



BMW Motorrad



The Ultimate
Riding Machine

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Operating instructions Street AIR vest

Preface

We congratulate you on your choice of the Street AIR airbag system from BMW Motorrad. We at BMW Motorrad hope you will enjoy riding while wearing your Street AIR vest and that all your journeys will be pleasant and safe.

Abbreviations and symbols



CAUTION Low-risk hazard. Non-avoidance can lead to slight or moderate injury.



WARNING Medium-risk hazard. Non-avoidance can lead to fatal or severe injury.



DANGER High-risk hazard. Non-avoidance leads to fatal or severe injury.



ATTENTION Special notes and precautionary measures. Non-compliance can

lead to damage to the vehicle or accessory and, consequently, to voiding of the warranty.



NOTICE Specific instructions on how to operate, control, adjust or look after items of equipment on the vehicle.



Indicates the end of an item of information.



Instruction.



Result of an activity.



Reference to a page with more detailed information.



Indicates the end of a passage relating to specific accessories or items of equipment.



Tightening torque.



Technical data.

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Street AIR vest

- 1 Retaining tab with stud fastener
Install the Street AIR vest in the jacket (►► 21).
- 2 Connecting zip
- 3 Strap
Adjust the strap (►► 22).
- 4 Lead-sealed zip fastener (►► 29)
- 5 Control unit
Control unit and sensors (►► 9)
- 6 USB charging cable
Recharging battery (►► 22).






NOTICE

The Street AIR airbag system consists of two components:
Street AIR vest
Compatible BMW Motorrad jacket

Street AIR vest and compatible BMW Motorrad motorcycling jacket are available separately, but must be worn in combination together.◀



Compatible BMW Motorrad jacket

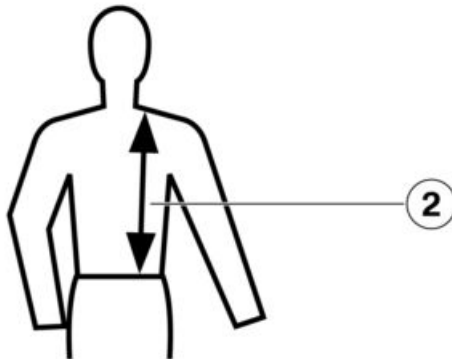
- 1 Connecting zipper
- 2 Closure sensor
Start the Street AIR vest
( 24).
- 3 Loop
Install the Street AIR vest
in the jacket ( 21).
- 4 Cable opening
- 5 LED array ( 10)



NOTICE

The BMW Motorrad Street AIR Dry jacket is shown here as an example.

The Street AIR vest works with every BMW Motorrad jacket with API preparation (Active Protection Inflatable) of the correct size.◀



Vest sizes

- 1 Vest size
- 2 Distance from waist to shoulder
- 3 Average force transmission achieved in testing



NOTICE

It is essential to select the correct size in order for the vest to function to the best of its protective ability.

A vest that is too small for the wearer can cause discomfort when the airbag inflates, one that is too big can slip out of place in a fall or crash.

Seek the advice of your authorised BMW Motorrad dealer. ◀

1	2	3
S/1	37-40 cm (14.6" - 15.7")	< 4 kN
M/2	40-45 cm (15.7" - 17.7")	< 4 kN
L/3	40-45 cm (15.7" - 17.7")	< 4 kN
XL/4	40-45 cm (15.7" - 17.7")	< 4 kN
2XL/5	45-50 cm (17.7" - 19.7")	< 4 kN
3XL/6	45-50 cm (17.7" - 19.7")	< 4 kN



Control unit and sensors

A control unit for the airbag is integrated into the back protector of the Street AIR vest.

- Sensors **1**, **2** and **3** monitor the wearer's body for impacts, atypical movements or extremes of acceleration.
- The Street AIR airbag system is controlled by an intelligent trigger algorithm. It analyses the sensor data and decides when the Street AIR airbag system should be triggered to protect the wearer.

The airbag inflates if a severe or abrupt increase in energy is detected.

Airbag-triggering events

- Collision with another vehicle or an obstruction
- Fall from the motorcycle

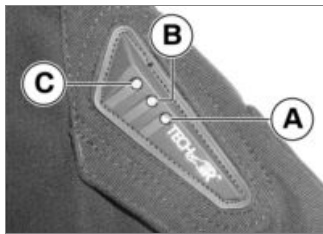
– Accident



States of the Street AIR airbag system

- Airbag not inflated **1**.
- Airbag fully inflated **2**.

