

(Front Cover)
**Supplementary Rider's Manual
and Maintenance Log**

R 1150 RT-P
US Models Only

BMW Motorrad USA

Vital Information

(inside front cover - list symbols for Warning, Attention and Note as described in the supplementary manual)

Warning:

Do not use this motorcycle for high performance pursuit unless daily and periodic maintenance / inspection procedures for the complete motorcycle are strictly observed and recommended load limits and configurations are followed. The operator must be experienced and professionally trained in the skills of safely controlling powerful, high performance motorcycles under all circumstances. BMW NA provides servicing, maintenance, and configuration information which may be obtained by contacting an authorized BMW Motorcycle Retail Center.

Warning:

Do not operate a BMW police motor without having first been instructed by your retailer or training officer on its operation.

Notice:

Please review Warnings & Recommendations located inside of radio box lid prior to use, maintenance or repair.

Introduction

Congratulations on your agency's decision to purchase BMW police motors. BMW is dedicated to providing you the most advanced police motors available, combining comfort, safety, the best warranty, low maintenance costs, function and form that meet the needs of your agency.

Part of our dedication is providing information to all agencies on an ongoing basis, to help keep you aware of the latest changes, improvements, service measures, etc. BMW has created a **Police Motors Website** at www.bmwmc.net for use by BMW motor riders and technicians, which contains on-line repair manuals, installation instructions, wiring diagrams, service bulletins, parts listings, warranty and training information, as well as press releases, information on the latest options, new production announcements, etc. We encourage all agencies to register your email address with us so that we can provide you timely notification regarding new bulletins and other announcements.

We are also interested in your feedback. Please don't hesitate to contact us regarding any suggestions for new options, changes or improvements you feels would make your BMW police motor even better. We welcome your correspondence sent to frank.stevens@bmwna.com .

Thank you for choosing BMW police motors!

Very truly yours,
BMW Motorrad USA

A handwritten signature in black ink, appearing to read "Frank Stevens". The signature is stylized and cursive, with a large initial "F" and "S".

Frank Stevens
Authority Program Manager

Dashboard View



The dashboard view of a BMW police motor will vary based on the agency equipment installed. This example illustrates the locations for Kustom Signals Golden Eagle radar remote controller, display and front antenna; Motorola radio control head; Code 3 public address microphone; Kustom Signals Motor-Eye video display and camera; and 12V power accessory outlet. It is suggested that you contact BMW Motorrad USA prior to the installation of any accessories to determine the best locations that will not detract from the outstanding handling characteristics nor interfere with the motor systems or other equipment.

Right Handlebar Controls



a. Beacon / Rear Emergency Light Switch: This rocker switch, normally in the down position, is used to turn-off the rear beacon or all rear emergency lights, depending upon how the motor was configured. This allows users to operate front & side emergency lights only when desired. When a telescoping strobe pole is used, this switch turns that pole “off” independently of other rear emergency lights. The primary emergency light switch must be turned on before this switch receives power.

b. Rear Emergency Flashers: The amber rocker switch, when pressed down, will activate the rear emergency flashers (as well as side flashers if equipped), meaning that the rear (and side) turn signals will flash simultaneously. This function operates with ignition “on” or “off”. When operated, the front turn signals will still function normally to signal your intentions.

c. Headlight Switch: The three-position headlight switch allows the rider to turn the all lights “off”, engage parking lights in the middle position, or activate all lights in the upper-most position. This switch should normally be operated in the upper position. Note that the lights will turn-off automatically when the starter is engaged.

d. Emergency Light Switch: This three-position switch controls the switching power to all emergency lights. Rocking the switch down to the middle position engages rear emergency lights (remember beacon switch a. must be down), rocking switch down further engages all emergency lights (adding front and side lights). With the switch in this position, rocking beacon switch (a) up will cancel rear lights, but keep front and side lights operating.

