

YOUR BMW.

We are pleased that you have chosen a BMW Motorrad vehicle and welcome you to the family of BMW riders. Familiarize yourself with your new vehicle so that you can ride safely and confidently in all traffic situations.

About these operating instructions

Read these operating instructions before starting your new BMW. It contains important notes about operating the vehicle that will enable you to make full use of the technical assets of your BMW.

You will also obtain preventive maintenance and care instructions, which are beneficial to operating and road safety and help retain the value of your vehicle as much as possible.

If you should decide to sell your BMW one day, please remember to hand over these operating instructions as well. They are an important part of your vehicle.

We wish you many miles of safe and enjoyable riding with your BMW

BMW Motorrad.

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QUICK & EASY REFERENCE

Chapter 2 of this rider's manual will provide you with an initial overview of your motorcycle. All maintenance and repair procedures carried out on your motorcycle will be documented in the Service chapter. Documentation of the maintenance work performed is a prerequisite for generous treatment of claims. The quickest way for you to find information on specific topics is to consult the comprehensive index at the end of the rider's manual.

ABBREVIATIONS AND SYMBOLS

 **CAUTION** Hazard with low risk. Failure to avoid this hazard can result in minor or moderate injury.

 **WARNING** Hazard with moderate risk. Failure to avoid this hazard can result in death or serious injury.

 **DANGER** Hazard with high risk. Failure to avoid this hazard results in death or serious injury.

 **ATTENTION** Special instructions and precautionary measures. Non-compliance can cause damage

to the vehicle or accessories and warranty claims may be denied as a result.

 **NOTICE** Special information on operating and inspecting your motorcycle as well as maintenance and adjustment procedures.

- Instruction.
- » Result of an activity.
-  Reference to a page with more detailed information.
- ◁ Indicates the end of accessory or equipment-dependent information.
-  Tightening torque.

 Technical data.

NV National-market version.

OE Optional equipment. BMW Motorrad optional equipment is already completely installed during motorcycle production.

OA	Optional accessories. BMW Motorrad optional accessories can be purchased and retrofitted at your authorized BMW Motorrad retailer.	optional accessories (OA). This explains why the manual may also contain descriptions of equipment which you have not ordered. Please note, too, that your motorcycle might not be exactly as illustrated in this manual on account of country-specific differences.
ABS	Anti-Lock Brake System.	If your motorcycle features equipment that is not described here, you can find these features described in a separate manual.
ACC	Distance control (Active Cruise Control).	
ASC	Automatic Stability Control.	
D-ESA	Electronic chassis and suspension adjustment.	
DTC	Dynamic Traction Control.	
DWA	Anti-theft alarm.	
EWS	Electronic immobilizer.	
TPC	Tire Pressure Control (TPC).	

TECHNICAL DATA

All dimensions, weights and performance data contained in this rider's manual refer to the German Institute for Standardization i.e. DIN (Deutsches Institut für Normung e. V.) and comply with their tolerance specifications.

The technical data and specifications in this rider's manual serve as points of reference.

The vehicle-specific data may vary, for instance due to the selected optional equipment, national-market version or country-specific measuring procedures. Detailed values can be obtained from the registration documents or requested from your BMW Motorrad retailer or

EQUIPMENT

When you ordered your BMW Motorrad motorcycle, you chose various items of custom equipment. This rider's manual describe optional equipment (OE) offered by BMW and selected

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other qualified service partner or specialist workshop. The information on the vehicle documents always takes precedence over the information in this rider's manual.

TIMELINESS OF THE STATUS OF THIS MANUAL

The high safety and quality level of BMW motorcycles are ensured by consistent, ongoing development efforts embracing their design, equipment and accessories. For this reason, some aspects of your motorcycle may vary from the descriptions in this rider's manual. In addition, BMW Motorrad cannot guarantee the total absence of errors. We hope you will appreciate that no claims can be recognized that are based on the data, illustrations or descriptions in this manual.

ADDITIONAL SOURCES OF INFORMATION

BMW Motorrad retailer

Your BMW Motorrad retailer is always happy to answer any of your questions.

Internet

The rider's manual for your motorcycle, the operating and installation instructions for optional accessories and general BMW Motorrad information related to the technology or other features are available at **bmw-motorrad.com/manuals**.

CERTIFICATES AND OPERATING PERMITS

The certificates for the vehicle and the official operating permits for possible accessories are available at **bmw-motorrad.com/certification**.

DATA MEMORY

General information

Control units are installed in the vehicle. Control units process data received from vehicle sensors, self-generated data or data exchanged between control units, for example. Some control units are required for safe vehicle operation or provide riding assistance, such as rider assistance systems. Control units also make comfort and infotainment functions possible.

Information about the stored or exchanged data can be obtained from the vehicle manu-

facturer, such as in the form of a separate booklet.

Personal references

Every vehicle is marked with a unique vehicle identification number. Depending on the country, the vehicle owner can be identified using the vehicle identification number and license plate and with the help of the relevant authorities. There are also other ways to trace data obtained from the vehicle back to the rider or vehicle owner, such as via the ConnectedDrive Account that was used.

Data privacy laws

In accordance with applicable data privacy laws, vehicle users have certain rights over the vehicle manufacturer or company that collects or processes personal data.

Vehicle users have the right to obtain comprehensive information without charge from the locations that store the vehicle user's personal data.

These locations may be:

- The vehicle manufacturer
- Qualified service partners
- Specialist workshops

–Service providers

Vehicle users may request information about the type of personal data that is stored, the purpose for which the data will be used and the source of the data. This information can only be obtained by a registered owner or a person with written proof authorizing use of the vehicle.

The right to information also includes information related to data transmitted to other companies or locations.

The vehicle manufacturer's website contains the appropriate privacy policy notices.

The privacy policy notices contain information on the right to delete or correct data. The vehicle manufacturer also provides the manufacturer contact information and the contact information of the data security officer.

The vehicle owner can have a BMW Motorrad retailer or other qualified service partner or specialist workshop read out the data stored in the vehicle for a fee if required.

The vehicle data is read out via the vehicle's legally mandated socket for onboard diagnosis (OBD).

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Legal requirements for the disclosure of data

The vehicle manufacturer is required by the law applicable in this context to provide authorities with the data stored by the manufacturer. Providing this data within the scope required is on a case-by-case basis, for instance to clarify a criminal offense.

Government agencies are authorized by the law applicable in this context to read out the data from the vehicle themselves in individual cases.

Operating data in the vehicle

Control units process data so that the vehicle can run.

Examples of this include:

- Status messages from the vehicle and its individual components, such as wheel RPM, wheel speed and deceleration
- Environmental conditions, such as temperature

The data is processed only in the vehicle itself and is usually temporary. The data is not stored beyond the period in which the vehicle is operating. Electronic components such as control units contain components for storing technical information. This may be information about the vehicle's con-

dition, component load, events or faults stored temporarily or permanently.

This information generally documents the condition of a component, module, system or the surrounding area; for example:

- Operating conditions of system components, such as fill levels and tire pressure
- Malfunctions and faults in key system components, such as lights and brakes
- Vehicle responses in specific riding situations, such as the activation of riding stability control systems
- Information about events causing damage to the vehicle

The data is necessary for providing control unit functions. In addition, it is used by the vehicle manufacturer to detect and eliminate malfunctions as well as to optimize vehicle functions.

The majority of this data is temporary and is processed only within the vehicle itself. Only a small amount of event-driven data is stored in the event data recorder and fault memory.