LED array



- A** Red LED
- B** Yellow LED
- C** Green LED



NOTICE

The LED status-indicator array is integrated into the left sleeve of the jacket. ◀

States of the LEDs

The states of the LEDs are indicated by symbols in the diagrams as follows:



LED is OFF

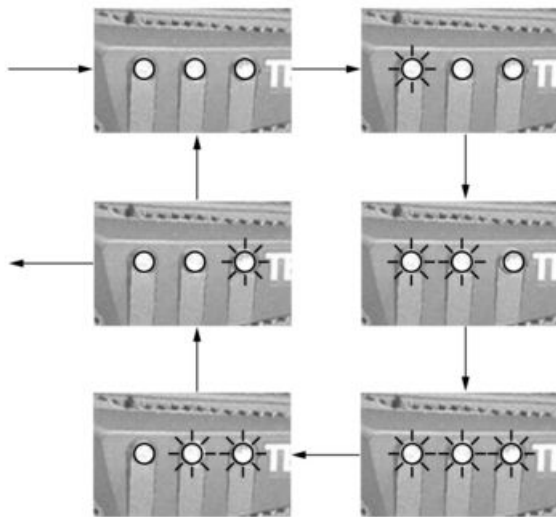


LED ON



LED flashing

This section deals only with the LED status indications that show when the system starts. See the section entitled "Operation" for information about switching on and off.



Battery check indicator

The battery check is started automatically after the system is switched on (see the section entitled "Operation").

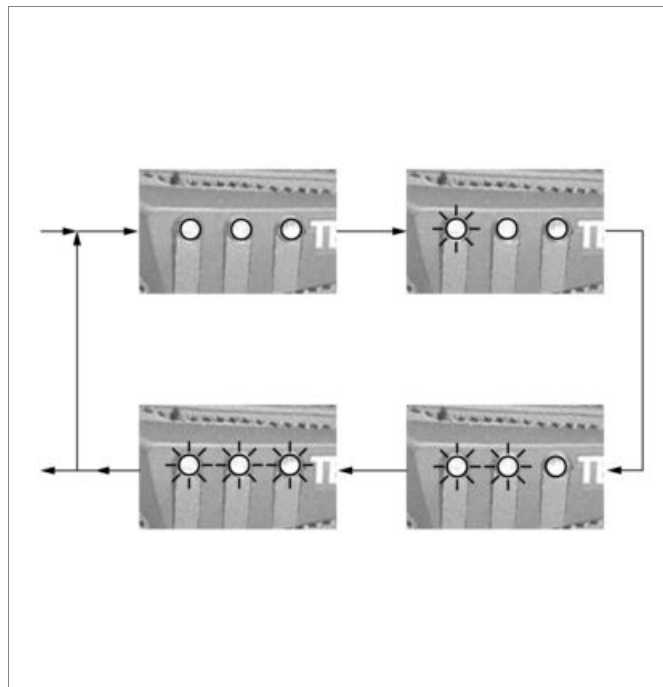
The LEDs cycle through the loop shown here 3 times in the course of the battery check.

The battery charge status is then shown by the indicator array.

Charge indicator

The LEDs cycle through the loop shown here in the course of charging.

All 3 LEDs light up to indicate that the battery is fully charged. For information on usage times see the section entitled "Preparation: Charging battery".



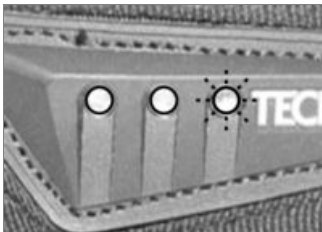
Start sequence

The checks described below are run after the system starts.

Battery flat

- » No LED lights up.
- System check not possible.
- Recharge the battery.

System check



The red LED flashes if there is a fault. The number of times it flashes corresponds to the number of the fault code (see the section entitled "Technical data")

for more information about fault codes).

- » System OK:
- The LED check starts.

LED check

All 3 LEDs light up for 3 seconds.

- » All LEDs go out for 2 seconds.
- The battery check starts.

Battery check

- » Battery check indicator (☛ 11)
- » Battery is checked.
- Battery charge state is ascertained.

Battery charge state

- » There are 3 battery charge states:
- All LEDs light up: Usable time more than 8 hours

- Red and yellow LEDs light up: Usable time between 2 and 8 hours
- Red LED lights up: Usable time less than 2 hours

The battery charge state is shown for 3 seconds.

- » All LEDs go out for 2 seconds.
- » The stability check starts.

Stability check

- » The stability of the activation algorithm is checked.
- » For between 20 and 60 seconds, the system searches for wearer movements.

The green LED flashes.

- » The wearer has to move slightly, for example by walking or getting astride the motorcycle, in order for the stability check to return a pass.

- The system restarts several times if necessary.

The green LED lights up.

- » The Street AIR airbag system is activated.

The red LED lights up if the stability check fails.

- » The following activities will result in the stability check returning a fail:

- Standing or sitting immobile
- Jacket hung up
- Abrupt changes of speed or direction by running, or other dynamic movements

The yellow LED flashes.

- » The yellow LED flashes for 5 seconds:

- Front zipper of the jacket was opened after the stability check was passed, or the closure sensor is not correctly closed.

- » The yellow LED flashes continuously:

- Battery charge has become weak in the course of operation and the battery has to be recharged.
- The flashing does not stop until the battery is completely flat or is charged.

The system has to be restarted if the red LED lights up:

- Restart the Street AIR system by opening and then re-closing the front zipper of the jacket.

Passive safety

The Street AIR airbag system is a high-tech product for enhanced passive safety that is capable of recognising a hazardous situation and deploying a self-inflating airbag protector.

Riders and passengers alike can use the Street AIR airbag system on any type of motorcycle, including electric two-wheelers.

WARNING

Style of riding not adapted to situation

Risk of accident, component damage

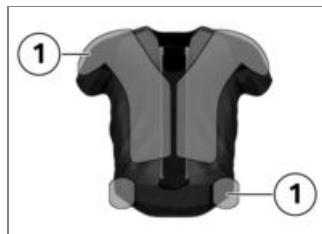
- Adapt your style of riding to the situation. No protective equipment can offer complete protection against all possible causes of injury in cases of accident, collision, loss of control over the vehicle or other events.

- Invariably, it remains the rider's responsibility to adapt riding style to riding conditions.◀

NOTICE

There is no guarantee that the airbag will inflate fully before the wearer comes into contact with parts of the motorcycle. Invariably, it remains the rider's responsibility to adapt riding style to riding conditions.◀

Airbag protection zone



If the airbag deploys it protects marked areas **1** at the front of the body.



If the airbag deploys it protects marked areas **2** at the back and sides of the body.

The Street AIR airbag system offers no protection against forces acting outside areas **1** and **2**.

Both rider and passenger can wear a Street AIR vest. As with all other products, the possible protective effect is limited.

Protection zone

Limits of protection zone

- Within the protection zone:
The Street AIR airbag system can deploy its protective effect.
- Outside the protection zone:
The Street AIR airbag system can **not** deploy its protective effect.

3 factors for protective effect

- Are the forces acting on the wearer in an event (accident) inside the airbag protection zone (☛ 15)?
- Does the airbag deploy before the wearer collides with a vehicle, an obstacle or the ground?
- Does the airbag deploy before the wearer collides with parts of or accessories on the motorcycle, such as mirrors, wind-screen or tank bag?

Airbag deployment time

Airbag deployment time is the sum of intervention time and inflation time.

Intervention time

- Time needed by the sensors to detect the event.

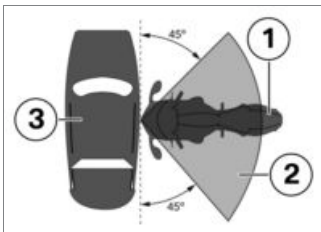
Inflation time

- Time until the airbag is fully inflated.

Influences on airbag deployment time

The required airbag deployment time is variable.

- Type of accident
- Speeds of the vehicles involved
- Vehicle type (e.g. scooter, custom bike)





Impact angle and impact speed

Along with the airbag deployment time and airbag protection zone attributes, rider and passenger are also subject to limitations with regard to impact angle **2** and impact speed.

If a motorcycle **1** collides with a vehicle **3** or other obstruction, the protection zone is not the same as when a moving vehicle collides with a motorcycle that is at a standstill.

When the parameters are as follows, the Street AIR airbag system can be expected to deploy before the wearer comes into contact with an obstruction.

 Impact speed
25...50 km/h (Motorcycle collides with vehicle or obstacle)
30...50 km/h (Moving vehicle collides with stationary motorcycle)
 Impact angle
45...135° (Motorcycle collides with vehicle or obstacle)
Impact angle = any (Moving vehicle collides with stopped motorcycle)

NOTICE

If impact speed is lower than the stated speed range, the Street AIR airbag system might not deploy at the time of the collision. But it can deploy if the wearer, rider or passenger, falls off the motorcycle after the impact.