Left Handlebar Controls



a. Siren Switch: The BMW/Code 3 siren is operated by one momentary rocker switch, but only when the ignition is “on”. Pressing the button engages the siren into wail tone. Each subsequent press of the button advances to yelp, then hyper-yelp, then back to wail (California models only have wail and yelp). Press and hold to turn-off siren at any time. The siren has been programmed to accept a push of the button similar to clicking a computer mouse. This was done to avoid accidentally activating siren by nudging the button. A quick, clean press or “poke” of the button provides crisp activation.

b. Horn Switch: The police models are equipped with a horn that is constantly powered, regardless of ignition switch position. When the ignition switch is “on”, the horn also operates the siren air horn, as long as PA or RRB functions are not engaged.

c. Hazard Flasher Switch: Pressing the standard hazard flasher switch button activates all turn signals (including side turn signals when so equipped) to flash as emergency flashers. This function can only be started with the ignition switch in the “on” position. However, the hazard flasher function will continue if the ignition switch is turned “off”. Once the flasher function is canceled with ignition “off” by pressing the button again, it cannot be restarted unless the ignition switch is turned “on”.

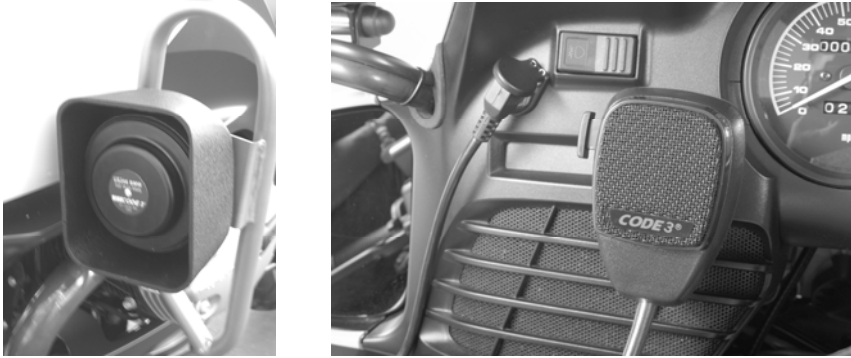
d. Radio Re-Broadcast (RRB): The radio re-broadcast function allows the operator to broadcast the radio speaker audio through the siren PA system. Pressing the switch down will engage RRB. Note that RRB is only intended for use when the motor is parked. Normal siren tones will not operate when RRB is engaged. Additionally, RRB is not shielded, so if the motor is operated with RRB engaged, the siren will broadcast RF noises. Earlier production motors have a rocker RRB switch (trumpet emblem) beside the heated grip switch. Rock that switch down for RRB, middle and upper positions are “off”.



e. Heated Handlebar Grips: This rocker switch activates the standard heated grips. Rock down for low heat, rock all the way up for high heat, “off” in the middle position. This location differs from the location noted in the Rider’s Manual, as the original factory heated grip switch is used for the emergency lights.

Siren System

(will replace this photo w/new speaker)



The BMW / Code 3 siren is a 100W system featuring wail, yelp, hyper-yelp and air horn tones, as well as radio rebroadcast and public address when connected. The system is California Title 13 certified with the Code 3 speaker and Federal Signal Dynamax MS100 speaker.

Siren Switch: The BMW/Code 3 siren is operated by one momentary pushbutton switch, but only when the ignition is "on". Pressing the button engages the siren into wail tone. Each subsequent press of the button advances to yelp, then hyper-yelp, then back to wail (California models only have wail and yelp). Press and hold to turn-off siren at any time. The siren has been programmed to accept a push of the button similar to clicking a computer mouse. This was done to avoid accidentally activating siren by nudging the button. A quick, clean press or "poke" of the button provides crisp activation



Radio Re-Broadcast (RRB): The radio re-broadcast function allows the operator to broadcast the radio speaker audio through the siren PA system. Pressing the switch down will engage RRB. Note that RRB is only intended for use when the motor is parked. Normal siren tones will not operate when RRB is engaged. Additionally, RRB is not shielded, so if the motor is operated with RRB engaged, the siren will broadcast RF noises. RRB amplifier gain adjustments can be made on the siren amplifier as noted in the installation instructions.



Note: Earlier production motors have a rocker RRB switch (trumpet emblem) beside the heated grip switch. Rock that switch down for RRB, middle and upper positions are "off".