When a vehicle is serviced, such as for repairs, servicing processes, warranty cases and

quality assurance measures, this technical information can be read out from the vehicle together with the vehicle identification number.

The information can be read out by a BMW Motorrad retailer or other qualified service partner or specialist workshop. The vehicle's legally mandated socket for onboard diagnosis (OBD) is used to read out the data.

The data is collected, processed and used by the respective retailer network locations. The data documents the vehicle's technical states and helps with fault finding, compliance with warranty obligations and quality improvements.

The manufacturer also has product monitoring obligations arising from product liability law. The vehicle manufacturer requires technical data from the vehicle in order to fulfill these obligations. The data from the vehicle can also be used to verify customer warranty and guarantee claims. The fault memory and event data recorder in the vehicle can be reset by a BMW Motorrad retailer or other qualified

service partner or specialist workshop as part of a repair or servicing.

Data input and data transfer in the vehicle

General information

Depending on the equipment, comfort settings and individualized settings in the vehicle can be saved and changed or reset at any time.

Examples of this include:

- Windshield position settings
- Chassis and suspension adjustment settings

It is possible to introduce data into the vehicle entertainment and communication system via a smartphone, for instance. Depending on the individual equipment, this includes:

- Multimedia data, such as music for playback
- Address book data for use in conjunction with a communication system or integrated navigation system
- Entered navigation destinations
- Data about the use of Internet services. This data can be stored locally in the vehicle or is on a device connected to the vehicle, such as a smartphone, USB stick or MP3 player. If this data is

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saved in the vehicle, it can be deleted at any time.

This data is transmitted to third parties only upon personal request as part of the use of online services. The data transmitted depends on the selected settings when using the services.

Integrating mobile end devices

Depending on the equipment, mobile end devices connected to the vehicle, such as smartphones, are controlled using the vehicle's operating elements.

This enables audio and visual output from mobile end devices through the multimedia system. At the same time, certain information is transmitted to the mobile end device. This includes for instance position data and other general vehicle data, depending on the type of integration, and makes it possible to optimize the use of selected apps, such as those for navigation or audio playback. The way the data is processed further is determined by the provider of the particular app used. The range of possible settings depends on the particular app and the operating

system of the mobile end device.

Services

General information

If the vehicle has a mobile phone connection, this connection makes it possible to exchange data between the vehicle and other systems. The mobile phone connection is made possible through the vehicle's transmitter and receiver or via personally integrated mobile end devices such as smartphones. Online functions, as they are called, are used over this mobile phone connection. These include online services and apps provided by the vehicle manufacturer or other providers.

Vehicle manufacturer services

In the case of the vehicle manufacturer's online services, the particular functions are described at the appropriate location, such as in the rider's manual or on manufacturer's website. The relevant legal information on data privacy is also provided there. Personal data may be used in order to provide online services. The data is exchanged over a secure connection, i.e. with the vehicle manufacturer's IT sys-

terms which are intended for this purpose.

Any collection, processing and use of personal data that goes beyond the provision of services take place only as permitted by law, on the basis of a contractual agreement or as a result of consent. It is also possible to have the entire data connection activated or deactivated. This is not the case for legally prescribed functions.

Services of other providers

When using the online services of other providers, these services are subject to the responsibility and the data protection and usage conditions of the respective provider. The vehicle manufacturer has no control over the content exchanged via these services. Information about the type, scope and purpose of collecting and using personal data as part of third-party services can be obtained from the particular service provider.

OVERVIEWS

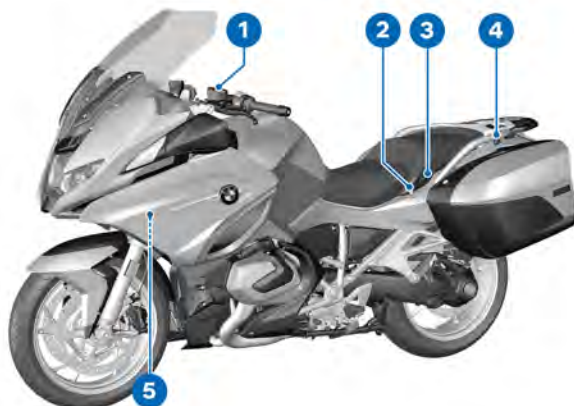
02

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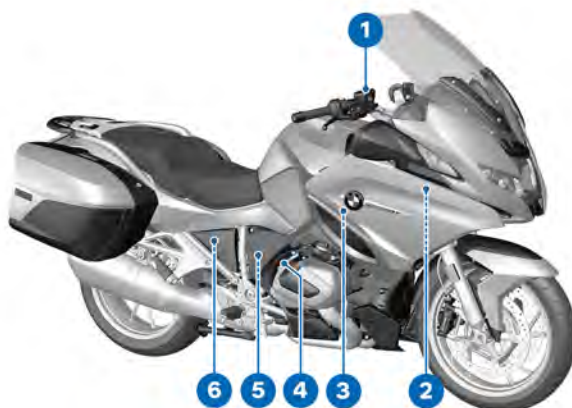


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OVERALL VIEW, LEFT SIDE



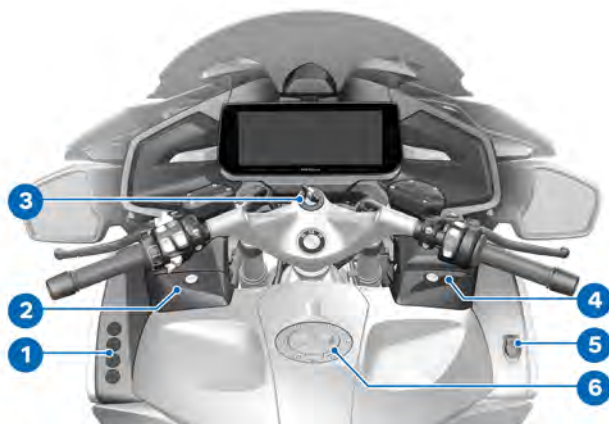
- 1 Clutch fluid reservoir
(➡ 199)
- 2 Seat lock (➡ 140)
- 3 Passenger seat heating
(➡ 86)
- 4 Passenger socket
(➡ 224)
- 5 Payload table (at left fork
leg)
Tire pressure table (at left
fork leg)

OVERALL VIEW, RIGHT SIDE


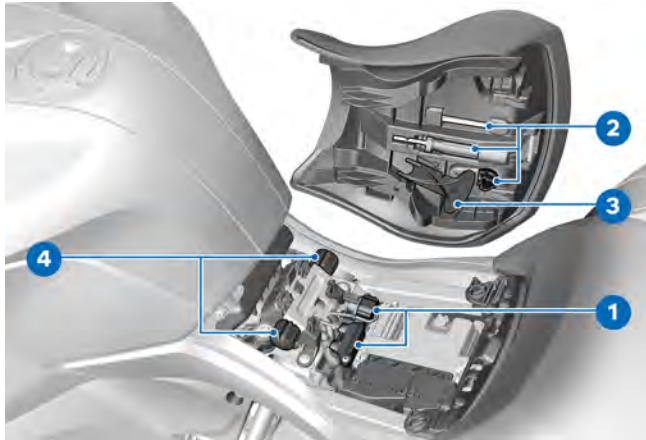
- | | |
|---|--|
| <p>1 Brake fluid reservoir for front wheel brake (➡ 197)</p> <p>2 Vehicle identification number (on the steering-head bearing)
Type plate (on the steering-head bearing)</p> <p>3 Coolant level indicator (behind side panel) (➡ 199)</p> <p>4 Oil filler opening (➡ 193)</p> <p>5 Behind the battery cover:
Battery (➡ 213)
Jump-start terminal (➡ 212)
Diagnostic socket (➡ 219)</p> | <p>6 Brake fluid reservoir for rear wheel brake (behind the spring strut cover) (➡ 198)</p> |
|---|--|

