

R5/SRS

Instruction Manual & Code Charts for the R5/SRS scan and reset tool for BMW Airbag (SRS) System

Important: Read Entire Manual !!

- ? **Never perform SRS system repairs without proper training.**
- ? **Never reset the SRS light without knowing the cause of the code**
- ? **Disconnect main car battery before servicing the SRS system.**
- ? **Never service the SRS system or use the R5/srs while a person is in the vehicle.**
- ? **Keep your head and body at least 24 inches from any airbag while working on SRS system or while using the R5/srs.**
- ? **Owning the R5/srs device does not qualify you to perform replacement of deployed Airbag or components. New and replacement SRS component installations must be performed by BMW-trained technicians at a properly equipped facility.**

IMPORTANT: DISCLAIMER:

Thank you for purchasing the R5/srs scanner/resetter for BMWs. This product was designed to provide a long service life and ease of use at a low cost. In designing this product we went to great lengths to assure compatibility and safe operation with BMWs built from 1994 to 2000. As with any software-based device, there is a risk that a small number of SRS controller variants may not be compatible with this device. Peake Research Corp may not be held liable for any problems resulting from incompatibilities or the use or mis-use of this product. Additionally, the code definitions contained in this manual should be regarded as a starting point for diagnosing a problem - the codes your BMW generates can often be misleading, and there may be errors in our code definitions. Before spending your money on a repair, make sure you have a clear understanding of the problem by using additional sources of information, such as a good quality repair manual, expert advice, the Internet, etc... Peake Research Corporation may not be held liable for any expenses you incur in response to the codes or instructions contained in this manual.

IMPORTANT: READ BEFORE PROCEEDING

WARNING: The Airbag is literally an explosive device. Handling or installing of airbag components (modules, wiring, charges, sensors) without proper training, equipment and safeguards can be extremely dangerous. Tampering with or mishandling of SRS components can result in unintended airbag deployment or failure to provide protection during an accident.

WARNING: NEVER PERFORM SRS SYSTEM REPAIRS ON YOUR OWN CAR. In no way does the ownership and use of the R5/srs qualify you or equip you to repair a damaged or deployed SRS system. All repairs relating to your SRS system must be performed by properly trained technicians at a properly equipped facility. The R5/srs scan and reset tool allows you to diagnose why the SRS light came on, and allows you to reset the SRS light. But, due to the complex nature of the SRS system and the obvious dangers inherent in things that explode, we strongly recommend that all repairs relating to your BMWs SRS system be left to trained "dealership" professionals.

Do-it-yourself, non-repair, procedures:

Often the SRS warning light is triggered for minor reasons that do not require a repair, in other words, nothing is broken. For example: installing a racing seat for a race weekend; accidentally disconnecting SRS components while installing a stereo/alarm; a fuse is pulled for an SRS component while troubleshooting a problem unrelated to the SRS system. The solution to these problems is often simple and obvious; use the R5/srs to diagnose and confirm the condition, plug in whatever was unplugged, and then use the R5/srs to reset the SRS warning indicator then re-check for codes. Anything more than that, or if the fault returns or persists, Contact a BMW dealer.

Other information sources:

No matter how much we would like to, we at Peake Research Corporation are not able to give repair advice. Though we know of no book written specifically for the SRS system, we highly recommend the following manual sources for further reading.

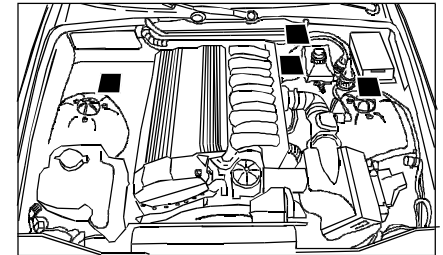
Robert Bentley Publishing: 1-800-423-4595 Alldata: 1-800-859-3282 Chiltons: 1-800-695-1214 www.bmwts.com (BMW's pay per use site)	Mitchells: 888-724-6742 Haynes: 1-800-442-9637 And, of course, the Internet
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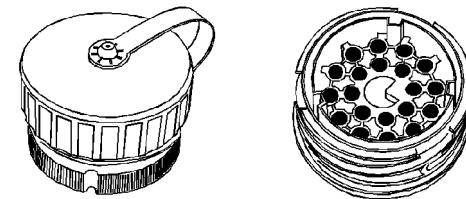
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LOCATING THE DIAGNOSTIC CONNECTOR

The R5/srs plugs into the 20 pin diagnostic connector shown below. The car image at right shows approximately where the diagnostic connector can be found. The images below show what it looks like, covered and uncovered.



Black squares show possible locations



BMW Diagnostic Connector:
Left- dust cap on. Right- dust cap removed.

If you can not find the connector shown above, see page 17. You may need an adaptor.

R5/srs FACE PANEL

1. **Display:** Shows menu selections, activity and fault codes.
2. **Select button:** Used to review and select the available functions. (See page 5)
3. **Go button:** After using "Select" to choose a function (see page 5). The Go button causes the function to execute.



DIRECTIONS

- 1.) Turn on key (DO NOT START ENGINE)
- 2.) Plug tool into diagnostic connector (see page 4 for description, and page 18 for warning)- Tool is ready to use when it displays "FA". (Reverse steps 1 and 2 if you encounter problems)
- 3.) Use the "Select" button to select one of the following functions:

Functions:

FA

Read Airbag Faults.

How to Read Airbag Faults. The tool automatically starts in the "FA" mode, (though it won't read the fault codes until you press the "Go" button). When GO is pressed the first number shown will be the correct code chart to use. Note: if the R5/srs shows "--", there are no codes to display. Pressing GO a 2nd time will display the first fault code (see page 6 for explanation.) To view the next fault press Go again, and so on. At the end of the fault list the display will show "--". Press Go to return to "FA". If you encounter problems see troubleshooting page 15"

CA

Clear Airbag Light / Faults:

How to Clear the Airbag (SRS) Light. It is important that you know exactly why the airbag light came on before resetting it always read the code and look it up first.

WARNING: DO NOT PROCEED WITH RESET UNTIL TAKING APPROPRIATE ACTION TO DIAGNOSE, UNDERSTAND AND SOLVE THE PROBLEM WITH THE AIRBAG SYSTEM.

- 1.) Using the "Select" button, select "CA" : Press "Go"

The tool will reset the SRS light and display



If Airbag light does not appear to reset, or it comes right back on the moment you reset it, then there is still a problem with the SRS system that needs to be fixed.

Making sense of the codes

- 1.) On the following pages, locate the correct chart for your car according to the **first** two digit number displayed by the tool:

Code Reading Example:

After plugging in the tool, "FA" is displayed (See page 5)

Pressing GO will start the process. Before showing a code the tool will first tell you which code chart to use:

First indication is the Chart # :

FF

First indication is never a fault code! In this example, the tool is telling you to use the chart labeled FF (see page 7)

Press GO again - the first code will be displayed, example:

1b

This is an example of a code: "1b" (not 16)

- 2.) Look up the two digit code in the chart to obtain meaning

After resetting a code, drive vehicle over 15 mph and re-check. If code persists or the SRS light returns contact a BMW dealer.

USE THESE CODE DEFINITIONS WISELY:

The code definitions contained in this manual should be regarded as a starting point for diagnosing a problem. The codes that your BMW generates can be misleading. There may also be errors in this manual. Before spending your money on a repair or replacement parts, make sure you have a clear understanding of the problem.

Code Tables

USE THESE CODE DEFINITIONS WISELY:

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Table FF

Code	Fault
1	Crash sensor closed once
2	Crash sensor closed more than once
5	Crash sensor closed permanently
0D	Two firing circuits short-circuited
13	Crash-sensor supply wire, left, open circuit
14	Crash-sensor supply wire, right, short circuit
1B	One firing circuit, short circuit to positive
21	One firing circuit, short circuit to earth
2A	Resistance in the driver's airbag firing circuit too low
2B	Resistance in firing circuit II (seat-belt tensioner or passenger's airbag) too low
2C	Resistance in firing circuit III (passenger's airbag or equivalent resistance) too low
2D	Resistance in the driver's airbag firing circuit too high
2E	Resistance in firing circuit II (seat-belt tensioner or passenger's airbag) too high
2F	Resistance in firing circuit III (passenger's airbag or equivalent resistance) too high
31	Airbag warning light
32	Diagnostic unit faulty

Table 01

Code	Fault
1	Control unit fault, A/D Convertor
2	Firing circuit, driver's airbag
3	Firing circuit, belt tensioner, driver's side
4	Firing circuit, belt tensioner, passenger's side
5	Firing circuit, passenger's airbag
6	EEPROM

Warning 1: Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

Warning 2: Most SRS repairs require a BMW factory trained technician.

Table 01 Continued

7	SPI communication
0C	Ignition voltage, driver's airbag
0D	Ignition voltage, belt tensioner, driver's side
0E	Ignition voltage, belt tensioner, passenger's side
0F	Ignition voltage, passenger's airbag
10	Voltage autarky capacitor
11	Supply voltage
12	Control unit fault, TZ-locking wire
13	Fault lamp
14	Seat occupancy passenger
15	Pressure sensor driver
16	Pressure sensor passenger
17	Control unit fault, temperature
18	Seat belt buckle driver
19	Seat belt buckle passenger
30	Control unit fault, autarky case marker
31	Control unit fault, safety switch / supervision
32	Control unit fault, airbag driver LSH
33	Control unit fault, airbag driver LSL
34	Control unit fault, TZ- locking wire
35	Control unit fault, ignition contact feet point
36	Control unit fault, belt tensioner driver LSH
37	Control unit fault, belt tensioner driver LSL
38	Control unit fault, swinging voltage test
39	Control unit fault, belt tensioner passenger LSH
3A	Control unit fault, belt tensioner passenger LSL
3B	Control unit fault, power source fault,
3C	Control unit fault, airbag passenger LSH
3D	Control unit fault, airbag passenger LSL
3E	Control unit fault, reed coil
3F	Control unit fault, multiplexer
41	Control unit fault, autarky capacitor
43	Control unit fault, ignition capacitor airbag driver
44	Control unit fault, ignition capacitor belt tensioner driver
45	Control unit fault, ignition capacitor belt tensioner passenger
46	Control unit fault, ignition capacitor airbag passenger
47	Control unit fault, signal track M1
48	Control unit fault, signal track M2
49	Short circuit between firing squibs

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Table 01 Continued

4C	Control unit fault, Universal ZAE fault
4D	fault crashtelegramm
FF	Unknown error location

Table 02 and Table 38**Code Fault**

1	internal ECU error
2	warn lamp
3	Supply voltage
4	Firing circuit, driver airbag
5	Firing circuit, belt tensioner, driver side
6	Firing circuit, belt tensioner, passenger side
7	Firing circuit, passenger airbag
8	Firing circuit, side airbag, front left side
9	Firing circuit, side airbag, front right side
0A	Firing circuit, side airbag, rear left side
0B	Firing circuit, side airbag, rear right side
0C	Firing circuit, head airbag, front left side
0D	Firing circuit, head airbag, front right side
0E	Firing circuit, battery disconnection
0F	Firing circuit, passenger airbag, Stage 2
10	Seat belt buckle switch, driver
11	Seat belt buckle switch, passenger
12	Sensor, side airbag, left, data line
13	Sensor, side airbag, left, parameter fault
14	Sensor, side airbag, left, data fault
15	Sensor, side airbag, right, data line
16	Sensor, side airbag, right, parameter fault
17	Sensor, side airbag, right, data fault
18	Seat occupancy detector, passenger
19	Seat occupancy detector, passenger
1A	Seat occupancy detector, passengr: Coding data
1B	Child seat detector
1C	Child seat detector
1D	Child seat detector: Coding data
1F	Child seat detector: Hardware
20	Sensor, side airbag, left, Line fault

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Warning 2: Most SRS repairs require a BMW factory trained technician.

Table 02 and 38 Continued

21	Sensor, side airbag, right, Line fault
35	Sensor, side airbag, left: Coding data
36	Sensor, side airbag, right: Coding data
FF	Unknown error location

Table 40**Code Fault**

1	Firing circuit, driver airbag, Stage 1
2	Firing circuit, belt tensioner, driver side
3	Firing circuit, belt tensioner, passenger side
4	Firing circuit, passenger airbag, Stage 1
5	Firing circuit, side airbag, front left side
6	Firing circuit, side airbag, front right side
7	Firing circuit, side airbag, rear left side
8	Firing circuit, side airbag, rear right side
9	Firing circuit, head airbag, front left side
0A	Firing circuit, head airbag, front right side
0B	Firing circuit, battery disconnection 1
0C	Firing circuit, passenger airbag, Stage 2
0D	Firing circuit, driver airbag, Stage 2
0E	Firing circuit, head airbag, rear left side
0F	Firing circuit, head airbag, rear right side
10	Firing circuit, battery disconnection 2
11	Supply voltage
12	error lamp (AWL)
13	information lamp (HWL)
14	Seat belt buckle switch, driver
15	Seat belt buckle switch, passenger
16	Satellite, left sensor (for side airbag), comms fault or open circuit
17	Satellite, right sensor (for side airbag), comms fault or open circuit
18	external over roll sensor (UERS)
19	seat occupied recognition 2 (SBE2)
1A	seat occupied recognition 1 (SBE1)
1B	crash telegram memory
1C	Firing circuit coupling, driver airbag, Stage 1
1D	Firing circuit coupling, belt tensioner, driver side
1E	Firing circuit coupling, belt tensioner, passenger side

Warning 1: Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

Warning 2: Most SRS repairs require a BMW factory trained technician.

Table 40 Continued

1F	Firing circuit coupling, passenger airbag, Stage 1
20	Firing circuit coupling, side airbag, front left side
21	Firing circuit coupling, side airbag, front right side
22	Firing circuit coupling, side airbag, rear left side
23	Firing circuit coupling, side airbag, rear right side
24	Firing circuit coupling, head airbag, front left side
25	Firing circuit coupling, head airbag, front right side
26	Firing circuit coupling, battery disconnection 1
27	Firing circuit coupling, passenger airbag, Stage 2
28	Firing circuit coupling, driver airbag, Stage 2
29	Firing circuit coupling, head airbag, rear left side
2A	Firing circuit coupling, head airbag, rear right side
2B	Firing circuit coupling, battery disconnection 2
2C	Checksum coding data
2D	Satellite, front, comms fault or open circuit
2E	Seat back locking driver
2F	Seat back locking passenger
30	Seat back locking K-Bus
F0	Control unit fault, internal error
FF	Unknown error location

Table 10 and Table 04

Code Fault

1	Firing circuit, driver airbag, Stage 1
2	Firing circuit, belt tensioner, driver side
3	Firing circuit, belt tensioner, passenger side
4	Firing circuit, passenger airbag, Stage 1
5	Firing circuit, side airbag, front left side
6	Firing circuit, side airbag, front right side
7	Firing circuit, side airbag, rear left side
8	Firing circuit, side airbag, rear right side
9	Firing circuit, head airbag, front left side
0A	Firing circuit, head airbag, front right side
0B	Firing circuit, battery safety switch 1
0C	Firing circuit, passenger airbag, Stage 2
0D	Firing circuit, driver airbag, Stage 2
0E	Firing circuit, head airbag, rear left side
0F	Firing circuit, head airbag, rear right side

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Table 10 and 04 continued

10	Firing circuit, battery safety switch 2
11	Firing circuit, belt tensioner, rear left
12	Firing circuit, belt tensioner, rear right
13	Firing circuit, belt tensioner, rear middle
14	Firing circuit
15	Firing circuit, driver airbag, Stage 2
16	Firing circuit
30	Firing circuit, driver airbag, Stage 1
31	Firing circuit, belt tensioner, driver side
32	Firing circuit, belt tensioner, passenger side
33	Firing circuit, passenger airbag, Stage 1
34	Firing circuit, side airbag, front left side
35	Firing circuit, side airbag, front right side
36	Firing circuit, side airbag, rear left side
37	Firing circuit, side airbag, rear right side
38	Firing circuit, head airbag, front left side
39	Firing circuit, head airbag, front right side
3A	Firing circuit, battery safety switch 1
3B	Firing circuit, passenger airbag, Stage 2
3C	Firing circuit, driver airbag, Stage 2
3D	Firing circuit, head airbag, rear left side
3E	Firing circuit, head airbag, rear right side
3F	Firing circuit, battery safety switch 2
40	Firing circuit, belt tensioner, rear left
41	Firing circuit, belt tensioner, rear right
42	Firing circuit, belt tensioner, rear middle
43	Firing circuit
44	Firing circuit, passenger airbag, Stage 2
45	Firing circuit
50	Supply voltage
51	Fault lamp (AWL)
52	warning lamp (HWL)
60	Seat belt buckle switch, driver
61	Seat belt buckle switch, passenger
62	Seat belt buckle switch, rear left
63	Seat belt buckle switch, rear right
64	Seat belt buckle switch, rear middle
70	Seat occupancy sensor
71	Seat occupancy sensor II
72	Seat position sensor and K-Bus

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Table 10 and Table 04 Continued

73	Seat position sensor Driver
74	Seat position sensor Passenger
75	External Roll Sensor
80	Satellite (MRSA), front
81	Satellite (MRSA), front left
82	Satellite (MRSA), front left
83	Satellite (MRSA), front left
84	Satellite (MRSA), front right
85	Satellite (MRSA), front right
86	Satellite (MRSA), front right
87	Satellite (MRSA), front right
88	Satellite (MRSA), front left
90	Coding block (CBD-Block)
91	Crashtelegram memory
F0	Internal error

End of Code Tables

Glossary:

A/C = Air conditioner
ABS = Anti-lock Brake System
ASC = Skid control (see "Intervention")
ADS = Aux Throttle Position Motor
AHK = Active Rear Axle Kinematics
BLS = Brake Light Switch
Check Engine Light: on the dashboard, indicates the DME has detected a problem
CC = Check control
CO = Carbon Monoxide
DDE = ECU for Diesel Engine
Diagnostic Connector: Where the R5-Srs plugs into the car. See pages 4 & 17.
DISA =intake runner length tuning mechanism
DME = Engine ECU (Gasoline engine): monitors and controls all engine sensors and functions
DSC = Dynamic Stability Control
DTC = Diagnostic Trouble Code
DWA = Alarm system
E = Communications error: See "Flashing E below"
EGS = Electronic Automatic Transmission
EKAT = Electrically heated catalytic convertor
EKM = electronic Body Module
EML = Electronic Throttle Control
EVAP = relates to fuel vapor recovery often this code indicates a loose gas cap
EWS = Drive away protection (alarm system)
Fault Code: a "code" stored in the SRS controller memory bank that indicates a past or present problem.
Fuel Trim = adjustments to maintain proper air fuel ratio (see Lambda Control)
Flashing E: (in R5-Srs display) communication problem in the vehicle, please visit the following web page www.R5tool.com/srstech.shtml
GM = General Module
Intervention, MSR, ASC = intervention is when another control unit (i.e. skid control) requests a power/torque change from the DME. Code indicates DME assessed the request as being incorrect or too long.
Lambda Control = Code means DME is unable to maintain requisite air/fuel ratio due to external factor (air leak, bad injector, sensor, etc...). (also see fuel trim)
LDP = Loss Diagnosis Pump
Load Calculation Cross Check (HFM vs TPS)= when actual air flow exceeds +/- 25% of calculated air flow.
MDK = Motorized Throttle Valve
MLF = Multi function Steering Wheel
MSR = Drag Torque Intervention (torque reduction for anti skid) see Intervention above
NTC = coolant temperature sensor
Oilservice & Inspection: Also called Si (abbrev. for service interval) maintenance reminder lights
PWG = Pedal Sensor Potentiometer
QL = idle air mass adaption (see Fuel Trim)
R5/Srs: The scan/reset tool. Subject of this manual
RAM = SRS random access memory
ROM = SRS program memory
Scan Tool: Generic term for the R5/Srs
SI = Service Interval
SMG = BMW Motorsport Sequential Gearbox
SRS = Airbag
TD = Tachometer Signal
TEV = Evap, fuel tank vent / purge valve
Ti Additive: idle fuel adaption (see fuel trim)
Ti multiplicative: adaption a percentage +/- of injector time (see Fuel Trim)
TR signal = from DME, RPM and valve position
VANOS = Adjustable Valve Train
VDS = Vehicle Description System. VIN Digits 4- 7
VIN = Vehicle identification number.
ZAB = see ASC
ZKE = Central Body Electronics
 For further definitions, please consult documentation for the vehicle.

Warning 1: Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.
Warning 2: Most SRS repairs require a BMW factory trained technician.

Common Problems /Troubleshooting / Appendix

A.) Flashing E message on tool:

Occasionally the R5/srs will flash "E" when an attempt is made to read codes or reset the Airbag/SRS light. "E" means the car is not responding to the tool: This happens when the data line (also called "diagnostic bus") in the car is "hung" or disabled.

Things To Try to Resolve the Flashing "E":

1.) Reversing the power-up sequence: Plug in the R5/srs in first, THEN turning on the ignition key. This is the opposite of the routine specified by the manual and the tool label. This procedure has proven very effective on some cars.

2.) Insertion Depth: Check the insertion depth of the R5/srs. If it is not fully inserted the unit will not work. See page 18 of the user manual.

3.) Pin 19: Observe that pin 19 of your diagnostic connector is not recessed. A number of models had pin 19 improperly installed. BMW service bulletin 12 05 94. (Please do not Contact Peake Research for service bulletins. Contact Central Letter Shop, BMWs authorized publication vendor 1-800-695-0079 9:00am - 4:30pm EST) While you're looking at the diag port go ahead and check out all the pins.

4.) Cycle power: Plug in tool, cycle the ignition key on and off two or three times (do not start engine)

5.) Other warning lights: Observe that no other malfunction indicator lights are on. Often a malfunctioning module (i.e. DME, EGS/transmission, ABS traction control, etc...) can hang the diagnostic bus (see above)

6.) Power resetting of all modules (entire car)

- a.) Disconnect the main car battery.
- b.) Activate the emergency flasher lights (this will fully drain all power from all ECUs) wait 5 minutes
- c.) Reconnect the main battery and try the tool again.

7.) Module Troubleshooting: If you suspect a particular module is malfunctioning or damaged, you may wish to consult repair documentation for the car and attempt to isolate the problem by removing the module from the diagnostic bus. WARNING: This procedure is for qualified mechanics only.

ABS service bulletin 34 01 96: BMW circulated a service bulletin and low cost repair advice detailing the malfunction of the ABS unit wiring which caused diagnostic bus problems on a large number of BMWs. This is often the problem on BMWs built prior to 10/1994 that are getting the "E" message on the R5/srs code tool. (Please do not Contact Peake Research for service bulletins. Contact Central Letter Shop, BMWs authorized publication vendor 1-800-695-0079, or 973-808-8339, 9:00am - 4:30pm EST)

8.) The Dealer

Visit your local BMW dealership. The R5/srs will not serve it's intended purpose if the diagnostic bus is impaired by a malfunctioning control module. If one of the modules is inhibiting communications it is necessary to visit a BMW dealer or qualified repair facility to diagnose and fix/replace the bad module.

B.) Flashing E message on older BMWs:

The R5/SRS was designed to work on 1991 and later BMWs. However, from 1991 to 1993 the tool often will not work due to two factors: BMW did not wire the SRS controllers to the main diagnostic lines, and BMW did not cleanly phase out the older 5WK4-025, 027 and 035 controllers (which the R5/SRS is not compatible with.)

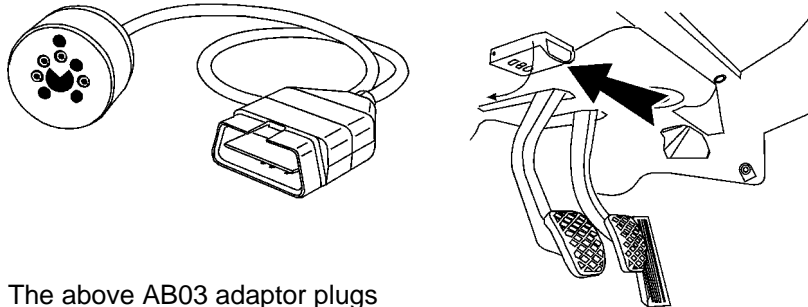
C.) Display is not working.

Every unit goes through two display tests before being shipped to you, so it is unlikely that the display is dead. The display on the R5/srs is not bright enough to be read in direct sunlight or strong indirect sunlight. Cup your hand around the display or move the vehicle to a darker area. It is also possible that the tool is not powered due to insufficient insertion into the diagnostic connector (see page 18 of users manual) or recessed pins in the BMW diagnostic connector port. See above problem 1, section 3 "Pin 19"

Trouble shooting continued.

D.) Wrong Plug Style:

The tool doesn't fit the car. a.) You may not have found the correct diagnostic plug (please closely review the illustrations on page 4) or, the car is 2001 or newer: In order to use the R5/SRS on 2001 and newer BMWs you will need an adaptor (part number AB03)



The above AB03 adaptor plugs into the R5/SRS. The other end plugs in under the dash see illustration (right)

E.) Tool will not reset other lights:

The R5/Srs would not reset the brake lining light, the Check Engine light, or the ABS brake light or the service interval lights. • The R5/Srs only resets the SRS/airbag light.

F.) Tool displays “E” at the end of reset:

Occasionally, a successful reset of the SRS light is indicated by the “E” message at the end of the reset procedure. The “E” message on this case is of no consequence.

G.) R5/SRS Codes Differ from Dealer Codes:

The R5/SRS reports codes in a format called hexadecimal, or “hex”, whereas the “dealer” reports codes in decimal format. The R5/SRS codes can easily be converted to decimal, “dealer” codes as follows: Multiply the left digit times 16, and add it to the right digit. (The letter values A through F are 10 through 15, where A=10 and F=15.

Examples: hex 22 = decimal 34; hex 1A = decimal 26; hex A2 = decimal 162
Explained: hex A2=162 A=10, so (10 X 16 = 160) + 2 = 162

WARNING ABOUT INSERTION OF TOOL:

Applies to under-the-hood, 20 pin BMW connector: Tool must be fully inserted in order to work properly. To check for full insertion, first observe the faint line on the side of the connector on the R5/Srs. That line should be just even with the top of the BMW's diagnostic connector. If that line is more than 1/16th of an inch above the top of the diagnostic connector, the tool is not fully inserted. (Note: for your reference, the bold black line above this paragraph is exactly 1/16th of an inch thick).

Technical Support:

Technical support for the R5/srs is available online

website <http://www.r5tool.com/srstech.htm>

Warranty:

Peake Research Corporation of Campbell, CA., hereinafter called "Peake Research" warrants, to the original purchaser, that your model number R5/SRS, BMW reset/scan tool, hereinafter called "unit", is free from any defects in material and workmanship and software compatibility issues for a period not exceeding ninety days from the date of purchase.* If any such defect is discovered within the warranty period, Peake Research will repair or replace the unit free of charge, subject to verification of proof of purchase, and verification of the defect or malfunction upon delivery. This warranty does not apply to defects resulting from abuse, alterations, or unreasonable use of the unit; resulting in cracked or broken parts, or units damaged by excessive heat, cold, or moisture, or problems related to the re-programming of the car's ECU. This warranty does not apply to non-functional and cosmetic attributes of the unit such as color, finish, or labels. In no event does Peake Research assume liability for any damage beyond the refund of the purchase price of the unit. This warranty is null and void if the unit has been disassembled or modified.

*It is the buyers responsibility to test the unit on the intended car within the warranty period to assess its functionality and compatibility (to test, simply read the codes (see pg 5) - does not effect the vehicle in any way) Failure to spot and report a problem within the warranty period will result in non-coverage.

To process a warranty claim please contact the original seller for information & return authorization. All warranty claims must be accompanied by the original receipt. Warranty claims can only be processed by the original purchaser. This warranty is non-transferrable.

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