Public Address System: The siren is wired with a PA cable for mic high, mic low and PTT. This lead can be connected to a PA interface module on helmet headset interface systems from PVP, SetCom, etc. A public address microphone is also available as an option from your BMW retailer. PA amplifier gain adjustments can be made on the siren amplifier as noted in the installation instructions.

Strobe Emergency Lights



Emergency lights are powered by the auxiliary battery and function with the ignition “on” or “off”. The strobe emergency lights operate using the emergency light switch. Rock the switch down to activate the strobe lights. The middle position activates the rear strobe lights (amber dashboard LED) and the lower position activates all strobe lights (red dashboard LED).

Note that the beacon switch must be rocked down for the rear emergency lights to operate. When the emergency lights switch has activated all emergency lights, rocking the beacon switch up to the middle position will turn-off the rear emergency lights, or the rear telescoping strobe pole light when so equipped.

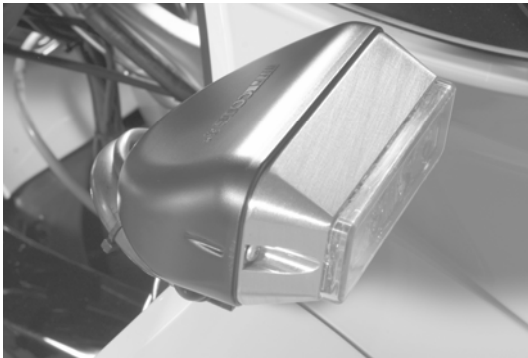


On models equipped with the Whelen UPS690 strobe amplifier, a dimming switch is provided. With the emergency lights “on”, pressing this button will dim the strobe amplifier output to reduce the intensity of the strobe lights. This function is often used in foggy conditions. To regain full intensity, turn the emergency lights “off”, then “on” again. Cycling the lights “off” will reset the strobe amplifier to full intensity.

Warning: The strobe light power supply is a high voltage device. Do not touch or remove cable connections or light head assemblies while in operation. Wait 10 minutes after turning off power before starting work or any trouble shooting on unit or system.

Code 3 LED Emergency Lights

Independent Flash System



Emergency lights are powered by the auxiliary battery and function with the ignition “on” or “off”. The strobe emergency lights operate using the emergency light switch. Rock the switch down to activate the strobe lights. The middle position activates the rear strobe lights (amber dashboard LED) and the lower position activates all strobe lights (red dashboard LED).

Note that the beacon switch must be rocked down for the rear emergency lights to operate. When the emergency lights switch has activated all emergency lights, rocking the beacon switch up to the middle position will turn-off the rear emergency lights, or the rear telescoping strobe pole light when so equipped.

The Code 3 LED lights are available in two different systems. The first system uses lights with independent flash control programs in each light head. These flash controls are tied together through a programming button, which allows the user to change the flash pattern. When these lights are activated, each head will flash the selected pattern, but not synchronized.

To change flash pattern, turn emergency light switch to all lights and access the programming button under the left rear “cup” on the floor of the radio box. While the lights are flashing, press the programming button down in slow, deliberate push applications. With each push, the lights will scroll to the next flash pattern. If the lights are not all flashing the same pattern, press and hold the programming button down for 10 seconds, then release. This will reset the flash pattern to “random flash”. Then press the programming button until the desired flash pattern is displayed.



Code 3 LED Emergency Lights

Synchronized Flash System



Emergency lights are powered by the auxiliary battery and function with the ignition “on” or “off”. The strobe emergency lights operate using the emergency light switch. Rock the switch down to activate the strobe lights. The middle position activates the rear strobe lights (amber dashboard LED) and the lower position activates all strobe lights (red dashboard LED).

Note that the beacon switch must be rocked down for the rear emergency lights to operate. When the emergency lights switch has activated all emergency lights, rocking the beacon switch up to the middle position will turn-off the rear emergency lights, or the rear telescoping strobe pole light when so equipped.

The Code 3 LED lights with synchronized flash are controlled by a flash control module, similar to a strobe amplifier, that provides the voltage to each light head. In this system, the light heads are non-flashing heads, which means that they don't contain a flash control chip. The flash control module simply turns them on and off in the proper sequence.



The flash control module also features a **photo-optic sensor** that turns-off the lower set of rear LED emergency lights when duplex lights are used. The photo-optic sensor is located on the right front brake line.

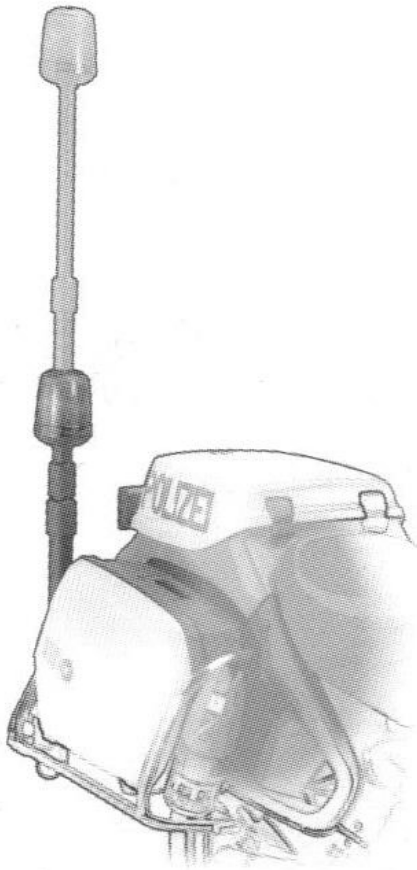
Additionally, the flash control module provides a secondary flash pattern, which is activated during the siren InterClear sequence, thereby changing the flash pattern to the secondary pattern for 7 seconds with each change in the siren tone while the emergency lights are operated. This feature provides additional visual as well as audible awareness as the siren tone is scrolled.



To change flash pattern, turn emergency light switch to all lights and access the **programming buttons** under the left rear “cup” on the floor of the radio box. The RH button sets the primary flash pattern and the left button sets the InterClear flash pattern. While the lights are flashing, press the primary-pattern programming button down in slow, deliberate push applications until the desired pattern is displayed. To set the

InterClear pattern repeat the above steps using the InterClear pattern button, *but the siren must be in InterClear mode while programming.*

Telescoping Strobe Pole Light



The telescoping strobe pole light operates when the rear emergency lights are activated and when the beacon switch is pressed down. The telescoping strobe pole light can be operated in the fully lowered position (providing 270 degree illumination) while the motorcycle is being driven, or extended when the motorcycle is parked to provide 360 degree illumination. Extending both pole sections can elevate the telescoping strobe light up to 6 ½ feet above the road surface.

To extend pole, turn collar nuts counter-clockwise to loosen, then tighten clockwise when the desired height is reached. Ensure that collar nuts are tightened snugly whenever the motorcycle is being driven.

Warning: Do not ride the motorcycle with the telescoping strobe pole light extended, as the motorcycle could become unstable.

Auxiliary Battery / Charging Sockets

(need additional photo, will email to you ASAP – leave room)

The BMW police motor is equipped with an auxiliary battery that provides power to the police emergency equipment, thereby allowing officers to turn the motorcycle “off” during a violator stop while running the lights, radio, etc., and not discharge the main battery (which is used to start the motor and operate the ABS system).

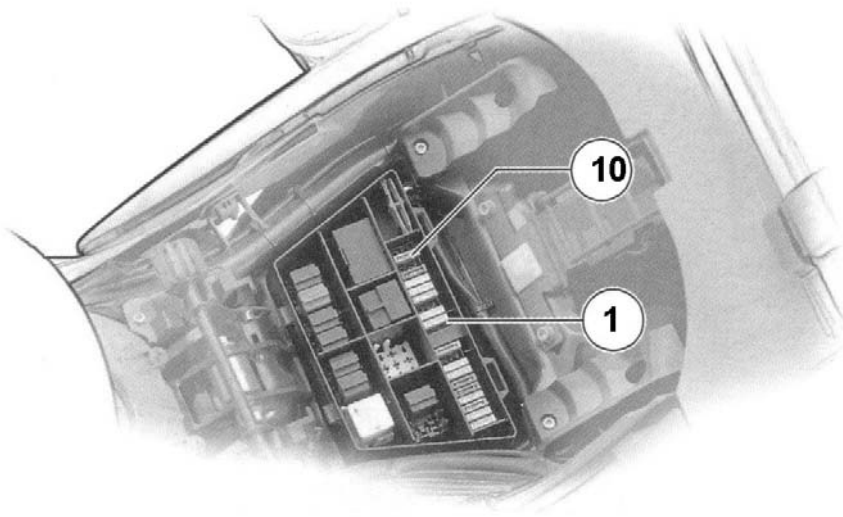
The police battery charges from the 840W alternator, via a relay that closes when the alternator voltage output exceeds the battery voltage. The battery is charged during normal engine operation, but is not linked to the main motor battery when ignition is “off” or during the starting sequence.



A charging outlet is provided to enable officers to charge batteries during periods of storage. The forward outlet charges the auxiliary battery and the rearward outlet charges the main motor battery. Note that each battery must be charged separately – charging one does not automatically charge the other.

These outlets can also be used to operate various accessories such as electrically heated vests, spot lights, cell phone chargers, etc. These outlets have a maximum current draw of 15 A.

Emergency Equipment Fuse Location



A secondary block of fuses, located under the seat beside the normal civil fuses, is provided for emergency equipment. Most of these fuse circuits obtain power from the auxiliary battery, thereby reducing the likelihood that the main motorcycle battery will be discharged and unable to restart the motor or pass ABS self-test.

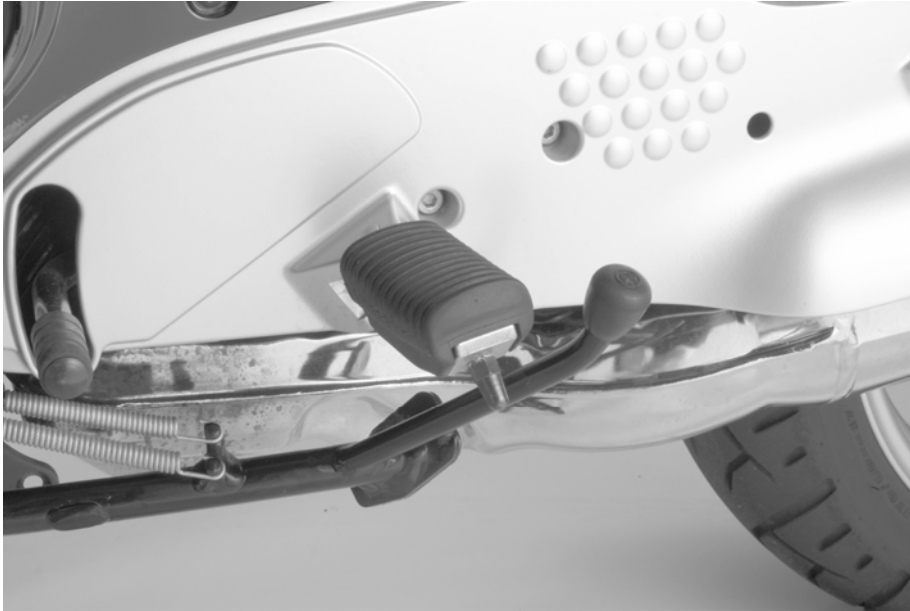
The locations and functions are as follows:

#	Purpose	Fuse Size	Battery Load
1	Siren Trigger	7.5 A	Main
2	Auxiliary Cooling Fan	5 A	Main
3	Rear Fog Lamp	10 A	Main
4	Police Radio	20 A	Auxiliary
5	Rear Flasher System	15 A	Auxiliary
6	Siren Amplifier	15 A	Auxiliary
7	Emergency Lights	15 A	Auxiliary
8	Auxiliary Battery Socket	15 A	Auxiliary
9	Constant Power Horn	5 A	Auxiliary
10	Radar Power Plug	5 A	Auxiliary

Attention:

Before changing a fuse, switch-off the ignition. Never repair blown fuses with unsuitable materials – Risk of fire! Use only fuses of the specified amperage rating.

Locking Side Stand



A locking side stand is provided on BMW police motors to reduce the likelihood of a police motor rolling-off the side stand while parked in a down-hill orientation. To engage the side stand, swing the stand out fully and rest the weight of the motor on the stand. The weight of the motor causes two hardened lugs to engage each other, keeping the stand from retracting accidentally. When parking on steep downhill grades, it is recommended to park the motor with the gearbox in first gear, providing additional resistance to rolling

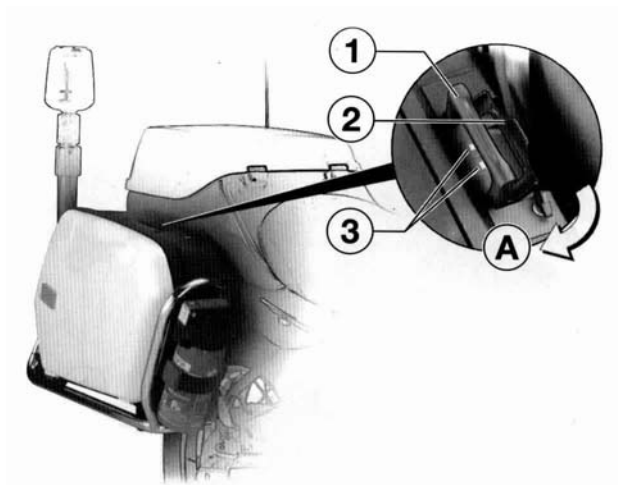
To retract the stand, press down on the rubber tip and then swing the stand back to the retracted position.

Note: The motor engine can be started and will idle with the side stand extended, provided that the gearbox is in neutral.

Warning:

**The side stand must be folded-up fully before the motorcycle is ridden.
Do not disconnect safety interlock!**

City System Cases



Warning:
Maximum load in each City System case 15 lb. Do not exceed 80 mph with loads exceeding 15 lb. per case.

Removing the City System case:
Insert the key into the case lock and turn to position **A**. Fold-up handle **1** – red background appears in the two windows **3**. Extract the key and remove the City System Case from its holder.

Attaching the City System case:

Insert the City System case into its holder. Turn key in case lock to position **A**. Fold the carrying handle **1** in – A black background appears in the two windows **3**. Lock the case and remove the key.

Attention: Before folding back the handle **1** and locking **2** turn the key in the case lock to position **A** – to avoid breaking the latch. **When mounting, make sure the case is firmly located in its holder, pay particular attention to the lower front mounting point.**

Rear Shock Absorber



Recommended settings for police-use:

Position 36 – 40

Rotate knob clockwise until fully seated – that is position 40. Back-off 4 clicks to reach position 36.

Approved Tires for Police Use R 1150 RT-P

Tires have been tested for compliance with the greater loads carried on police motors, due to the additional police equipment. It is imperative to use only tires approved by BMW. Check your tires daily for nails or foreign objects in the tread. Check tire pressures at least once per week!

Front: Dunlop Sportmax D205 F
120/70 B 17 (58W) Tubeless #7652093
Replacement: BMW PN 99 99 0 000 511
Inflation Pressure: 37 PSI / 2.5 bar
Minimum Tread Depth: 2 mm / 0.80 inches

Rear: Dunlop Sportmax D205 G
170/60 ZR 17 (72W) Tubeless #3335379
Replacement: BMW PN 99 99 0 000 512
Inflation Pressure: 43 PSI / 2.9 bar
Minimum Tread Depth: 3 mm / 0.12 inches

Mount tires onto wheels without lubricant (use only water) for compliance with the California Highway Patrol run-flat specification.

(inside back cover)

The equipment illustrated and described in this handbook may differ from that on your own motorcycle, depending on the equipment or accessories ordered with it or your specific state specifications. BMW NA will not recognize legal claims based on differences between the information in this manual and the equipment on any individual motorcycle.

All figures indicating dimensions, weights, fuel consumption and performance are supplied as reference data with the understanding that standard tolerances apply.

We reserve the right to introduce modifications in design, equipment and accessories at any time.

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(outside back cover)

BMW Motorrad USA

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