If impact speed is higher than the stated speed range, the Street AIR airbag system will deploy irrespective of the impact angle. Outside the parameters as stated the airbag might not be fully inflated when the wearer collides with an obstruction.◀

Unexpected airbag deployment

Without accident

Impacts, movements or other triggers detected or received during use can cause the Street AIR

airbag system to deploy even though no accident event has occurred – but a situation of this nature is improbable.

The wearer does not have to be involved in an accident for the Street AIR to deploy. A fall when wearing the vest can lead to deployment.

NOTICE

Deployments when the wearer falls when moving on foot or dismounting from the motorcycle are not faults of the system.◀

Off-road riding

The Street AIR airbag system was developed for use in road riding.

The likelihood of a fall is considerably higher, particularly if the wearer is an inexperienced rider. A fall can trigger deployment of the Street AIR airbag system even when the motorcycle is at

a standstill. After an event of this kind the wearer is unprotected when riding until the Street AIR airbag system has been sent in and refurbished (➡ 29).

ATTENTION

Unintentional triggering of the airbag system when riding off-road

Repair costs if the airbag system is triggered

- Only use the Street AIR airbag system for motorcycle riding within the described conditions and limitations.
- Do not use the Street AIR airbag system when riding off-road as there is an increased risk of falls.◀

BMW Motorrad recommends that you always switch off the Street AIR airbag system when riding off-road.


Limits of operation

ATTENTION

Unintentional triggering of the airbag system at high speeds

Repair costs if the airbag system is triggered

- Observe the speed limit for riding with the airbag system.◀

 Speed limit for riding with the Street AIR airbag system

max 220 km/h

Use other than as intended by the manufacturer

- Any racing or competitive events
- Enduro, Motocross, or Supermoto events
- Motorcycle stunts
- **All** non-motorcycling activities

WARNING

Use of the Street AIR airbag system other than as intended by the manufacturer

Danger of injury, loss of the protective function

- The Street AIR airbag system is to be used **only** for motorcycling within the conditions and limitations set out above. ◀

Complete protective equipment

The Street AIR airbag system acts together with the jacket's conventional protectors, providing protection for the shoulders, collarbones, chest and back in particular.


WARNING

Missing or unsuitable protective equipment

Danger of injury

- Always wear the Street AIR airbag system in combination with suitable protective motorcycling equipment (jacket with API preparation, helmet, protectors, boots, gloves, etc.).
- Do not wear items of rider's equipment that could obstruct inflation of the airbag, for example the BMW Neck Brace system or a heavy backpack. ◀

The permissible total mass for backpacks is:

 Backpack mass
max 6 kg

NOTICE

Your authorised BMW Motorrad dealer will be happy to help you select the correct size of jacket and vest and select other matching rider's equipment. ◀

Restricted use

Minimum age

- Sales to persons under 18 years of age are prohibited.
- Keep the Street AIR vest out of reach of children.

The Street AIR vest is subject to EU Directive 2007/23/EC on the placing on the market of pyrotechnical articles.

State of health

The inflated airbag applies pressure to the back and upper body. This can lead to complications in the case of users with related health issues.

If any of the following applies, do not use the Street AIR vest:

Restrictive health-related findings

- Heart problems
- Neck or back problems

– Pregnancy

Implants or piercings

The following items can impair operation of the vest and their use in combination with the airbag system is not allowed:

- Cardiac pacemakers or other electronic medical devices
- Artificial breast implants
- Piercings in the area of the airbag protection zone (▶▶▶ 15)



NOTICE

If all piercings in the area of the airbag protection zone have been removed, the Street AIR vest can be worn. ◀

Allergies

Persons with certain skin allergies to synthetic materials, rubber or plastic should beware of skin changes. If the skin becomes irritated cease wearing

the Street AIR vest and consult a physician.

Restrictions for personal effects

Bulky items carried in the pockets of the BMW Motorrad jacket reduce the available volume for inflation of the airbag. If the airbag deploys this can result in injury or a feeling of constraint and discomfort. In inside pockets in particular, carry only slim items such as a wallet or mobile phone.



WARNING

Carrying breakable materials or pointy or sharp objects

Danger of injury, loss of the protective function

- Do not carry pointy or sharp objects (needles, knife, etc.).
- Do not transport fragile or other breakable materials.

- Transport only such blunt objects as fit into the pockets of the BMW motorcycling jacket. ◀

Temperature range

Use the Street AIR airbag system only within the following temperature range:



Ambient temperature for operation

-10...50 °C

Market restrictions

The Street AIR airbag system is not available for the US market.

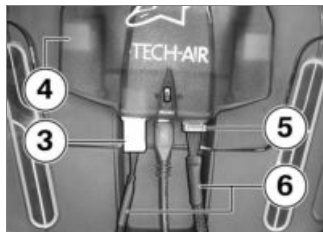
Installing in jacket

Requirement

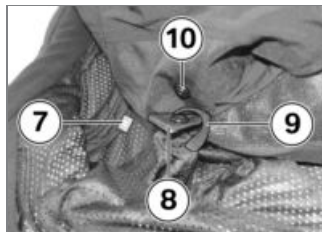
A BMW Motorrad jacket, with API preparation, compatible with the Street AIR is available.



- Pass retaining tab **1** through loop **2** in the collar of the jacket.
- Close the stud fastener of retaining tab **1**.



- Connect connector for closure sensor **3** to control unit **4**.
- Route cables **6** in such a way that they do not cross over and are routed clear through to the cable opening.
- Connect connector for LED array **5**.



- On the right-hand side **7**, pass retaining tab **8** through loop **9**.
- Close stud fastener **10**.
- Do the same on the left-hand side.

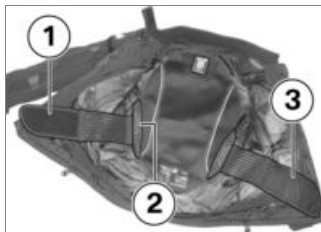


- On the right-hand side, close connecting zipper **11** (jacket) and **12** (vest).
- Do the same with the connecting zipper on the left-hand side.

Adjusting strap

Requirement

The strap is adjustable and removable.



- Open Velcro fastener **2**.
- Adjust right strap **1** to the desired height.
- Adopt the same procedure to adjust left strap **3**, using the scale to adjust it to the same setting as strap **1**.



NOTICE

The straps can be removed. The straps are not essential for safe operation of the Street AIR vest, but they make for additional comfort.◀

Recharging battery

Requirement

Charge the battery in a dry room, using the supplied USB charger.

Requirement

Alternatively, charge from a PC with a suitable cable or use a commercially available USB charger.

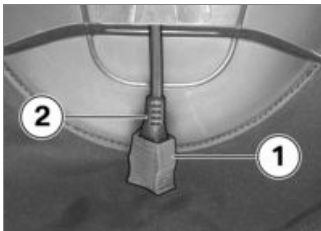


DANGER

Handling of electrical current not in compliance with correct procedure.

Injury or damage to property, e.g. by electric shock or fire.

- Comply with the safety regulations.◀



! WARNING

Battery not charged in the course of the last 2 years

Danger of injury, loss of the protective function


- Recharge the battery at regular intervals.
- Have servicing carried out at regular intervals. ◀
- Remove the protective cap **1** from the USB port **2**.
- Insert the charging cable into the USB port **2**.
- Connect the charger to the power supply.

» The battery charges.
 » Charge indicator (▬▬▬ 12)
 Note ambient temperature during charging.

- Ambient temperature is in the range:

0...45 °C


- Wait until the battery is fully charged.

	Charging time
approx. 6 h (with supplied USB charger)	
≥6 h (with alternative device with possibly lower charging current)	

All 3 LEDs light up when the battery is fully charged.

- Disconnect the charger.
- » All LEDs go out.

- Use the Street AIR vest as described in the section entitled "Operation".

	Usable times
25 h (fully charged)	
approx. 3...4 h (when not fully charged after only one hour of charging, with the supplied USB charger)	

The yellow LED flashes before usable time expires.

- » The battery is weak and has to be recharged.

Switching on

- Install the Street AIR vest in the jacket (➡ 21).
- Adjust the strap (➡ 22).
- Recharging battery (➡ 22).



- Set main switch **1** to the I position.

Starting

- Put on the jacket.



- Fold open underflap **3**.
- Fully close the front zipper of the jacket. Make sure that actuator **1** and closure sensor **2** come into contact with each other.



NOTICE

Closure sensor and actuator are held together by magnets. Keep items that are sensitive to magnetic fields well clear. ◀

» Street AIR airbag system starts. (➡ 13)

The green LED lights up.

- » The Street AIR airbag system is activated.
- » Consult the troubleshooting chart if the Street AIR airbag system behaves other than as described (➡ 32)

Switching off

Ways of switching off

There are different ways in which the Street AIR airbag system can be switched off, depending on the intended subsequent use.

Automatic shutdown

Battery becomes weak during operation.

- The yellow LED flashes before usable time expires.
- All LEDs are out.
- The battery has to be recharged.

Switching off by opening closure sensor

Requirement

Wearer wants to wear the **open** jacket without airbag activation. Switching off by opening the closure sensor is suitable for breaks, with the jacket worn open, between rides.



- Open the front zipper of the jacket and fold open overflap **3**.
 - » Actuator **1** is separated from closure sensor **2**.
- The yellow LED flashes.

- » The yellow LED goes out after 5 seconds.
- Street AIR airbag system is switched off.
- » To switch the system on again close the front zipper of the jacket so that actuator **1** and closure sensor **2** make contact.

Switching off by folding back underflap

Requirement

Wearer wants to wear the **closed** jacket without airbag activation.

- Switch off by opening the closure sensor (☞ 25).



- Fold underflap **4** to the inside and close the front zipper of the jacket.
 - » The closure sensor remains open.
- The Street AIR airbag system is switched off and is not operational.
- The BMW Motorrad jacket can be used as an ordinary item of clothing during breaks, without the system being primed.

Switching off at main switch

Requirement

The vest has to be charged, cleaned, transported or stored.



- Set main switch **1** to the 0 position.
 - » The power supply is interrupted.
 - The front zipper can be closed.
 - The Street AIR airbag system does not start.
 - The Street AIR vest can be charged, shipped, transported or stored.

Cleaning vest

WARNING

Unsuitable cleaning methods or cleaning agents

Damage to the airbag system

- Do not immerse the vest in water, do not machine-wash, do not spin-dry and do not iron.
- Clean the surface with a moist cloth only.
- Do not attempt to take the vest apart; always have it washed by Service.◀

ATTENTION

Unsuitable cleaning agents

Damage to the surface

- Do not use cleaning agents that contain alcohol, solvents or abrasives.
- Clean the surface with a moist cloth only.◀

- Switch off at the main switch (▮▮▮ 26).
- Use a damp cloth to clean the vest.

Cleaning jacket

Requirement

The compatible BMW Motorrad jacket has to be cleaned separately from the Street AIR vest.

- Cleaning jacket: see instructions for care of the product.

NOTICE

The procedure for removal of the vest is the reverse of that for installation.

After the jacket has been cleaned, re-install the vest.◀

- Install the Street AIR vest in the jacket (▮▮▮ 21).

Transporting Requirement

The Street AIR vest contains two cold gas generators with pyrotechnic activation. In accordance with the UN Recommendations, the vest is classified as "dangerous goods". Please obtain written approval of carriage as carry-on baggage or checked-in luggage from the airlines concerned (outward and return flight and transit) in good time before departure. Product information (e.g. the material safety data sheet, MSDS) is available on the Tech-Air™ data portal (www.alpinestars.com/techair - DATA PORTAL). There are not currently any known restrictions for carriage on public transport (bus, rail, ship). Not all countries allow pyrotechnic objects to be imported. Before travelling, enquire with the relevant authorities in the destination country as to

whether or not the system is approved for entry.

- Switch off at the main switch (▣▣▣▶ 26).
- » Street AIR vest can be transported.

Storage

- Store in a cool, dry place.



WARNING

Excessively high temperatures (particularly in summer inside closed vehicles)

Danger of injury, loss of the protective function

- Do not expose the vest to direct sunlight.
- Do not leave the vest in a closed vehicle when temperatures are high.◀
- Switch off at the main switch (▣▣▣▶ 26).

- Hang vest complete with jacket on a clothes hanger or lay flat in a drawer.
- Separate from the jacket, the vest is best stored in the original packaging.
- Make sure that no heavy or sharp objects can damage the vest.
- Charge the battery at regular intervals or have the vest serviced to ensure that the battery does not go flat.

Function

Items of clothing with electronically activated airbag are critical safety systems that must be kept in full working order at all times in order for them to function correctly.

Lead-sealed zip fastener

WARNING

Tampering with the airbag system

Danger of injury, damage to the airbag system

- Do not open the lead-sealed zip fastener.
- Do not attempt to take the vest apart or modify it in any way.
- Have maintenance and repairs carried out by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

NOTICE

Cutting open the lead seal voids the guarantee!◀

Maintenance

Requirement

Always before using:

- Check the vest and jacket for wear and damage.
 - » Loose threads, holes and impressions or scratches are defects.

If defects are found:

- Have repair work carried out by an accredited dealer, preferably an authorised BMW Motorrad dealer.
- Alternatively: Replace jacket/ vest.

Service

Regularly:

- Have the Street AIR serviced.
 - » Recommended maximum service interval:
 - 2 years
 - » Recommended service interval for frequent use:
 - 6...12 months

After every accident, with or without activation of the airbag:

- Carry out maintenance for vest and jacket (➡ 29).

After an accident **with** activation of the airbag:

- Have the Street AIR vest serviced.

If there is reason to think that the Street AIR airbag system should not have inflated:

- Return the vest together with a detailed description and photos of the event.

- » BMW Motorrad will analyse the information and react accordingly.

After an accident **without** activation of the airbag:

- Carry out maintenance for vest and jacket (►► 29).

Accident data

If there is reason to think that the Street AIR airbag system should have inflated, immediately after the accident:

- Open the front zipper of the jacket and fold open the overflap.
- » No more data are logged.
- Switch off at the main switch (►► 26).



NOTICE

Accident data are saved for 2 minutes in the control unit and overwritten on continuation of operation.

Switching the main switch OFF means that the accident data are retained in memory and remain available for subsequent analysis.◀

- Return the vest together with a detailed description and photos of the event.
- » BMW Motorrad will analyse the information and react accordingly.

Product support

Product registration

The authorised BMW Motorrad dealer registers your product when you make your purchase. In this process the dealer is required to include the email address of the owner, so that service reminders can be sent to the appropriate recipient.

Customer registration

You can visit the Tech-Air data portal at www.alpinestars.com/techair to register as a customer and manage your products.



NOTICE

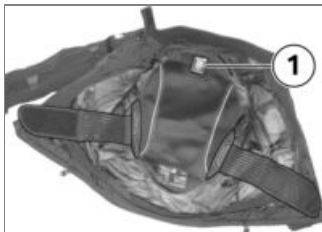
The Tech-Air data portal is an online resource with information about the manufacture and maintenance of each individual Street AIR airbag system.◀

The Tech-Air Connect software gives you access to the following functions:

- Data communication
- View diagnostics data
- Send diagnostics data to Alpinestars
- View fault memory
- Update firmware
- Save personal data

Tech-Air Connect

- The prerequisite is a Windows computer for communication between control unit and PC.
- You will also need a USB cable to connect the PC to the control module.
- For more information see **www.alpinestars.com/techair**.



Have serial number **1** ready to hand to identify your product.

Contact

If you have questions or require further information, consult:

Authorised BMW Motorrad dealer

- Visit our website **bmw-motorrad.com** to find out where the nearest authorised BMW Motorrad dealership is located.

Alpinestars

- Email: techairsupport@alpinestars.com
- Phone: +39 04 23 52 86

Usable lifespan

Even a Street AIR airbag system that has received regular maintenance might lose its protective effect within the protection zone (➡ 16) after 10 years.

Troubleshooting chart

Street AIR vest does not start or behaves other than as described.

Possible cause	Rectification
Main switch is switched off.	Switch on the main switch (▣▣▣▣ 24).
Battery is fully discharged.	Recharging battery (▣▣▣▣ 22).
Jacket and vest are not connected.	Install the Street AIR vest in the jacket (▣▣▣▣ 21).
Jacket is open.	Start the Street AIR vest (▣▣▣▣ 24).
Closure sensor is folded into jacket or is obstructed.	Unfold the underflap from the jacket. Remove obstructions between closure sensor and actuator.
The control unit has detected a fault. The red LED lights up.	Read out fault memory. Check the list of fault codes for suggested solutions and proceed accordingly.

Fault codes

001 Firmware fault	Update firmware. Have servicing carried out.
002 Power-supply fault	Recharge the battery. Have servicing carried out.
003 Battery voltage too low	Recharge the battery.
004 Fault: reset ignition squib	Have servicing carried out.
005 Fault: ignition squib configuration	Update firmware. Have servicing carried out.
006 Fault: ignition squib diagnosis	Have servicing carried out.
007 Fault, gas generator 1	Have servicing carried out.
008 Fault, left sensor	Have servicing carried out.
009 Fault, right sensor	Have servicing carried out.
010 Fault, central sensor	Have servicing carried out.
011 Fault, gyro sensor	Have servicing carried out.
012 Fault, priming	Have servicing carried out.
013 Fault, synchronisation	Update firmware. Have servicing carried out.
015 Fault, charge algorithm	Update firmware.

018 Fault, gas generator 2	Have servicing carried out.
019 Power supply, left sensor	Have servicing carried out.
020 Power supply, right sensor	Have servicing carried out.
024 Algorithm not stable	Switch the Street AIR airbag system on and then off again, seated on the motorcycle.
025 Both gas generators activated	Dispose of the Street AIR airbag system in the correct manner.
	Have servicing carried out.

Limits of operation

Permissible maximum speed	max 220 km/h
Ambient temperature for operation	-10...50 °C
Impact speed	25...50 km/h, Motorcycle collides with vehicle or obstacle 30...50 km/h, Moving vehicle collides with stationary motorcycle
Impact angle	45...135°, Motorcycle collides with vehicle or obstacle Impact angle = any, Moving vehicle collides with stopped motorcycle
Backpack mass	max 6 kg

Materials

Shell material	See washing and care information label in the vest
Lining	See washing and care information label in the vest

Battery

Ambient temperature for charging	0...45 °C
Charging time	approx. 6 h, with supplied USB charger ≥6 h, with alternative device with possibly lower charging current
Usable times	25 h, fully charged approx. 3...4 h, when not fully charged after only one hour of charging, with the supplied USB charger

Disposal of jacket



Electrical devices

- It is illegal to dispose of electrical devices as domestic waste.
- Bring the LED array and the closure sensor to a recycling centre for electrical devices and appliances.

Dispose of the rest of the jacket in accordance with locally applicable waste-disposal regulations.

Disposal of vest after deployment



Electrical devices and batteries

- It is illegal to dispose of electrical devices and batteries as domestic waste.
- Bring the control unit complete with batteries to a recycling centre for electrical devices and appliances.



NOTICE

The "Both gas generators activated" fault code is confirmation that the airbag was inflated.◀

Dispose of the rest of the vest in accordance with locally applicable waste-disposal regulations.

Disposal of vest without deployment



Pyrotechnic objects

- A vest that has not deployed contains a pyrotechnic charge and must never be disposed of as domestic waste.
- Bring the vest to an accredited dealership, preferably an authorised BMW Motorrad dealer.

Protective equipment

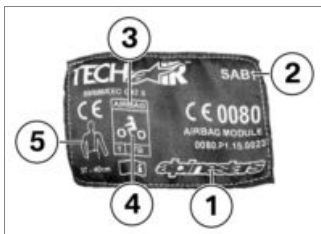
Category

The Street AIR vest belongs to category 2 in accordance with EC Directive 89/686/EEC for protective equipment. CE type testing has been performed. The standard (EN1621-4: 2013) for inflatable protectors with mechanically triggered system for motorcyclists was taken into account in ergonomics and performance effects.

Test institute

Testing was carried out by accredited testing institute #0120 SGS United Kingdom Limited, Park Way, Weston Super Mare, BS22 6WA, UK.

Product markings



- 1 Manufacturer's name
- 2 Unique identification code
- 3 Indicates that an inflatable protector is installed.
- 4 Means that the product is in compliance with the level 1 airbag requirements for motorcycling and offers full protection for the wearer's back.
- 5 Item of clothing size, waist to shoulder
Vest sizes (→ 7)

Pyrotechnic objects

Gas generators

The Street AIR vest contains two pyrotechnically activated cold gas generators, classed as category P1 airbag modules in accordance with EU Directive 2007/23. Accordingly, CE type testing (module B) was carried out on the project system. CE type testing and audit (module E) were carried out on the assembly of the system.

Test institute

CE type testing and audit were conducted by accredited testing institute #0080, Ineris, Parc Technologique Alata - BP 2, 60550 Verneuil-en-Halatte, France.

Electromagnetic stability

The electronic control unit of the Street AIR vest has been homologated in accordance with ECE R10-04, which sets out the minimum requirements for electromagnetic stability, electromagnetic disturbance emissions and electrostatic discharge for electronic control units.

Homologation No.:
E13 10R-04-12891

Disclaimer

Depending on the scope of equipment or accessories of your product from BMW Motorrad but also in the case of country-specific versions, deviations from the details described or illustrated in this booklet may occur. No claims will be entertained as a result of such discrepancies.

Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

The right to modify designs, equipment and accessories is reserved.

Errors and omissions excepted.

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For further information on the subject of equipment, visit
bmw-motorrad.com/equipment

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