16 OVERVIEWS

OVERALL COCKPIT VIEW



- 1 Favorite buttons (➡ 122)
- 2 Storage compartment, left (➡ 87)
- 3 Ignition switch/steering lock (➡ 58)
- 4 Storage compartment, right (➡ 87)
- 5 Onboard power socket (➡ 224)
- 6 Fuel filler opening (➡ 160)

UNDER THE RIDER'S SEAT

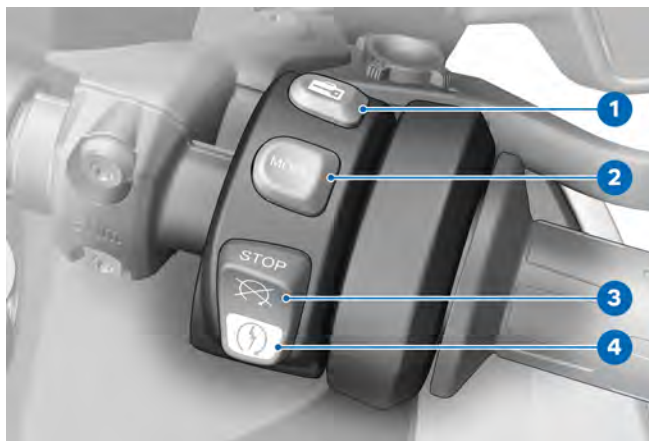
- 1 Fuses (➡ 217)
- 2 Onboard vehicle tool kit (➡ 191)
- 3 Tool for adjusting the spring preload (➡ 143)
- 4 Adjustment of rider's seat height (➡ 140)

18 OVERVIEWS

MULTIFUNCTION SWITCH, LEFT



- 1 High beams and headlight flasher (➡ 65)
- 2 Cruise control (➡ 70)
- 3 Hazard warning lights (➡ 66)
- 4 Windshield adjustment mechanism (➡ 136)
- 5 Auxiliary headlights (➡ 66)
- 6 Turn indicators (➡ 67)
- 7 Horn
- 8 Rocker button MENU (➡ 101)
- 9 Multi-Controller (➡ 101)
- 10 Distance control (ACC) (➡ 76)

MULTIFUNCTION SWITCH, RIGHT

- 1** Central locking system
(90)
- 2** Riding mode (69)
- 3** Emergency-off switch
(64)
- 4** Starter button (151)

20 OVERVIEWS

INSTRUMENT CLUSTER



- 1** Indicator and warning lights (➡ 24)
- 2** TFT display (➡ 25)
- 3** Indicator light DWA (➡ 83)
Keyless Ride (➡ 59)
- 4** Photosensor (for adjusting brightness of instrument lighting)

DISPLAYS

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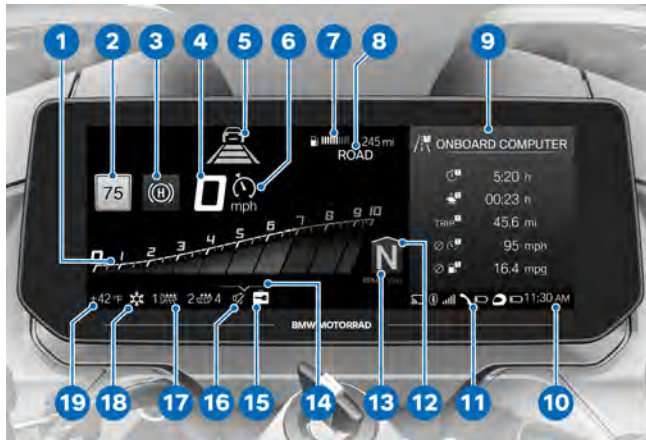
24 DISPLAYS

INDICATOR AND WARNING LIGHTS



- 1 Turn indicator, left (➡ 67)
- 2 High beams (➡ 65)
- 3 General warning light (➡ 27)
- 4 Turn indicator, right (➡ 67)
- 5 DTC (➡ 47)
- 6 ABS (➡ 46)
- 7 Auxiliary headlights (➡ 66)

TFT DISPLAY IN PURE RIDE VIEW



- | | |
|-----------------------------------|--|
| 1 Tachometer (➡ 107) | 13 Gear indicator, "N" is displayed while in neutral position. |
| 2 Speed Limit Info (➡ 107) | 14 Operating instructions (➡ 102) |
| 3 Hill Start Control (➡ 79) | 15 Central locking system (➡ 90) |
| 4 Speedometer | 16 Muting (➡ 109) |
| 5 Distance control ACC (➡ 76) | 17 Heating (➡ 85) |
| 6 Cruise control (➡ 70) | 18 Outside temperature warning (➡ 34) |
| 7 Rider info. status line (➡ 105) | 19 Outside temperature |
| 8 Riding mode (➡ 69) | |
| 9 Split screen (➡ 108) | |
| 10 Clock (➡ 109) | |
| 11 Connection status (➡ 112) | |
| 12 Upshift recommendation (➡ 108) | |

26 DISPLAYS

TFT DISPLAY IN MENU VIEW



- | | |
|---|---------------------------------------|
| 1 Hill Start Control (➡ 79) | 12 Central locking system (➡ 90) |
| 2 Speedometer | 13 Muting (➡ 109) |
| 3 Cruise control (➡ 70) | 14 Heating (➡ 85) |
| 4 Distance control ACC (➡ 76) | 15 Outside temperature warning (➡ 34) |
| 5 Rider info. status line (➡ 105) | 16 Outside temperature |
| 6 Riding mode (➡ 69) | 17 Menu area |
| 7 Gear indicator, "N" is displayed while in neutral position. | |
| 8 Split screen (➡ 108) | |
| 9 Clock (➡ 109) | |
| 10 Connection status (➡ 112) | |
| 11 Operating instructions (➡ 102) | |

INDICATOR LIGHTS

Layout

Warnings are displayed by means of the corresponding warning lights. Warnings are indicated by the general warning light in conjunction with a dialog in the TFT display. The general warning light lights up in either yellow or red depending on the urgency of the warning.

 The general warning light lights up for whichever warning is most urgent at the current time. You will find an overview of the potential warnings on the following pages.



Check Control display

The messages in the display are shown differently in the display. Different colors and characters are used depending on the priority:

- Green CHECK OK **1**: no message, values optimal.
- White circle with small "i" **2**: information.
- Yellow warning triangle **3**: warning message, value not optimal.
- Red warning triangle **3**: warning message, value critical



Value display

The icons **4** differ in their display. Different colors are used depending on the assessment of value. Instead of numerical values **8** with units **7**, texts **6** are also displayed:

Color of the icon

- Green: (OK) current value is optimal.
- Blue: (Cold!) current temperature is low.
- Yellow: (Low! /High!) current value is too low or too high.
- Red: (Hot! /High!) current temperature or value is too high.

28 DISPLAYS

–White: (---) there is no valid value. Instead of the value, dashes **5** are displayed.



The evaluation of the individual values is possible in part only after a certain riding duration or speed. If a measured value cannot yet be displayed due to unfulfilled measurement conditions, dashes are displayed instead as placeholders. As long as no valid measured value is available, no evaluation is carried out in the form of a colored symbol.



Check Control dialog

Messages are output as Check Control dialog **1**.

- If several Check Control messages of the same priority are present, the messages change in the order in which they occur, until they are acknowledged.
- If the icon **2** is active, this can be acknowledged by tilting

the Multi-Controllers to the left.

- Check Control messages are dynamically attached as additional tabs to the pages in the menu *My vehicle* (103). The message can be called up again as long as the error persists.

Overview of warning indicators

Indicator and warning lights	Display text	Meaning
	 is displayed.	Outside temperature warning (→ 34)
 lights up yellow.	 Remote key not in range.	Radio-operated key outside reception range (→ 34)
 lights up yellow.	 Remote key battery low.	Replacing the battery of the radio-operated key (→ 35)
	 is displayed in yellow.	Vehicle voltage too low (→ 35)
	 Vehicle voltage low.	
 lights up yellow.	 is displayed in yellow.	Vehicle voltage critical (→ 35)
	 Vehicle voltage critical!	
 flashes yellow.	 is displayed in yellow.	Charging voltage critical (→ 36)
	 Battery critically low!	
 lights up yellow.	 The faulty light source is displayed.	Light source defect (→ 36)
 flashes yellow.	 The faulty light source is displayed.	
	 Anti-theft alarm batt. capacity low.	Anti-theft alarm battery low charge (→ 37)

30 DISPLAYS

Indicator and warning lights	Display text	Meaning
	 Anti-theft alarm battery discharged.	Anti-theft alarm battery discharged (→ 38)
 lights up yellow.	 Engine oil level Check engine oil level.	Low engine oil level (→ 39)
 lights up yellow.	 Coolant temperature too high!	Coolant temperature too high (→ 39)
	 Engine!	Drive malfunction (→ 40)
 flashes red.		Severe drive malfunction (→ 40)
 lights up yellow.	 No communication with engine control.	Engine control failure (→ 40)
 lights up yellow.	 Fault in the engine control.	Engine in emergency-operation mode (→ 40)
 flashes red.	 Serious fault in the engine control.	Serious fault in the engine control (→ 41)
 lights up yellow.	 Displayed in yellow.	Tire pressure at the limits of the permissible tolerance (→ 43)
	 Tire pressure not at set-point.	
 lights up yellow.	 Displayed in yellow.	Tire pressure is outside the approved tolerance range (→ 43)

Indicator and warning lights	Display text	Meaning
	 Tire pressure not at set-point.	Tire pressure is outside the approved tolerance range (→ 43)
	 Tire Press. Monitor. Loss of pressure.	
	 "---"	Transmission fault (→ 44)
 lights up yellow.	 "---"	Sensor faulty or system fault (→ 45)
	 TPM sensors battery low.	Battery of the tire pressure sensor weak (→ 45)
 lights up yellow.	 Fall sensor faulty.	Fall sensor defective (→ 45)
 lights up yellow.	 Side stand monitoring faulty	Side stand monitoring faulty (→ 45)
 flashes.		ABS self-diagnosis not completed (→ 46)
 lights up yellow.	 Limited ABS availability!	ABS fault (→ 46)
 lights up.		
 lights up yellow.	 ABS failure!	ABS failure (→ 46)
 lights up.		
 lights up yellow.	 ABS Pro failure!	ABS Pro failure (→ 47)

32 DISPLAYS

Indicator and warning lights	Display text	Meaning
 lights up.		ABS Pro failure ( 47)
 flashes rapidly.		DTC intervention ( 47)
 flashes slowly.		DTC self-diagnosis not completed ( 47)
 lights up.	 Off!	DTC switched off ( 48)
	 Traction control deactivated.	
 lights up yellow.	 Traction control limited.	Limited DTC availability ( 48)
 lights up.		
 lights up yellow.	 Traction control failure!	DTC error ( 49)
 lights up.		
 lights up yellow.	 Spring strut adjustment faulty!	D-ESA fault ( 49)
	 flashes yellow.	Hill Start Control automatically deactivated ( 50)
	 is displayed.	Hill Start Control cannot be activated ( 50)
 lights up yellow.	 Brake temperature high!	Brake temperature too high ( 50)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Brake temperature critical!	Brake temperature critical (→ 50)
 lights up yellow.	 Cruise control not functioning.	Cruise control failed (→ 51)
 lights up yellow.	 ACC temporarily failed.	Distance control has failed temporarily (→ 51)
 lights up yellow.	 Distance control failed.	Distance control failed (→ 52)
	 Fuel reserve is being used up. Ride to the nearest gas station	Fuel down to reserve volume (→ 52)
	 The gear indicator flashes.	Gear not trained (→ 52)
 flashes in green.		Hazard warning lights system switched on (→ 53)
 flashes in green.		
	 is displayed in white. Service due!	Service due (→ 53)
 lights up yellow.	 is displayed in yellow. Service overdue!	Service date missed (→ 53)

34 DISPLAYS

Outside temperature

The outside temperature is displayed in the status line of the TFT display.

Engine heat can lead to spurious readings the outside temperature when the motorcycle is stationary. If the effect of the engine heat becomes excessive, dashes are temporarily displayed instead of the value.



If the outside temperature falls below the following limit value, there is a risk of black ice formation.



Limit range for outside temperature

Approx. 37 °F (Approx. 3 °C)

The first time the temperature drops below this value, the outside temperature display and ice crystal symbol will flash in the status line of the TFT display.

Outside temperature warning



is displayed.

Possible cause:

The outside temperature measured at the vehicle is lower than 37 °F (3 °C).



WARNING

Risk of black ice, even above 37 °F (3 °C)

Accident hazard

- At a low outside temperature, icy conditions must be expected on bridges and in shady road areas.

- Use caution when riding.

Radio-operated key outside reception range

—with Keyless Ride^{OE}



lights up yellow.



Remote key not in range. It is not possible to turn on the ignition again.

Possible cause:

The communication between the radio-operated key and the engine electronics is faulty.

- Check the battery in the radio-operated key.

—with Keyless Ride^{OE}

- Replacing the battery of the radio-operated key (➔ 63).

- Use the spare key for further travel.

—with Keyless Ride^{OE}

- Battery of radio-operated key is drained, spare key is not available (➔ 62).

- If the Check Control dialog appears while riding, remain calm. You can continue driving; the engine will not turn off.
- Have any faulty radio-operated keys replaced by a BMW Motorrad retailer.

Replacing the battery of the radio-operated key

—with Keyless Ride^{OE}



lights up yellow.



Remote key battery low. Limited central locking function. Change battery.

Possible cause:

- The battery for the radio-operated key is no longer charged to full capacity. Operation of the radio-operated key is only ensured for a limited time.
- Replacing the battery of the radio-operated key (→ 63).

Vehicle voltage too low



is displayed in yellow.



Vehicle voltage low. Switch off unneeded consumers.

The vehicle voltage is too low. If you continue riding, the ve-

hicle electronics will discharge the battery.

Possible cause:

Consumers with high electrical consumption, e.g. heating vests, are in operation; too many consumers are in operation at the same time, or the battery is defective.

- Switch off consumers that are not needed or disconnect them from the electrical system.
- If the malfunction persists or occurs without any consumers connected, have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Vehicle voltage critical



lights up yellow.



is displayed in yellow.



Vehicle voltage critical! Consumers were switched off Check battery condition.



WARNING

Failure of vehicle systems

Accident hazard

- Do not continue riding.

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The vehicle voltage is critical. If you continue riding, the vehicle electronics will discharge the battery.

Possible cause:

Consumers with high electrical consumption, e.g. heating vests, are in operation; too many consumers are in operation at the same time, or the battery is defective.

- Switch off consumers that are not needed or disconnect them from the electrical system.
- If the malfunction persists or occurs without any consumers connected, have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Charging voltage critical



flashes yellow.



is displayed in yellow.



Battery critically low! Risk of accident. Do not continue to operate vehicle.



WARNING

Failure of vehicle systems

Accident hazard

- Do not continue riding.

The battery is not being charged. If you continue riding, the vehicle electronics will discharge the battery.

Possible cause:

Alternator or alternator drive is faulty, battery is faulty or fuse is blown.

- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Light source defect



lights up yellow.



The faulty light source is displayed:



High beam faulty!



Turn indicator front left faulty! or Turn indicator front right faulty!



Low beam faulty!



Front parking lamp faulty!

-with additional headlight^{OE}



Left auxiliary headlight faulty!
or Right auxiliary headlight faulty!<



Tail light faulty!



Brake light faulty!



Rear left turn signal faulty! or
Rear right turn signal faulty!.



License plate light faulty!

-Have checked by a specialist workshop.



flashes yellow.



The faulty light source is displayed:



Active headlamp faulty.



WARNING

Overlooking the vehicle in traffic due to a defective light source on the vehicle
Safety risk

- Replace defective light sources as quickly as possible. For details please contact a specialist service facility, preferably an authorized BMW Motorrad Retailer.

Possible cause:

Light source defective.

- Locate faulty light sources by means of a visual inspection.
- Have the LED light source replaced in full; for details please contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Anti-theft alarm battery low charge

-with anti-theft alarm system (DWA)^{OE}



Anti-theft alarm batt. capacity low.
No limitations. Arrange an appointment at a specialist workshop.

38 DISPLAYS

 This fault message is only shown for a short time immediately following the Pre-Ride-Check.

Possible cause:

The DWA battery no longer has its full charging capacity. The operation of the DWA with the vehicle battery disconnected is only guaranteed for a limited time.

- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

Anti-theft alarm battery discharged

—with anti-theft alarm system (DWA)^{OE}

 Anti-theft alarm battery discharged. No independent alarm. Arrange an appointment at a specialist workshop.

 This fault message is only shown for a short time immediately following the Pre-Ride-Check.

Possible cause:

The DWA battery no longer has any charging capacity. Operation of the DWA is no longer guaranteed when the vehicle battery is disconnected.

- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

Electronic oil-level check

 The electronic oil-level check evaluates the oil level in the engine as OK or Low!

The following conditions must be satisfied in order to use the electronic oil-level check; multiple measurements may be necessary:

- The rider is sitting on the motorcycle and the motorcycle has been ridden at a speed of at least 6 mph (10 km/h) beforehand.
- Engine idling for at least 20 seconds.
- Engine is at operating temperature.
- Motorcycle stands vertically on a level surface.
- Side stand is retracted and motorcycle is not resting on a center stand.
- The spring strut is set according to the load status, or D-ESA is in the Auto loading mode.

If the measurement is incomplete or the conditions specified above are not fulfilled, an assessment of the oil level is

not possible. Dashes (---) are indicated in place of the note.

Low engine oil level



lights up yellow.



Engine oil level
Check engine oil level.

Possible cause:

The electronic oil level sensor has detected a low engine oil level. If the motorcycle is not standing vertically on a level surface, the message can also appear even when the oil level is correct. At next refueling stop:

- Checking engine oil level (193).

If the oil level is too low in the inspection glass:

- Topping up the engine oil (194).

If the oil level is correct in the inspection glass:

- Check whether the conditions for the electronic oil level check are fulfilled.

If the note appears multiple times even though the oil level is slightly below the **MAX** mark:

- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Coolant temperature too high



lights up yellow.



Coolant temperature too high! Check coolant level. Carry on at moderate pace to cool.



ATTENTION

Riding with overheated engine

Engine damage

- Be sure to observe the measures listed below.

Possible cause:

Coolant level is too low.

- Checking coolant level (199).

If coolant level is too low:

- Have the coolant level refilled and the coolant system checked at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Possible cause:

The coolant temperature is too high.

- If possible, continue driving in the part-load range to cool down the engine.
- Should the coolant temperature frequently be too high, have the fault rectified as quickly as possible by an au-

40 DISPLAYS

thorized workshop, preferably an authorized BMW Motorrad retailer.

Drive malfunction

 Engine! Have checked by a specialist workshop.

Possible cause:

The engine control unit has diagnosed a fault which affects the pollutant emissions.

- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.
- » You may continue to drive if the pollutant emission is above the setpoint values.

Severe drive malfunction

 flashes red.

Possible cause:

The engine control unit has diagnosed a fault which can lead to damage of the exhaust system.

- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.
- » Continued riding is possible, however it is not recommended.

Engine control failure

 lights up yellow.

 No communication with engine control. Multiple sys. affected. Ride carefully to the next specialist workshop

Engine in emergency-operation mode

 lights up yellow.

 Fault in the engine control. Onward journey possible. Ride carefully to next specialist workshop.



WARNING

Unusual handling when the engine is in emergency operation

Accident hazard

- Avoid rapid acceleration and passing maneuvers.

Possible cause:

The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and can no longer be started. Otherwise, the engine runs in emergency operation.

- Continued riding is possible, however, the accustomed en-

gine power may not be available.

- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Serious fault in the engine control



flashes red.



Serious fault in the engine control. Onward journey possible. Damage possible. Have checked by a workshop.



WARNING

Damage to engine during emergency operation

Accident hazard

- Drive slowly and avoid rapid acceleration and passing maneuvers.
- If possible, have the vehicle picked up and the fault eliminated at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Possible cause:

The engine control unit has diagnosed a fault, which can lead to a severe secondary fault.

The engine is in emergency operation.

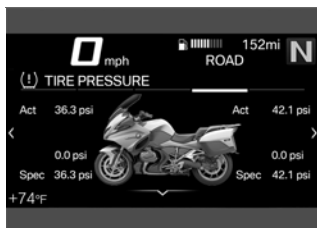
- Continued riding is possible, however it is not recommended.
- Avoid high load and engine speed ranges if possible.
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Tire pressure

—with tire pressure monitor (TPM) ^{OE}

For the tire pressure display, in addition to the MY VEHICLE menu window and the Check Control messages, there is also the TIRE PRESSURE window:

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The values on the left relate to the front wheel and the values on the right relate to the rear wheel.

The pressure differential is displayed via the actual and nominal tire pressure.

Immediately after switching on the ignition, only dashes are displayed. The transfer of the tire pressure values does not begin until the following minimum speed is exceeded for the first time:



RDC sensor is not active

min 19 mph (min 30 km/h)
(The RDC sensor does not transmit a signal to the motorcycle until this minimum speed has been exceeded.)



The tire pressures are shown in the TFT display with temperature compensation and are always based on the following tire air temperature:

68 °F (20 °C)



If the tire icon appears yellow or red at the same time, the display is a warning. The pressure differential is highlighted with an exclamation mark of the same color.



If the level concerned is borderline in terms of the permissible tolerance, the general warning light also lights up yellow.



If the monitored tire pressure is outside the specified range, the general warning light will flash red.

For further information about the BMW Motorrad tire pressure control (RDC), see the Technology in detail (182) chapter.

Tire pressure at the limits of the permissible tolerance

–with tire pressure monitor (TPM) ^{OE}



lights up yellow.



Displayed in yellow.



Tire pressure not at setpoint. Check tire pressure.

Possible cause:

The measured tire pressure is within the limit range of the permissible tolerance.

- Correct the tire pressure.
- Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the "Technology in detail" chapter (► 182).

» The target tire pressures can be found in the following locations:

- On the back cover of the operating instructions
- Instrument cluster in the **TIRE PRESSURE** view
- Sign on the left fork leg

Tire pressure is outside the approved tolerance range

–with tire pressure monitor (TPM) ^{OE}



lights up yellow.



Displayed in yellow.



Tire pressure not at setpoint. Stop immediately! Check tire pressure.



Tire Press. Monitor. Loss of pressure. Stop immediately! Check tire pressure.



WARNING

Tire pressure is outside the approved tolerance range.

Risk of accident, deterioration in the handling characteristics of the vehicle.

- Adjust the driving style.

Possible cause:

The measured tire pressure is outside of the permissible tolerance.

- Check tire for damage and drivability.

If the tire is still rideable:

- Correct the tire pressure at the next opportunity.

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- Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the "Technology in detail" chapter (182).

» The target tire pressures can be found in the following locations:

- On the back cover of the operating instructions
- Instrument cluster in the **TIRE PRESSURE** view
- Sign on the left fork leg
- Have the tire checked by a specialist workshop for damage, preferably by an authorized BMW Motorrad retailer.

If you are unsure about the tire's drivability:

- Do not continue riding.
- Contact roadside service.

Transmission fault

– with tire pressure monitor (TPM) ^{OE}



"---"

Possible cause:

The motorcycle has not reached the minimum speed (182).



RDC sensor is not active

min 19 mph (min 30 km/h)
(The RDC sensor does not transmit a signal to the motorcycle until this minimum speed has been exceeded.)

- Watch the RDC display at higher speed. A continuous error is only present if the general warning lamp also lights up. In this case:
- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Possible cause:

There is a fault in the radio connection to the RDC sensors. Possible causes are radio systems in the surrounding area, which interfere with the connection between the TPC/RDC control unit and the sensors.

- Observe the RDC display in a different environment. A continuous error is only present if the general warning lamp also lights up. In this case:
- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Sensor faulty or system fault

—with tire pressure monitor (TPM) ^{OE}



lights up yellow.



"---"

Possible cause:

Wheels without TPC/RDC sensors are mounted.

- Retrofit wheel set with TPC/RDC sensors.

Possible cause:

1 or 2 RDC sensors have failed or a system fault has occurred.

- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Battery of the tire pressure sensor weak

—with tire pressure monitor (TPM) ^{OE}



TPM sensors battery low. Function limited. Have checked by a specialist workshop.



This fault message is only shown for a short time immediately following the Pre-Ride-Check.

Possible cause:

The battery for the tire inflation pressure sensor is no longer charged to full capacity. Operation of the tire inflation pressure control is only ensured for a limited time.

- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

Fall sensor defective

lights up yellow.



Fall sensor faulty. Have checked by a specialist workshop.

Possible cause:

The fall sensor is not functioning.

- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Side stand monitoring faulty

lights up yellow.



Side stand monitoring faulty. Onward journey possible. Stop engine when stationary! Have checked by workshop.

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Possible cause:

The side-stand switch or its wiring is damaged. The engine is switched off when the speed falls below 3 mph (5 km/h). The journey cannot be continued.

- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

ABS self-diagnosis not completed

 flashes.

Possible cause:



ABS self-diagnosis routine not completed

ABS is not available, as the self-diagnosis routine was not completed. (The motorcycle must reach a specified minimum speed before the system can check operation of the wheel speed sensors: 3 mph (5 km/h))

- Ride off slowly. Please note that the ABS function is only available after the self-diagnosis has completed.

ABS fault

 lights up yellow.



lights up.



Limited ABS availability! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The ABS control unit has detected an error. The fully integral brake and the Dynamic Brake Control function have failed. The ABS function is limited.

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault memory entry (➔ 172).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

ABS failure



lights up yellow.



lights up.



ABS failure! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The ABS control unit has detected an error. The ABS function is not available.

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault memory entry (172).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

ABS Pro failure



lights up yellow.



lights up.



ABS Pro failure! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The ABS Pro control unit has detected a fault. The ABS Pro function is not available. The ABS function remains available. ABS only supports braking in straight-ahead riding.

- You may continue riding. Take note of additional information on special

situations which can lead to an ABS Pro fault memory entry (172).

- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

DTC intervention



flashes rapidly.

DTC has detected instability at the rear wheel and responded by reducing the torque. The indicator and warning light flashes longer than the DTC intervention lasts. This provides the rider with visual feedback for the control action that was taken even after the critical situation has passed.

DTC self-diagnosis not completed



flashes slowly.

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Possible cause:



DTC self-diagnosis not completed

The DTC function is not available, as the self-diagnosis function has not been completed. (To check wheel speed sensors, motorcycle must reach a minimum speed with engine running: min 3 mph (min 5 km/h))

- Ride off slowly. It must be noted that the DTC function is not available until the self-diagnosis has been completed.

DTC switched off



lights up.



Off!



Traction control deactivated.

Possible cause:

The DTC system has been switched off by the rider.

- Switching DTC function off and on (➡ 68).

Limited DTC availability



lights up yellow.



lights up.



Traction control limited. Onward journey possible.

Ride carefully to next specialist workshop.

Possible cause:

The DTC control unit has detected an error.



ATTENTION

Damage to components

Damage to sensors, for example, with the resultant malfunctions

- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.
- Do not damage the rotational speed sensor.
- Note that the DTC function and the dynamic engine brake control are only available with limitations.
- You may continue riding. Observe additional information on situations that can lead to a DTC fault (➡ 174).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

DTC error

lights up yellow.



lights up.



Traction control failure! Onward journey possible. Ride carefully to the next specialist workshop.

Possible cause:

The DTC control unit has detected an error.

**ATTENTION****Damage to components**

Damage to sensors, for example, with the resultant malfunctions

- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.

- Do not damage the rotational speed sensor.
- Note that the DTC function and the dynamic engine brake control are not available.
- You may continue riding. Observe additional information on situations that can lead to a DTC fault (174).
- Have the malfunction corrected as soon as possible at a specialist workshop,

preferably an authorized BMW Motorrad retailer.

D-ESA fault

–with Dynamic ESA^{OE}



lights up yellow.



Spring strut adjustment faulty! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The D-ESA control unit has detected a fault. Damping action and/or the spring adjustment may be the cause. In the Auto loading mode, the cause may be a fault in the function of the riding position compensation. In this state, the motorcycle is probably heavily damped and is uncomfortable to drive, particularly on poor roadways. Alternatively, the spring setting may be set incorrectly.

- Have the malfunction corrected as soon as possible at an authorized specialist workshop, preferably an authorized BMW Motorrad retailer.

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Hill Start Control automatically deactivated

 flashes yellow. HSC not available. Engine not running.

Possible cause:

Hill Start Control was switched off automatically.

- Fold in side stand.
- » Hill Start Control only functions when the side stand is folded in.
- Start engine.
- » Hill Start Control only functions with the engine running.

Hill Start Control cannot be activated

 is displayed. HSC not available. Side stand lined.

Possible cause:

Hill Start Control was switched off automatically.

- Fold in side stand.
- » Hill Start Control only functions when the side stand is folded in.
- Start engine.
- » Hill Start Control only functions with the engine running.

Brake temperature too high

 lights up yellow.

 Brake temperature high! To cool down, continue riding carefully. Avoid dynamic riding.



DANGER

Driving with overheated brakes

Risk of accident due to brake failure

- Adapt driving style.
- Use the engine brake to avoid frequent braking.



WARNING

Failure to observe maintenance intervals

Accident hazard

- Comply with the maintenance intervals applicable for the brakes.

Brake temperature critical

 lights up yellow.

 Brake temperature critical! To cool down, continue riding carefully. Avoid dynamic riding.

**DANGER****Driving with overheated brakes**

Risk of accident due to brake failure

- Adapt driving style.
- Use the engine brake to avoid frequent braking.

**WARNING****Failure to observe maintenance intervals**

Accident hazard

- Comply with the maintenance intervals applicable for the brakes.

Possible cause:

The brake temperature is in a critical range.

- You may continue riding carefully until the warning light goes out.

Cruise control failed

lights up yellow.



Cruise control not functioning. Onward journey possible. Testing by workshop required

Possible cause:

The control unit has detected an error.

- It must be noted that cruise control and distance control (ACC) are not available.
- You may continue riding. Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Distance control has failed temporarily

lights up yellow.



ACC temporarily failed. Onward journey possible.

Possible cause:

The radar sensor function is impaired.

- It must be noted that the distance control (ACC) function is temporarily unavailable. Cruise control is still available.
- You may continue riding. Check the radar sensor. Remove soiling or objects covering the radar sensor.
- Observe the care and cleaning instructions (➔ 234).

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Distance control failed



lights up yellow.



Distance control failed. Onward journey possible. Testing at workshop required.

Possible cause:

The control unit has detected an error.

- It must be noted that the distance control (ACC) function is not available. Cruise control is still available.
- You may continue riding. Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Fuel down to reserve volume



Fuel reserve is being used up. Ride to the nearest filling station.



WARNING

Rough engine running or switching off of the engine due to a fuel shortage

Accident hazard, damage to catalytic converter

- Do not drive to the extent that the fuel tank is completely empty.

Possible cause:

At the most, the fuel tank still contains the reserve fuel quantity.



Reserve fuel quantity

Approx. 1.1 gal (Approx. 4 l)

- Refueling procedure (➡ 160).

Gear not trained

—with Gearshift Assistant Pro^{OE}



The gear indicator flashes. The Gear Shift Assistant Pro has no function.

Possible cause:

—with Gearshift Assistant Pro^{OE}

The gear sensor has not been fully programmed.

- Engage idle N and let the engine run for at least 10 seconds while standing to program the idle gear.
- Shift through all gears by operating the clutch and ride in each engaged gear for at least 10 seconds.

» The gear indicator stops flashing after the gear sensor has been successfully programmed.

—After the gear sensor is fully programmed, the shift assistant Pro functions as described (➡ 183).

- If the programming process is not successful, have the

fault eliminated at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Hazard warning lights system switched on



flashes in green.



flashes in green.

Possible cause:

The hazard warning flasher was switched on by the rider.

- Hazard warning lights (➔ 66).

Service display



If service is overdue, the service date or the distance covered at which service should have been completed is accompanied by the general warning light in yellow.

If service is overdue, a yellow Check Control message is displayed. The displays for service, service appointment, and remaining distance are also highlighted with exclamation marks in the menu windows MY VEHICLE and SERVICE REQUIREMENTS.



If the service display appears more than a month before the service date, the current day's date must be reset in the instrument cluster.

This situation can occur if the battery was disconnected.

Service due



is displayed in white.

Service due! Have a service performed at a specialist workshop.

Possible cause:

Service is due because of the mileage or the date.

- Have service performed regularly by a specialist workshop, preferably an authorized BMW Motorrad retailer.

» The operating safety and road safety of the vehicle remains unchanged.

» The best-possible value retention of the vehicle is ensured.

Service date missed



lights up yellow.



is displayed in yellow.

Service overdue! Have a service performed at a specialist workshop.

Possible cause:

Service is overdue because of the riding performance or the date.

- Have service performed regularly by a specialist work-

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shop, preferably an authorized BMW Motorrad retailer.

- » The operating safety and road safety of the vehicle remains unchanged.
- » The best-possible value retention of the vehicle is ensured.

OPERATION

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IGNITION SWITCH/STEERING LOCK

Ignition keys

You are provided with 2 ignition keys.

Should you lose your radio-operated keys, refer to the notes regarding the electronic immobilizer (EWS) (➡ 61).

The same key fits the following locks:

- Ignition switch/steering lock
- Pannier lock
- Stow compartment lock
- Fuel filler cap
- Seat lock

- with topcase^{OA}
- Topcase

Locking the steering lock

- Turn handlebars to left.



- Turn the ignition key to position 1 while moving the handlebars somewhat.
 - » Ignition, lights and all function circuits switched off.
 - » Steering lock is locked.

- » The ignition key can now be removed.

Switching on the ignition



- Insert the ignition key into the ignition steering lock. Turn the key to position 1.
 - » Parking lights and all function circuits are switched on.
 - » Pre-Ride-Check is carried out. (➡ 152)
 - » ABS self-diagnosis is performed. (➡ 152)
 - » DTC self-diagnosis is performed. (➡ 153)

Welcome light

- Switch on the ignition.
 - » The parking lights light up briefly.
 - with additional headlight^{OE}
 - » The auxiliary LED headlights light up briefly.◁

Switching off the ignition



- Turn the ignition key to position **1**.
- » After the ignition has been switched off, the instrument cluster remains switched on for a short period of time and indicates possibly present fault memory entries.
- » Steering lock is not locked.
- » Electrically powered accessories remain operational for a limited period of time.
- » The battery can be recharged using the socket in the cockpit.
- » The ignition key can now be removed.
- with additional headlight^{OE}
- The auxiliary LED headlights go out shortly after the ignition has been switched off.◁

IGNITION WITH KEY-LESS RIDE

Ignition keys

–with Keyless Ride^{OE}

 The indicator light for the radio-operated key flashes as long as the radio-operated key is being searched for. If the radio-operated key or the spare key is detected, it goes out.

If the radio-operated key or the spare key is not detected, it lights up briefly.

You are provided with one radio-operated key and one spare key. Refer to the notes regarding the electronic immobilizer (EWS) ( 61) should you lose your keys.

The ignition, fuel filler cap and anti-theft alarm system are activated with the radio-operated key. The seat lock, storage compartment, Topcase and case can be operated manually.

 When the range of the radio-operated key is exceeded (e.g. in case or top-case), the motorcycle cannot be started and the central locking system cannot be locked/unlocked.

If the range is exceeded, the ignition is switched off after

60 OPERATION

approx. 90 seconds, and the central locking system is **not** locked.

It is advisable to carry the radio-operated key directly on your person (e.g. in a jacket pocket) and to also carry the spare key as an alternative.



Range of Keyless Ride radio-operated key

Approx. 3.3 ft (Approx. 1 m)

Locking the steering lock

—with Keyless Ride^{OE}

Requirement

Handlebars are turned to the left. The radio-operated key is within reception range.



- Press and hold button **1**.
 - » Steering lock audibly locks.
 - » Ignition, lights and all function circuits switched off.
- To unlock the steering lock, briefly press button **1**.

Switching on the ignition

—with Keyless Ride^{OE}

Requirement

The radio-operated key is within reception range.



- There are **two** ways to activate the ignition.

Version 1:

- Briefly press button **1**.
 - » Parking lights and all function circuits are switched on.
 - with additional headlight^{OE}
 - » LED additional headlights are switched on.◁
 - » Pre-Ride-Check is carried out. (➡ 152)
 - » ABS self-diagnosis is performed. (➡ 152)
 - » DTC self-diagnosis is performed. (➡ 153)

Version 2:

- Steering lock is engaged, press and hold button **1**.
 - » Steering lock is unlocked.
 - » Parking lights and all function circuits switched on.

- with additional headlight^{OE}
- » LED additional headlights are switched on.◀
- » Pre-Ride-Check is carried out. (➡ 152)
- » ABS self-diagnosis is performed. (➡ 152)
- » DTC self-diagnosis is performed. (➡ 153)

Switching off the ignition

–with Keyless Ride^{OE}

Requirement

The radio-operated key is within reception range.



- The ignition can be deactivated in **two** ways.

Version 1:

- Briefly press button **1**.
- » Light is switched off.
- » Steering lock is not locked.

Version 2:

- Turn handlebars to left.
- Press and hold button **1**.
- » Light is switched off.
- » Steering lock is locked.

EWS Electronic immobilizer

The motorcycle's electronics monitor the data stored in the radio-operated key through a ring antenna in the radio-operated lock. The engine control unit does not enable an engine start until the radio-operated key has been recognized as "authorized" for your motorcycle.

 An additional radio-operated key attached to the same ring as the radio-operated key used to start the engine could "irritate" the electronics, in which case the enabling signal for the engine start is not issued. Always keep the radio-operated keys separate from each other.

If you lose a radio-operated key, you can have it disabled by your authorized BMW Motorrad retailer. When having a radio-operated key disabled you should also bring all of the motorcycle's remaining keys with you.

The engine can no longer be started using a disabled radio-operated key; however, a disabled radio-operated key can be enabled again.

62 OPERATION

Spare keys are available only through an authorized BMW Motorrad retailer. As the radio-operated keys are part of an integrated safety system, the retailer is under an obligation to check your legitimacy.

Radio-operated key lost, spare key available

—with Keyless Ride^{OE}

Requirement

The spare key is available.

- Park the motorcycle, making sure that the ground is firm and level.
- If you lose your keys, refer to the notes regarding the electronic immobilizer (EWS).
- Should you lose the radio-operated key during a trip, the vehicle can be started using the spare key.



- Hold the spare key **1** to the left below the TFT display **2**.



Period in which the engine must be started. Then unlocking must be repeated.

30 s

- » Pre-Ride-Check is carried out.
- Key has been detected.
- Engine can be started.
- Starting the engine (151).

Battery of radio-operated key is drained, spare key is not available

—with Keyless Ride^{OE}

- Park the motorcycle, making sure that the ground is firm and level.



- Hold the radio-operated key **1** to the left below the TFT display **2**.



Period in which the engine must be started. Then unlocking must be repeated.

30 s

- » Pre-Ride-Check is carried out.

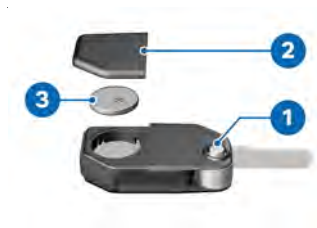
- Key has been detected.
- Engine can be started.
- Starting the engine (151).

Replacing the battery of the radio-operated key

-with Keyless Ride^{OE}

If the radio-operated key does not respond when a button is pressed for a short or long time:

- The battery for the radio-operated key is not charged to full capacity.
- » Replace battery.



- Press button **1**.
 - » Key bit folds open.
- Press battery cover **2** upward.
- Remove battery **3**.
- Dispose of the old battery in accordance with legal regulations. Do not dispose of the battery in the household waste.



ATTENTION

Unsuitable or improperly inserted batteries

Component damage

- Use a battery compliant with the manufacturer's specifications.
- When inserting the battery, make sure that the polarity is correct.
- Insert the new battery with the positive terminal facing upwards.



Battery type

For Keyless Ride radio-operated key

CR 1632

- Install battery cover **2**.
 - » The indicator light in the instrument cluster flashes.
 - » The radio-operated key is working again.

64 OPERATION

EMERGENCY-OFF SWITCH



1 Emergency-off switch



WARNING

Operation of the emergency ON/OFF switch when riding

Danger of falling due to blocking of rear wheel

- Do not operate the emergency ON/OFF switch when riding.

The engine can be switched off easily and quickly using the emergency-off switch.



A Engine is switched off

B Operating position

LIGHTING

Parking lights

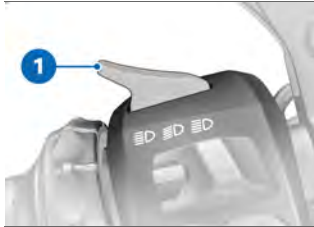
The parking lights come on automatically when the ignition is switched on.



The parking lights are a strain on the battery. Do not leave the ignition switched on longer than absolutely necessary.

Switch on low-beam headlight

- Switching on the ignition (➡ 58).
- Starting the engine (➡ 151).



- Alternatively: with the ignition turned on, pull the switch **1**.

High beams and headlight flasher

- Switching on the ignition (☛ 58).

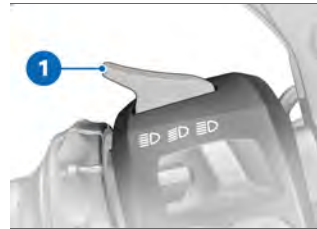


- Press switch **1** forward to switch on high beams.
- Pull switch **1** toward rear to actuate headlight flasher.

 The high-beam headlight can also be switched on when the engine is not running.

Headlight courtesy delay feature

- Switching off the ignition (☛ 59).



- Immediately after turning off the ignition, pull switch **1** back and hold until the headlight courtesy delay feature turns on.
 - » The vehicle lights light up for one minute and then turn off automatically.
 - This can be used, for example, to illuminate the path to your front door after the vehicle is parked.

Parking lights

- Switching off the ignition (☛ 59).

66 OPERATION



- Immediately after switching off the ignition, push button **1** to left and hold it until the parking lamps come on.
- Switch ignition on and then off again to switch off the parking lights.

Auxiliary headlights

—with additional headlight^{OE}

Requirement

The low beams must be switched on.

 The auxiliary headlights are approved for use as fog lights and may only be used in poor weather conditions. Comply with the country-specific road traffic regulations.



- Press button **1** to switch on the auxiliary headlights.
 lights up.
- Press button **1** again to switch off the auxiliary headlights.

Hazard warning lights

- Switching on the ignition ( 58).

 The hazard warning flashers place a strain on the battery. Do not use the hazard warning flashers for longer than absolutely necessary.



- Press button **1** to switch on the hazard warning lights.

» Ignition can be switched off.

- To switch off the hazard warning flasher, switch on the ignition, as required, and press button **1** once again.

Turn indicators

- Switching on the ignition (☛ 58).



- Press button **1** to the left to switch on the left-side turn indicators.
- Press button **1** to the right to switch on the right-side turn indicators.
- Move button **1** to the center position to switch off the turn indicators.

Comfort turn indicators



When button **1** is pushed to the right or left, the turn indicators automatically turn off under the following conditions:

- Speed is under 18 mph (30 km/h): after distance of 165 ft (50 m) is covered.
- Speed is between 18 mph and 60 mph (30 km/h and 100 km/h): after a speed-dependent distance is covered or during acceleration.
- Speed is above 60 mph (100 km/h): after turn indicator flashes five times.

When button **1** is pushed to the right or left and held slightly longer, the turn indicators will only turn off automatically after the speed-dependent distance is covered.

68 OPERATION

DYNAMIC TRACTION CONTROL (DTC)

Switching DTC function off and on

- Switching on the ignition (➡ 58).
- