, E60, E61, E63, E64, E70, E83, E85, E86, E87, E90, E91, E92, E93

  > R56: Optional equipment

  With the DSC Mk60 and the DSC 8, the Run Flat Indicator is integrated into the DSC control unit using additional software (the E70 is equipped with DSC 8 Premium).

**or**

- **CIM: Chassis integration module**

  > E65, E66

  The CIM controls:

  - Servotronic
  - Steering column adjustment
  - Run Flat Indicator (RPA)

The following control units are involved in the Run Flat Indicator system (in alphabetical order):

- **CAS: Car Access System**

  > E60, E61, E63, E64, E65, E66, E70, E87, E90, E91, E92, E93, R56

  The CAS control unit provides input signals relating to terminal status (e.g. terminal 15 ON).

- **GM: Basic module**

  > E46, E53, E83, E85, E86

  The basic module provides input signals relating to terminal status (e.g. terminal 15 ON).

- **JBE: Junction Box Electronics**

  > E70, E87, E90, E91, E92, E93, R56

  The JBE is the data interface (= gateway) between the K-CAN and the PT-CAN. (K-CAN stands for "Body Controller Area Network"; PT-CAN stands for "Powertrain Controller Area Network")

  The junction box consists of the junction box electronics and the power distribution box.

- **KGM: Body gateway module**

  > E60, E61, E63, E64 from 09/2005

  The body gateway module (KGM) replaces the safety and gateway module (SGM).

  The KGM forms the data interface (= gateway) between the K-CAN and the PT-CAN.

- **M-ASK or CHAMP or CCC: Multi-audio system controller or multimedia platform or Car Communication Computer**

  M-ASK or CCC or CHAMP (multimedia platform: CHAMP; Central Head Unit and Multimedia Platform) issues an acoustic warning through the speakers if the tyre pressure should drop.

  (On vehicles without M-ASK or CCC or CHAMP, the instrument panel will emit the warning.)

- **SGM: Safety and gateway module**

  > E60, E61, E63, E64 up to 09/2005

  > E65, E66 from 03/2004

  The SGM is the data interface (= gateway) between the K-CAN, **byteflight** and the PT-CAN.

- **SZL: Steering column switch cluster**

  > E87, E90, E91, E92, E93, R56

  The signals from the on-board computer button and from the rocker switch are recorded and processed in the SZL. The data is transmitted to the instrument panel (on-board computer).

- **ZGM: Central gateway module**

  > E65, E66 up to 03/2004

  The ZGM forms the data interface (= gateway) between the K-CAN and the PT-CAN.

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- **KOMBI and CID: Instrument panel and Central Information Display**

  A fault in the Run Flat Indicator or drop in tyre pressure will be indicated by the Run Flat Indicator telltale and warning lamp in instrument panel.

  At the same time, the symbol will light up in the liquid crystal display.

  Fault statuses registered by the Run Flat Indicator are indicated as follows by the Run Flat Indicator telltale and warning lamp (for deviations, please refer to national-market version):

  - The Run Flat Indicator telltale and warning lamp lights up:
    - **Red** (with acoustic signal):

      The tyre pressure loss is more than approx. 30 % ± 10 %. Driving safety is no longer guaranteed.

    - **Yellow:**

      Run Flat Indicator failed

  Information about the check control message can be called up in the CID (CID is fitted depending on the vehicle equipment).

  [more ...]

**System functions**

The Run Flat Indicator (RPA) comprises the following functions:

- Self-test
- Initialisation
- Detects drop in tyre pressure
- Visual and acoustic warning
- Actively relieve faulty wheel (only E70)

**Self-test**

The Run Flat Indicator performs a self-test when terminal 15 is switched ON. A fault in the Run Flat Indicator is indicated by the Run Flat Indicator telltale and warning lamp and by a symbol in the liquid crystal display.

**Initialisation**

Initialisation is started manually (e.g. by pressing the Run Flat Indicator button). Once it has been started, initialisation will continue through to complete calibration. This process may be interrupted any number of times.

It is important that the vehicle is driven away immediately after initialisation is started. The system will not start calibration until the vehicle is driven away. Even a terminal change will not change this.

In principle, calibration is only possible while the vehicle is being driven (driving speeds above 25 km/h).

Initialisation will run as a fully automatic calibration sequence (after the journey has started),. In other words, the circumference of individual tyres are recorded and evaluated.

To allow a drop in tyre pressure to be detected, the system considers different speed ranges and driving situations. Taking account of the driving situation means that the system has to be primed for each speed range individually.

From 09/2004 (starting with E87), these speed ranges and driving situations have been combined into 3 calibration ranges. This means greater clarity for output via the BMW diagnosis systems Group Tester One (GT1) and DISplus.

The initialisation phase lasts approx. 5 to 15 minutes for the individual speed ranges. The end of the initialisation phase is not indicated.

A visual and acoustic warning can only be emitted in the speed ranges that have been calibrated by at least 67 percent.

The calibration process can be delayed by:

- dynamic driving style
- a road with lots of bends
- frequent changes in load (only on vehicles with self-levelling suspension -> control of the air springs/self-levelling suspension)

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**Detects drop in tyre pressure**

The Run Flat Indicator records the wheel speeds using the wheel speed sensors from the DSC. The Run Flat Indicator compares the speeds of the individual wheels and computes an average speed. In this way the RPA is able to detect a loss of tyre pressure. (In the event of a tyre losing pressure, the tyre rolling circumference of the affected tyre is also reduced.)

**Visual and acoustic warning**

A drop in tyre pressure in one tyre of approx. 30 % ± 10 % from the initial value is indicated by the Run Flat Indicator telltale and warning lamp. In addition, an acoustic signal sounds.

Signal output: Depending on the model concerned, either via the instrument panel or the multi-audio system controller (M-ASK) / Car Communication Computer (CCC).

*Note: DSC fault*

The sensors used by the Run Flat Indicator are all monitored by the DSC. If DSC detects a fault, the Run Flat Indicator will also register a fault.

**Actively reducing load on faulty wheel**

> E70

If the Run Flat Indicator detects a puncture on one of the wheels on the rear axle, the self-levelling suspension will actively reduce the load on the wheel concerned. The body may then assume a slight incline. As soon as the puncture has been repaired and the Run Flat Indicator reinitialised, the incline will be levelled out again. No repair work is needed on the air suspension itself.

**Special conditions for system function**

The following **driving conditions** may cause a **delay in the warning** being given in the event of a drop in tyre pressure:

- Heavy braking
- Rapid acceleration
- High rate of lateral acceleration
- Cornering (in a tight corner)
- Vehicle speed dropping below a minimum speed (the Run Flat Indicator only responds when a certain minimum speed has been reached)
- Large difference in slip (between axles or between wheel on one side of vehicle)
- Initialisation not being completed in current speed range (see "Controls")
- Winter conditions
- Heavy changes in load (only vehicles with self-levelling suspension)

The following **operating conditions** may cause a **delay in the warning** being given in the event of a drop in tyre pressure:

- Driving with snow chains fitted

  Driving with snow chains may impair the correct function of the Run Flat Indicator.

  The system will work as normal again after the snow chains have been removed and the vehicle is driven for a few minutes. (Repeat initialisation not necessary.)

*Note: Do not perform initialisation when snowchains are fitted.*

Initialisation and snow chains will cause incorrect adaptation values.

- Trailer towing

  Initialisation is required for trailer loads exceeding approx. 300 kg. Perform initialisation again after attaching or removing the trailer.

- Old/new tyres

*Note: Only fit tyres with the same tread depth!*

Avoid fitting tyres with greatly different tread depth (from approx. 2 millimetres) on one axle. The different diameters mean that the correct operation of the Run Flat Indicator is no longer guaranteed.

The following situations may cause **unnecessary warnings**:

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- Initialisation not completed after a tyre has been replaced (old/new tyres, summer/winter tyres, change in direction of rotation, or replacement of single faulty tyre) tyre pressures have been changed
- Tyres have different levels of wear
- Frequent changes in load (only on vehicles with self-levelling suspension)
- Tyres that have not been approved by BMW
- Damaged tyres, even if no loss of tyre pressure can be detected (e.g. radial runout)
- Tyre has changed slightly during the running-in phase (settling)

In the following cases, the system will **not emit a warning despite a drop in tyre pressure being detected**:

- The same amount of pressure is lost in 2 or more tyres.
- Drops in tyre pressures caused by diffusion and affecting all 4 tyres equally
- If a tyre is damaged with a sudden loss of all pressure (tyre blowout, warning is given too late)

**Operation**

The Run Flat Indicator (RPA) is initialised using the following operating elements:

- Run Flat Indicator button
- On-board computer button on turn signal/high beam switch
- With control centre in the Central Information Display (CID) with the controller

**Caution! Always perform initialisation immediately after correcting the tyre pressure, especially if a wheel is changed or the wheels are interchanged. Only check tyre pressures when the tyres are cold.**

Set the tyres to the correct pressure before performing initialisation. During initialisation, the set tyre pressure is taken as the initial value for the current set of wheels.

Correct the tyre pressures when the tyres are cold to prevent the data recorded from being affected by temperature.

**Caution! Responsibility resides with the driver at all times**

Check tyre pressures regularly, at least twice a month and before embarking on lengthy journeys. During initialisation, the set tyre pressure is taken as the initial value for the current set of tyres.

Initialise the Run Flat Indicator in the following situations:

- If tyre pressure is changed

  (tyre pressure is corrected or reset)
- If the position of the tyres is changed (change of axles, wheels), even if the tyre pressure is not changed
- If a tyre is changed or the wheels are interchanged

  (e.g. old tyres for new tyres, summer tyres for winter tyres, etc.)

Start initialisation as follows:

- Terminal 15 ON

  (engine OFF or ON, do not pull away)
- Vehicles **with** Run Flat Indicator button
  - Press and hold the Run Flat Indicator button until the Run Flat Indicator telltale and warning lamp lights up yellow for a few seconds
- Vehicles **with** on-board computer button (on-board computer function)
  - In the on-board computer function select "RPA" and "INIT" (liquid crystal display) with the rocker switch on the turn signal/high beam switch. Press the on-board computer button to confirm.
  - Press and hold the on-board computer button for approx. 5 seconds, until a box with a tick appears behind the "INIT" display.

  > R56:
  - In the on-board computer function select "SET/INFO" (liquid crystal display in auxiliary instrument) with the on-board computer button on the turn signal/high beam switch.
  - Press and hold the on-board computer button until the display changes
  - Press the on-board computer button repeatedly until the corresponding symbol and the word "RESET" are displayed.
  - Press and hold the on-board computer button until a square with a tick appears.

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- Vehicles with Central Information Display

  Initialisation is performed via the Central Information Display (CID) and controller.

  - Select "RPA" in the "Settings" menu and confirm.
  - Select "Set" and confirm.
- Drive off

The end of the initialisation phase is not indicated.

**Switch-on conditions**

The Run Flat Indicator (RPA) is automatically activated when terminal 15 is switched ON. The Run Flat Indicator cannot be switched off manually.

**Notes for Service department**

Observe the following information for service:

- General information: [more ...]
- Diagnosis: ---
- Encoding/programming: [more ...]

**National-market version for US**

A puncture is indicated as follows:

> E53, E83, E85, E86

Yellow Run Flat Indicator telltale and warning lamp **without** acoustic signal

> E60, E61, E63, E64, E65, E66, E70, E90, E91, E92, E93, R56

Yellow Run Flat Indicator telltale and warning lamp **with** acoustic signal

An RPA failure is indicated as follows:

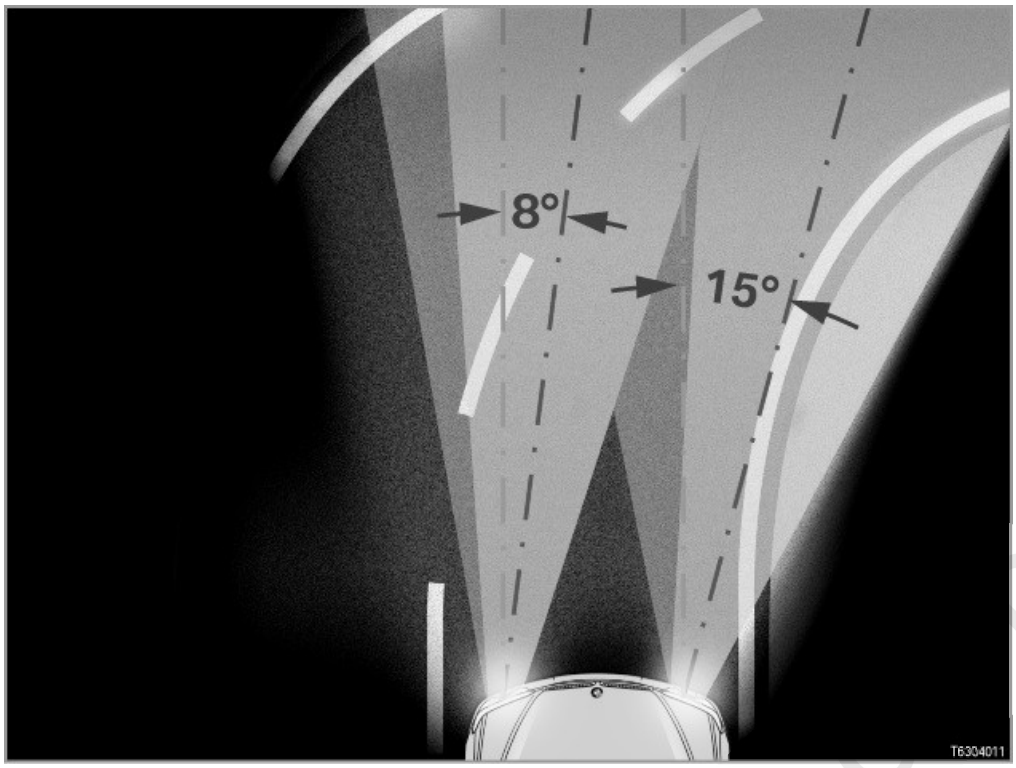
- Yellow Run Flat Indicator telltale and warning lamp **without** acoustic signal

Subject to change.

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**63 02 03 007**

## Adaptive Headlights




*Note: Option 524 only in conjunction with optional equipment 522.*

Optional equipment 524 ”Adaptive headlights” is only available in conjunction with optional equipment 522 ”Xenon light for dipped and main-beam headlights”.

*Note: EU approval for optional equipment 522 only in conjunction with optional equipment 502.*

Optional equipment 522 ”Xenon light for dipped and main-beam headlights” is only available together with optional equipment 502 ”Headlight cleaning system” (in countries subject to EU approval).

*Note: ALC => AHL*

The development code for the adaptive headlights was ”ALC”.ALC stood for ”Adaptive Light Control”. The marketing and sales designation for optional equipment 524 in English-language markets is ”adaptive headlights”, abbreviated to ”AHL”. Diagnosis and technical vehicle documentation therefore use the abbreviation ”AHL”.However, ”ALC” is still used on some control units and in the EPC (Electronic Parts Catalogue).

**Introduction**

The Adaptive Headlight system turns the bi-xenon headlights towards the inside of a bend when cornering. This improves illumination of the curve of the road. Visibility is therefore improved. When cornering, the occupant is not looking into a ”black hole” - instead, the adaptive headlights allow the driver to see the curve of the road.

This BMW Service Technology bulletin (SBT) describes the adaptive headlights for the following model series:

> E60, E61, E63, E64 up to 03/2005

[System overview ...]

The system overview applies accordingly for the E65 and E66 up to 03/2005.

> E60, E61, E63, E64 from 03/2005 until 09/2005

[System overview ...]

The system overview applies accordingly for the E65 and E66 from 03/2005.

*Note: AHL control unit discontinued from 03/2005.*

From 03/2005, the AHL control unit software is integrated into the light module on the E60, E61, E63, E64, E65 and E66. The AHL control unit is no longer fitted.

> E60, E61, E63, E64 from 09/2005

[System overview ...]

The vehicle electrical system was changed from 09/2005. As a result of the changeover, several control units were discontinued and some control unit functions were integrated into new control units.

> E70, E71, E72

[System overview ...]

The cornering light function is new on the E70 from the series launch.

The cornering light gives the area next to the roadway additional illumination when you are turning or cornering (driving in tight bends). They are also active when you park the vehicle. Depending on the country concerned, the cornering light are switched on while cornering.

> E81, E82, E87, E88, E89, E90, E91, E92, E93

[System overview ...]

For the E81, E82, E88, E89, E92, E93 from series launch and for the E87 from 03/2007, the cornering light function is new.

*Note: Cornering light in conjunction with optional extra 524*

Cornering lights are a subfunction of optional equipment 524 ”Adaptive headlights”. Bi-xenon headlights are standard equipment on the E92, E93. Optional equipment 524 is standard on the US version.

*Note: AHL components on E46, E53 and E83*

There is a separate system description for the adaptive headlights on the E46, E53, E83 . [more in the vehicle engineering diagnosis (FTD) 63 03 03 047]

*Note: AHL components on the E63, E64*

- The E63, E64 has a zero-position sensor.

  [more in the vehicle engineering diagnosis (FTD) 63 03 03 047]

- Otherwise, the E63 and E64 are the same as the other 5-Series models.

*Note: AHL components on the E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93*

The adaptive headlights largely correspond to the adaptive headlights of the E60, E61, E63, E64 and E65, E66:

- The E70, E71, E72, E81, E82,E87, E88, E89, E90, E91, E92, E93 has a zero-position sensor.
- The E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93 uses the FRM (footwell module) as a control unit for the exterior lights. The footwell module contains the functions of the light module, AHL control unit and the basic module (or body general module).

  [more in the vehicle engineering diagnosis (FTD) 61 04 04 094]

**Brief component description**

The following components and control units provide signals for the adaptive headlight system:

- **CAS: Car Access System**

  The Car Access System supplies signals for the terminal control (e.g. terminal 15 ON).The adaptive headlights control unit is activated when terminal 15 is switched ON.

- **Light switch**

  The rotary switch for the side lights and low-beam headlights differs depending on the vehicle equipment level (adaptive headlights, automatic driving lights control, automatic or manual headlight beam throw adjustment). For the adaptive headlights function to operate, the light switch position must be set to ”A” (”A” = ”automatic driving lights control” and ”adaptive headlights”). [more ...]

- **Turn signal/high beam switch**

  The high-beam headlights are switched on and off by the turn signal/high beam switch (by pressing or pulling the switch). The adaptive headlights function operates with both low-beam headlight and high-beam headlights. [more ...]

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- **SZL: Steering column switch cluster**

  The SZL control unit forwards the signals from the turn signal/high beam switch to the adaptive headlights control unit.

  > E60, E61, E63, E64, E65 and E66

  [more ...]

  > E70, E71, E72, E81,E82, E87,E88, E89, E90, E91, E92, E93

  The steering column switch cluster forwards the signals from the turn signal/high beam switch to the footwell module (FRM). [more in the vehicle engineering diagnosis (FTD) 61 07 04 103]

- **, ride height sensors**

  If the optional equipment ”Adaptive headlights” is fitted, the adaptive headlights control unit evaluates the signals from the ride height sensors. Reason: the adaptive headlights control unit also controls the automatic headlight beam throw adjustment.

  The automatic headlight beam throw adjustment feature adjusts the height of the headlights to compensate for variations in the vehicle inclination angle (e.g. when the vehicle is laden, and under braking and acceleration in dynamics driving situations).

  [more ...]

- **Brake light switch**

  If the optional equipment ”Adaptive headlights” is fitted, the signals from the brake light switch are read by the adaptive headlights control unit. In addition, the brake light switch signal is also a signal for automatic headlight beam throw adjustment, see above: Ride height sensors.

- **Position sensor**

  > E60, E61> E65, E66

  Hella headlights have a position sensor.

  The position sensor in the swivel module for the bi-xenon headlights supplies a signal for the horizontal movement of the headlights.

  [more ...]

- **Zero-position sensor**

  > E63, E64

  > E70, E71, E81, E82, E87, E88, E89, E90, E91, E92, E93

  Automotive Lighting headlights, previously Bosch, have a zero-position sensor.

  The zero-position sensor registers the horizontal movement of the headlight.

  [more ...]

- **transmission control unit or reversing light switch**

  When reverse gear is engaged, the headlights are moved to the straight-ahead position.

  - On vehicles with automatic transmission, the EGS control unit provides the ”Reverse gear engaged” signal. (EGS: electronic transmission control).
  - On vehicles with manual gearboxes, the signal is supplied by the reversing light switch.

- **Rain/light sensor for automatic driving lights control**

  The rain/light sensor measures the ambient brightness outside the vehicle.

  - In twilight conditions, the rain/light sensor transmits the message ”Twilight” so that the automatic headlight beam throw adjustment can activate low-beam headlights. The headlights are tilted up and down as required, but they are not yet moved towards the bend in the road.
  - In darkness, the rain/light sensor transmits the message ”Darkness”. The adaptive headlights are then activated when the vehicle is cornering. The headlights are moved to the left or right:

  [more ...]

- **Steering angle sensor and DSC sensor**

  The steering angle sensor and DSC sensor (DSC = Dynamic Stability Control) supply signals for the adaptive headlights to the adaptive headlights control unit. These signals are evaluated as follows, depending on the driving speed:

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- Driving speed up to **30 km/h**:The adaptive headlights function is controlled using the information from the **steering angle sensor** (in the steering column switch cluster).
- Driving speed between **30 km/h and 50 km/h**: In the 30 to 50 km/h speed range, there is a **continuous transition** in signal evaluation: from the signal evaluation sent by the steering angle sensor to signal evaluation sent by the yaw sensor (in the DSC sensor).
- **In extreme dynamics driving situations**, e.g. if the vehicle starts to skid or fishtail, even at driving speeds of less than **50 km/h**, the signals from the yaw sensor are considered. If the vehicle starts to skid or fishtail, the headlights will move to the straight-ahead position. The headlights are not moved until the vehicle has stabilised.
- Driving speed over **50 km/h**:At speeds upwards of 50 km/h, the signals from the **yaw sensor** (in the DSC sensor) form the primary basis for control of the adaptive headlights function.

  Reason: For a constant cornering radius, the required steering angle increases disproportionately with speed. In addition, the required steering angle also depends on the coefficient of friction of the roadway. Yaw rate is directly proportional to speed. For this reason, the yaw rate is always the most suitable measure for controlling the adaptive headlights at high speeds.

  Even at high speeds, however, the steering angle sensor signal is used to detect (predict) the driver's choice**in advance**. This prediction is important: The yaw-rate signal is not supplied until the vehicle has **responded** to the steering wheel movement.

  The steering angle sensor signal is disabled so that rapid, momentary steering wheel adjustments (so-called “surging”) do not affect the adaptive headlights function.

A number of control units are involved in the adaptive headlights system (see above: CAS, EGS, SZL).Depending on the model series and model revision concerned, the adaptive headlights are actuated by the following control units:

- **AHL: Adaptive Headlights**

  > E60, E61, E63, E64, E65, E66 until 03/2005

  The AHL control unit actuates the adaptive headlights.

  For safety reasons, the AHL control unit is also responsible for the automatic headlight beam throw adjustment. Reason: Oncoming traffic may not be dazzled by the adaptive headlights. If a headlight sticks in an unfavourable position, the AHL control unit will attempt to move this headlight down (using the stepper motors in the automatic headlight beam throw adjustment).

  The AHL control unit is connected to the powertrain CAN.

  [more ...]

- **LM: Light module**

  > E60, E61, E63, E64, E65, E66 from 03/2005

  From 03/2005, the AHL control unit is integrated in the light module.

  The light module (LM) controls and monitors all vehicle lights. Information is transmitted and received via the body controller area network data bus.

  The light module actuates the indicator light for the adaptive headlights (on the light switch).

  [more ...]

- **FRM: Footwell module**

  > E70, E71, E72, E81, E82, E87, E88, E90, E91, E92, E93

  The footwell module controls the exterior lights and the adaptive headlights.

  The footwell module thus takes the place of the light module and the AHL control unit.

  The footwell module controls the indicator light for the adaptive headlights (on the light switch).

  [more ...]

  The footwell module has its own system description.

  [more in the vehicle engineering diagnosis (FTD) 61 04 04 094] ”footwell module”.

The following additional control units are involved in the adaptive headlights:

- **SMC: Stepper motor controllers**

  The stepper motor controllers control the stepper motors in the headlights (for the automatic headlight beam throw adjustment and for the adaptive headlights). The stepper motor controllers are not capable of self-

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diagnosis. The stepper motor controllers are diagnosed and encoded via the control unit for adaptive headlights.

[more ...]

- **SGM: Safety and gateway module**

  > E60, E61, E63, E64 until 09/2005 and E65, E66

  The safety and gateway module (SGM) is the interface between the two data buses body controller area network and powertrain CAN. Thus, all messages exchanged between the light module and the AHL control unit passes through the SGM. Information from the yaw sensor (in the DSC sensor) is also fed through the SGM to the AHL control unit.

- **BGM: Body gateway module**

  > E60, E61, E63, E64 from 09/2005

  The vehicle electrical system was changed from 09/2005. As a result of the changeover, several control units were discontinued and some control unit functions were integrated into new control units.

  The new body gateway module (KGM) supersedes the safety and gateway module (SGM) previously fitted, the door modules and the micro-power module.

  [more in the vehicle engineering diagnosis (FTD) 610205143] ”Body gateway module”

- **Xenon control unit**

  The xenon control unit actuates the bulb in the bi-xenon headlights.

  The xenon control unit is not capable of self-diagnosis. The Xenon control unit is monitored by the light module (E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93: footwell module).

  [more ...]

The following components are controlled:

- **Headlight**

  Optional equipment 524 ”Adaptive headlights” is only available in conjunction with optional equipment 522 ”Xenon light for dipped and main-beam function”. This means that bi-xenon headlights are employed.

  [more ...]

- **Stepper motors for the adaptive headlights**

  The stepper motors turn the swivel modules in the bi-xenon headlights. The stepper motors move the headlights vertically and horizontally (vertically = up and down for automatic headlight beam throw adjustment;horizontally = left and right for the adaptive headlights function).

  The swivel modules execute the movement.

  [more ...]

- **Indicator light on the light switch**

  The indicator light (green light-emitting diode) next to the ”A” (= ”automatic driving lights control” and ”adaptive headlights”) has 2 display functions:

  - The indicator light **lights up permanently** when the automatic driving lights control or adaptive headlights function is switched on (= light switch in position ”A”).
  - The indicator light **flashes** if a fault develops in the adaptive headlight system.

  > E60, E61, E63, E64, E65 and E66:

  The indicator light is activated by the light module.

  > E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93:

  The indicator light is activated by the footwell module.

*Note: From 09/2007, the fault display in the form of the indicator light on the light switch flashing is discontinued.*

From 09/2007, the fault display in the form of the indicator light on the light switch flashing is discontinued due to legal stipulations.

From 09/2007 system fault will be indicated by a Check Control message in the instrument panel.

**System functions**

The adaptive headlights system moves headlights horizontal (i.e. from left to right) in order to illuminate the inside of

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a bend when cornering.

The following system functions of the adaptive headlights system are described below:

- System activation and reference run
- Activation of stepper motor controllers
- Speed-dependent evaluation of signals
- Adjustment of headlight horizontal aim
- Deactivation of adaptive headlights function under extreme driving conditions
- Deactivation of adaptive headlights function in response to system faults
- Setting headlights to parked position
- Automatic headlight beam throw adjustment
- Adaptive headlights for automatic driving lights control
- Cornering light
- Adaptive headlight beam throw adjustment
- Variable light distribution (depending on the national-market version)

*Note: Different control units for adaptive headlights.*

> E60, E61, E63, E64, E65, E66 up to 03/2005: The adaptive headlights are actuated by the AHL control unit.

> E60, E61, E63, E64, E65, E66 up to 03/2005: The adaptive headlights are actuated by the light module (LM).

> E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93: The adaptive headlights are controlled by the footwell module (FRM). The footwell module has its own system description. [more in the vehicle engineering diagnosis (SBT) 61 04 04 094]

For this reason, the following text refers to the general ”control unit for adaptive headlights”.

**System activation and reference run**

When terminal 15 is switched ON, the headlights always perform a reference run, even if the low-beam headlights are not switched on. The control unit for adaptive headlights transmits the ”perform reference run” request to the stepper motor controllers (SMCs, control units for the headlight stepper motors). The stepper motor controllers control the stepper motors in the headlights. The reference run is performed. In the reference run, the headlights move as follows:

1. The headlights move to the right and left (= reference run for adaptive headlights).
2. The headlights move up and down (= reference run for automatic headlight beam throw adjustment).
3. At the end of the reference run, the headlights are in the straight-ahead position.

Following the reference run, the system is operational.

When reverse gear is engaged, the headlights are moved to the straight-ahead position.

*Note: The reference run is only performed after terminal 15 has been switched OFF for at least 15 seconds.*

> E66, E61, E63, E64, E65, E66 **until 09/2006**

> E87, E90, E91, E92, E93 **until 03/2007**

If terminal 15 is repeatedly switched on and off (e.g. for demonstration purposes), the reference run will not be executed every time terminal 15 is switched on. Terminal 15 must have been switched off for at least 15 seconds before it is switched on again. Only then is a reference run performed when terminal 15 is switched on.

*Note: Reference run always after terminal 15 ON and low-beam headlights ON.*

> E66, E61, E63, E64, E65, E66 **from 09/2006**

> E70, E81, E82, E88, E89, **from series launch**

> E87, E90, E91, E92, E93 **from 03/2007**

If terminal 15 is repeatedly switched on and off (e.g. for demonstration purposes), the reference run will not be executed every time terminal 15 and the low-beam headlights are switched ON.

*Note: Reference run with enlarged movement range.*

> not E65, E66

From 09/2007, starting with the E60, E61, E63, E64, a reference run with larger movement range will

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be introduced. The reference run with larger movement range will then gradually be introduced on other model series.

**Activation of stepper motor controllers**

The control unit for adaptive headlights transmits the stepper motor controllers (SMC) the setpoint values for the swivel modules (position of swivel modules and speed of movement).

The control unit for adaptive headlights calculates the setpoint values using the following signals:

- Driving speed
- Steering angle (at speeds up to 50 km/h, dependent on encoding)
- Yaw rate (50 km/h upwards, see ”Steering angle sensor and DSC sensor” above)

**Speed-dependent evaluation of signals**

Depending on the driving speed, the adaptive headlights are controlled using the following signals: Signals from the steering angle sensor and signals from yaw sensor (in the DSC sensor).

The encoding (at the end of line) determines the priority assigned to sensor signals above which speed threshold.

**Adjustment of headlight horizontal aim**

The stepper motor controllers move the headlights to the right or left during cornering.

Horizontal movement range of headlights:

- Inwards, i.e. towards centre of vehicle: up to max. 8°
- Outwards: up to max. 15°

Example: Right-hand bend: The right-hand headlight turns by up to 15° (the right-hand headlight is the ”inside” headlight on a right-hand bend).

Viewed from the vehicle, the right-hand headlight moves ”outwards”.

The left-hand headlight moves up to 8° (the left-hand headlight moves towards the centre of the vehicle, i.e. ”inwards” as viewed from the vehicle).

The headlight on the outside of the bend has to reach its end position at the same time as the headlight on the inside of the bend so that the carriageway remains smoothly and evenly illuminated.

On a right-hand bend, the left-hand headlight is on the outside of the bend. The right-hand headlight is on the inside of the bend.

**Deactivation of adaptive headlights function under extreme driving conditions**

If the vehicle drifts, skids and loses sideways grip, the adaptive headlights function is deactivated as follows:

- The headlights are returned to the straight-ahead position. The headlights are no longer turned.
- The low-beam headlights remain on.

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**Deactivation of adaptive headlights function in response to system faults**

Until 09/2007, a system fault will be indicated by the indicator light on the light switch flashing.

From 09/2007 system fault will be indicated by a Check Control message in the instrument panel.

Dazzling of oncoming traffic must be prevented in the event of a system fault.

For this reason, the adaptive headlights function is deactivated as follows:

- If the stepper motors are still functional, the headlights are returned to the straight-ahead position. The headlights are no longer moved towards bends in the road.
- If it is no longer possible for a headlight to be moved back to the straight-ahead position, the headlight is lowered (by the stepper motors for automatic headlight beam throw adjustment). This prevents dazzling of oncoming traffic.
- Vehicles **up to 09/2007:** If the headlight cannot be lowered, the bi-xenon bulb in this headlight is disabled as follows:

  When the vehicle is parked up, the control unit registers rest state for the adaptive headlights, as follows: Vehicle standstill and terminal R OFF for several minutes.

  The next time the vehicle is restarted, the bi-xenon light of the defective headlight is not switched on.

  The front fog lights are switched on in order to ensure a minimum level of lighting.

  The low-beam headlights are **not** switched off while the vehicle is in motion.

*Note: From 09/2007, the low-beam headlights will not be switched off in the event of a system fault.*

If a system fault develops in the adaptive headlights, the low-beam headlights for the affected headlight will **not** be switched off.

**Setting headlights to parked position**

When terminal R is switched off, the headlights move to the parked position. The parked position is important for the headlights' next reference run: From the parked position, the headlights are run through a reference run in the pre-drive check. During each reference run, the control unit for adaptive headlights relearns the straight-ahead position for the headlights.

When the headlights have reached the parked position, the stepper motor controllers SMCs inform the control unit for adaptive headlights (”confirmation”).

The control unit for adaptive headlights deactivates the stepper motor controllers.

The after-running period lasts approx. 10 seconds.

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**Automatic headlight beam throw adjustment**

If the optional equipment ”Adaptive headlights” is fitted, the control unit for adaptive headlights also controls the automatic headlight beam throw adjustment.

The automatic headlight beam throw adjustment adapts the headlight range for different vehicle inclinations. Variations in the vehicle inclination angle are produced by vehicle loads and braking or acceleration in extreme driving situations. The automatic headlight beam throw adjustment moves the headlights up and down as required.

The control unit for adaptive headlights also controls the automatic headlight beam throw adjustment as follows:

1. The ride height sensors and the brake light switch supply the signals for the automatic headlight beam throw adjustment.
2. The control unit for adaptive headlights computes the vehicle inclination (longitudinally to the roadway) from the signals.
3. The stepper motors for the automatic headlight beam throw adjustment automatically and dynamically control the headlight beam throw.

   The headlight range is adjusted so that the actual headlight beam throw conforms to the legally required headlight beam throw as follows:

   - If vehicle rear is lower than front: The actual headlight beam throw will be longer than the legally stipulated headlight beam throw. The headlight beam throw is lowered to reduce the headlight beam throw to match the legal requirement.
   - If the vehicle is horizontal: The actual headlight beam throw will be the same as the legally stipulated headlight beam throw .
   - If vehicle front is lower than rear: The actual headlight beam throw will be shorter than the legally stipulated headlight beam throw. The headlight beam throw is raised to increase the headlight beam throw to match the legal requirement.

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**Adaptive headlights for automatic driving lights control**

The automatic driving lights control feature (optional equipment in conjunction with the rain/light sensor) automatically switches the side lights and low-beam headlights on or off.

Switch-on conditions:

- The automatic driving lights control must be encoded (in the light module on the E60, E61, E63, E64, E65, E66 , in the footwell module on the E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93).
- The light switch position must be ”A” (”A” for automatic driving lights control and adaptive headlights).
- The rain/light sensor must be installed and operational.

  The rain/light sensor detects the ambient brightness.

  The rain/light sensor transmits the following requests to the light module (on the E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93: footwell module):

  - Ambient brightness low: In twilight, darkness, in an underground garage or tunnel.

    ”Switch on low-beam headlights” request
  - Ambient brightness sufficient.

    ”Switch off low-beam headlights” request

If only the side lights are to be switched on, the light switch must be set to side lights (switch position 1).

When the light switch position is set to ”A”, the control unit for adaptive headlights is also activated:

- When the automatic driving lights control function switches on the low-beam headlights (e.g. at dawn/dusk), the adaptive headlights function is notified at the same time.

  The control unit for adaptive headlights thus assumes control of the automatic headlight beam throw adjustment.
- The signals from the rain/light sensor are also evaluated (E60, E61, E63, E64, E65, E66: by the light module; E81, E82, E87, E88, E90, E91, E92, E93: by the footwell module).

  The headlights are not turned when the vehicle is cornering until total darkness sets in.

The message ”low-beam headlights on” is given individually for each headlight.

If a headlight fails, the adaptive headlights are switched off. The front fog lights are switched on in order to ensure a minimum level of lighting.

**Cornering light**

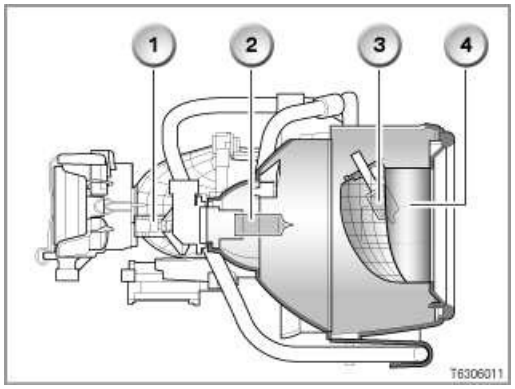
The cornering light is linked to the adaptive headlight (optional equipment 524).

The footwell module (FRM) uses the following signals to adjust the cornering light:

- Steering angle
- Yaw rate
- Status, reverse gear

> E81, E82, E88, E89, E92, E93 with the series launch and E87 from 03/2007

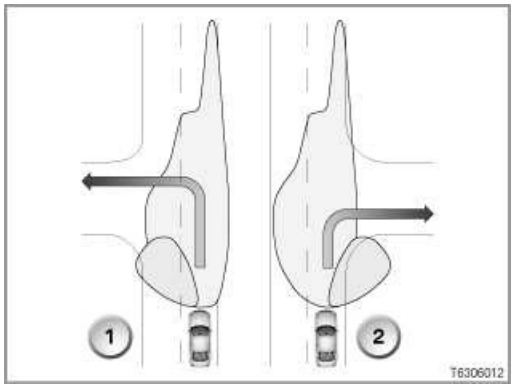
Instead of the high-beam headlight (H7), the headlight with cornering light has a fixed additional reflector with an H3 bulb. The special styling of the headlight lens prevents dazzle to the front.




The graphic shows the main headlight with cornering light on the E81, E82, E87, E88, E89, E92, E93

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1) Bi-xenon lamp
2) H8 bulb for side lights and daytime driving lights
3) H3 bulb for cornering lights
4) Reflector for cornering light




The graphic shows the headlight with cornering light on the E81, E82, E87, E88, E89, E90, E91, E92, E93

1) Turning left
2) Turning right

**The following prerequisites must be satisfied for the cornering lights to be switched on:**

- Terminal 15 ON
- Light switch in position ”A” (”A” stands for automatic driving lights control)
- Rain/light sensor identifies twilight or darkness (threshold value exceeded)

At driving speeds greater than 70 kph, the cornering light is no longer switched on.

> European version: For legal reasons, the cornering lights on the European version can only be activated via the turn indicator at speeds up to 40 km/h.

When reversing, the footwell module (FRM) activates the cornering lights as follows in the speed range 0 km/h to 35 km/h:

- US version, both sides
- Other countries, only outer side of bend

When the turn indicator is switched on: If the vehicle is stationary, the turning lights will automatically be deactivated after approx. 4 seconds, e.g. when waiting at traffic lights. However, the turning lights can be activated again with the turn signal/high beam switch (up to 3 times) until the reflector has reached a certain temperature. A temperature model protects the headlights against excessive thermal load.

The switching-off conditions for the cornering light depend on the country concerned.

*Note: Temperature monitoring by temperature model!*

A temperature model in the footwell module calculates the temperature of the reflector. The temperature at the reflector must not exceed a certain value. If a critical temperature is reached, the footwell module (FRM) will deactivate the cornering lights. After a cooling-down period, the cornering light can be switched on again.

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> **E70; E71, E72 with series launch**

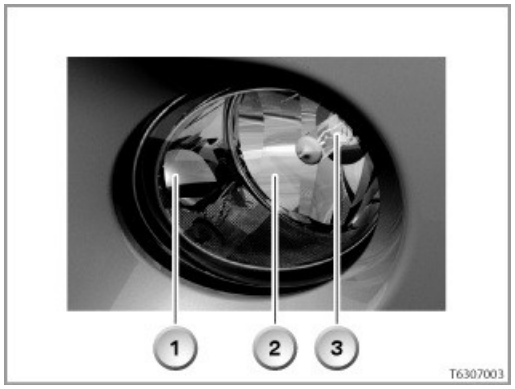
The cornering lights are implemented with the front fog lights. (Reason: The installation position of the headlights is too high for the cornering lights. This prevents legal specifications from being adhered to.)

Depending on activation, the right-hand and/or left-hand front fog light is switched on. The cornering lights are activated by the light module (LM).

The front fog lights have an additional reflector to improve illumination of the areas to the sides.

When turning, the front fog light on the inside of the turn is automatically activated. The additional reflector for the cornering light reflects the light beam towards the turning area.

The cornering light is not switched on suddenly but rather dimmed in accordance with special time parameters. Depending on the country concerned, the turning light is switched on when cornering.




The graphic shows the front fog light on the E70

1) Additional reflector for the cornering light
2) Reflector for the front fog lights
3) Bulb

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The following prerequisites must be satisfied for the cornering lights to be **switched on**:

- Terminal 15 ON
- Light switch in position ”A” (”A” stands for automatic driving lights control)
- Rain/light sensor identifies twilight or darkness (threshold value exceeded)

**and**

- Turn indicator ON (not one-touch flashing)
- Speed range (forwards travel):
  - European and Japanese version from 0 km/h to 35 km/h
  - US version from 0 km/h to 65 km/h
- Swivel angle (theoretical):
  - In stationary mode ≥ 77°
  - While driving ≥ 10°

**or**

- Speed range (reversing):
  - 0 km/h to 35 km/h
- Swivel angle (theoretical):
  - during stationary mode or driving ≥ 70°

If the vehicle is stationary, the cornering lights will automatically be deactivated after a certain time, e.g. when waiting at traffic lights. However, the cornering lights can be switched on again using the turn signal/high beam switch

The following prerequisites must be satisfied for the cornering lights to be **switched off**:

- Light switch not in position ”A” (”A” stands for automatic driving lights control)
- Rain/light sensor does not identify twilight or darkness (fallen below lower threshold value)

**or**

- Turn indicator OFF
- Speed range (forwards travel):
  - European and Japanese versions ≥ 40 km/h
  - US version ≥ 70 km/h
- Swivel angle (theoretical):
  - In stationary mode 77°
  - During driving 10°

**or**

- Speed range (reversing): ≥ 40 km/h
- Swivel angle (theoretical): when in stationary mode and when driving below a certain value

**or**

- Vehicle skids and swings out.

**or**

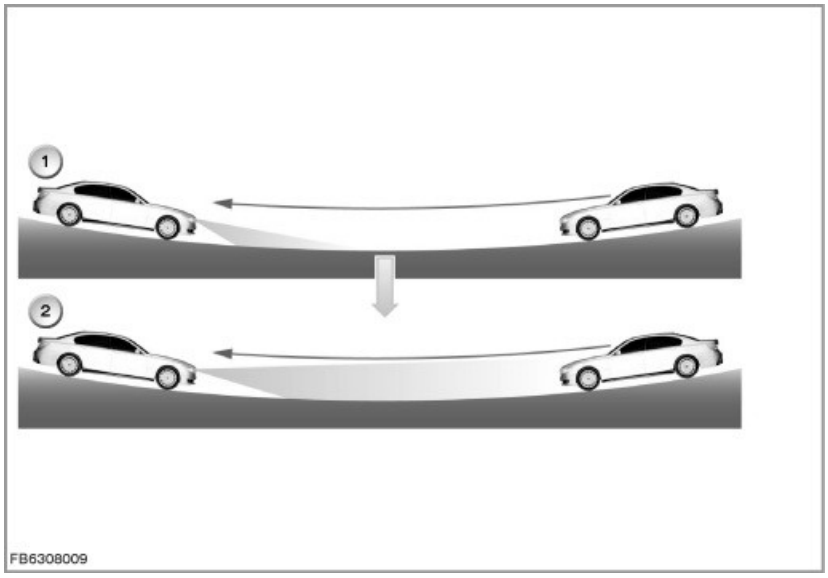
- Front fog lights are switched on with the front fog lights switch.

### Adaptive headlight beam throw adjustment

The adaptive headlight beam throw adjustment is employed when driving through dips and over crests. In accordance with a request from the control unit, the headlight driver module activates the swivel module via the stepper motors and in this way adjusts the headlight beam throw.

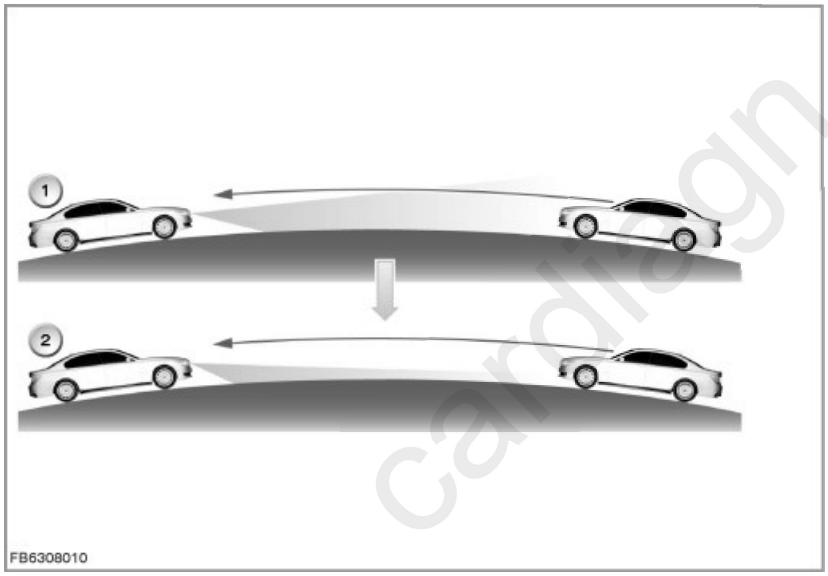
When the vehicle passes through a dip, the headlight beam throw is increased. The swivel module is moved up slightly. The roadway is illuminated a greater distance ahead.

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| Index | Explanation | Index | Explanation |
|---|---|---|---|
| 1 | **Vehicle without adaptive headlight beam throw adjustment** | 2 | **Vehicle with adaptive headlight beam throw adjustment** |

When the vehicle passes over a crest, the headlight beam throw is reduced somewhat. The swivel module is moved down slightly. This reduces dazzling effect of an oncoming vehicle.




| Index | Explanation | Index | Explanation |
|---|---|---|---|
| 1 | **Vehicle without adaptive headlight beam throw adjustment** | 2 | **Vehicle with adaptive headlight beam throw adjustment** |

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**Variable light distribution (depending on the national-market version)**

The variable light distribution enables a broader illumination of the roadway ahead of the vehicle. In accordance with a request from the control unit, the headlight driver module activates the swivel module via the stepper motors and in this way adjusts the light distribution. The transitions between the individual light distributions are smooth. In conjunction with the ”Adaptive Headlight” optional equipment, the following variable light distribution are available:

- **Engine start**

  In switch position “A” (light switch in the switch position for automatic driving lights control) and terminal 15 ON, both headlights execute a reference run. That means: Both swivel modules are moved down slightly and then to the desired position (visible when the vehicle is parked in front of a wall: The light cone moves down and then back up). The desired position depends on the load status of the vehicle.

  When the engine is started, the headlight driver module initially controls the city light distribution.

- **City light distribution**

  The city light distribution enables a broader illumination of the left roadway at low speeds. The link headlight is moved approx. 12° to the left and approx. 0.7° downwards. The city light distribution is activated from engine start to a driving speed of approx. 50 km/h.

- **Country road light distribution**

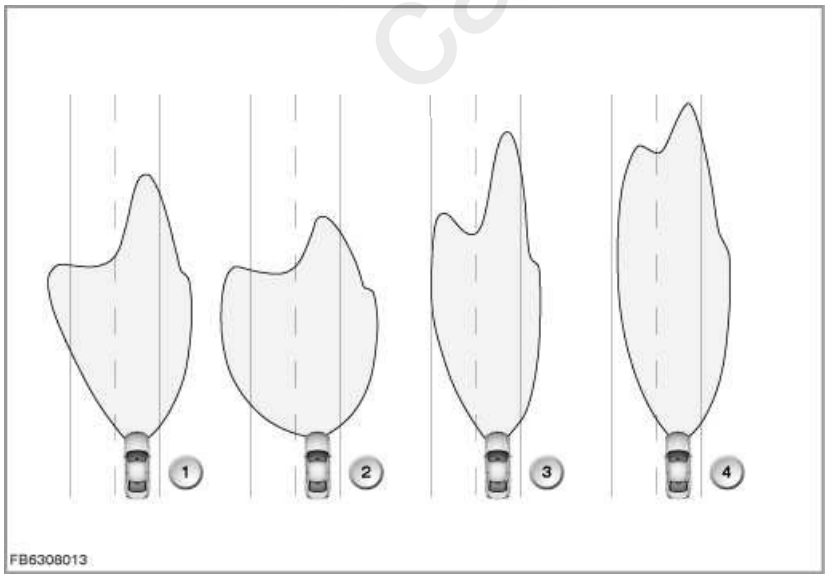
  The country road light distribution is the same as the standard low-beam headlights. At a driving speed above approx. 50 km/h, the city light distribution is changed to the country road light distribution. Below a driving speed of approx. 50 km/h, the footwell module (FRM) changes the light distribution back to city. The country road light distribution represents the basic setting for the headlights. The basic setting is assumed when there are faults in the complete light distribution system.

- **Motorway light distribution**

  The motorway light distribution increases the range of the driving light. The left headlight is moved approx. 3.5° to the left and approx. 0.25° downwards. The right headlight is moved approx. 0.2° upward. If the vehicle speed exceeds 110 km/h for longer than 30 seconds, or if 140 km/h is exceeded, the footwell module switches on the motorway light distribution. If the vehicle speed drops below 110 km/h, the headlights are gradually reset, depending on the driving speed. This takes places in stages (110 km/h - 100 km/h - 90 km/h - 80 km/h). The country road light distribution is activated again at 80 km/h and below.

- **Fog light distribution**

  The fog light distribution is activated when the fog lights are switched on. The fog light distribution can be combined with the city light distribution and the country road light distribution. The link headlight is moved approx. 8° to the left and approx. 0.7° downwards. If the high beam headlights are switched on while the fog light distribution is active, the headlight moves to the basic setting, i.e. to the country road light distribution.




| Index | Explanation | Index | Explanation |
|---|---|---|---|
| 1 | City light distribution | 2 | Fog light distribution |

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| | | | |
|---|---|---|---|
| **3** | **Country road light distribution (also the basic setting of the headlights)** | **4** | **Motorway light distribution** |

**Switch-on conditions**

The control unit for adaptive headlights is ”awake” from terminal 15 ON. The movement of the lights is subject to the following preconditions:

- Reverse gear must **not** be engaged.
- The system is trouble-free (indicator light **not** flashing and no Check Control message)
- The bulbs for the bi-xenon headlights are OK in both headlights.
- The vehicle must not be skidding or fishtailing.
- The rain/light sensor must identify darkness.
- Additional switch-on conditions: automatic driving lights control is active (light switch position ”A”, see above).

**Notes for Service department**

**Warning! Exercise caution when working on bi-xenon headlights**

Whenever checking or working on the headlights, always observe the safety regulations and accident prevention regulations. The headlight system has dangerously high voltage.

- General information: [more ...]
- Diagnosis: [more ...]
- Encoding/programming: [more ...]
- Car & Key Memory:

  > E60, E61, E63, E64, E65, E66

  The sensitivity of the driving light sensor can be set to one of 2 stages with the Car & Key Memory.

  > E70, E71, E72, E81, E82, E87, E88, E89, E90, E91, E92, E93

  All Car & Key Memory functions are programmed inside the vehicle itself.

  (Please refer to the ”Personal profile” section of the Owner's Handbook: Personal profile for a maximum of 3 infrared remote keys via the display in the instrument panel or via the Central Information Display.)

**National-market version**

The options ”Daytime driving lights” and ”Manual headlight beam throw adjustment” are available in certain countries. Vehicles with manual headlight beam throw adjustment do not have adaptive headlights. This is because vehicles with manual headlight beam throw adjustment have low-beam halogen headlights. Adaptive headlights (optional equipment 524) are only available in conjunction with optional equipment 522 ”Xenon light for dipped and main-beam headlights”.

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**Switching on adaptive headlights in conjunction with daytime driving lights function**

The optional equipment ”daytime driving lights” (Northern Europe and Canada) means that

Low-beam headlights and side lights (E70, E92, E93: daytime driving lights) are **always** switched on:

- Light switch in position ”2”
- Terminal 15 ON

The automatic headlight beam throw adjustment is active (actuated by the control unit for adaptive headlights).

If terminal 15 is switched off, the low-beam headlights and the side lights are automatically switched off as well.

The light switch must also be set to position ”A” with the optional equipment ”Daytime driving lights”. The control unit for adaptive headlights is then in standby.

System functions for optional equipment ”Daytime driving lights” when the light switch is set to position ”A”:

- If the vehicle is encoded with the optional equipment ”Daytime driving lights” (end of line), the light switch can remain in position ”A” at all times.

  When terminal R is switched on, the side lights, parking lights and number-plate lights are switched on.

  As soon as terminal 15 is switched on, the low-beam headlights are also switched on.
- When the low-beam headlights are switched on, the control unit for adaptive headlights is activated (for automatic headlight beam throw adjustment).
- The indicator light on the light switch lights up and indicates the system’s operational readiness.
- The adaptive headlights turn when the vehicle is stationary if the steering-wheel angle is turned (to the right only).
- The headlights are moved during cornering if the rain/light sensor identifies darkness.

The switch-on conditions for the adaptive headlights in conjunction with optional equipment ”Daytime driving lights” are as follows:

- The vehicle must be encoded with the optional equipment ”Daytime driving lights” (end of line)
- The light switch must be in position ”A”
- Terminal 15 must be switched on and reverse gear must not be engaged
- Rain/light sensor must identify darkness

We can assume no liability for printing errors or inaccuracies in this document and reserve the right to introduce technical modifications at any time.

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## Important note on non-electrical diagnosis NED

Beginning with **ISTA version 4.18**, **NED test modules in ISTA** and the **NED documents in AIR** are no longer available.

**Individual versions of the NED** will be included beginning with version 4.18 in ISTA in the **electrical diagnosis** (under "Current fault patterns") and in **PuMA /SIB**.

In future, new topics shall be published exclusively via PuMA/SIB.

Versions of the NED still included in the electrical diagnosis:

- **AM1101_00090** Engine noise
- **AM1101_00091** Engine noise

- **AM2701_00132** Transfer box noise
- **AM2701_00133** Transfer box noise
- **AM2701_00407** Transfer box noise

- **AM2702_00599** Transfer box malfunction

- **AM5105_00312** HUD optical complaint

- **AS3212_DRKSTK** Thrust piece setting

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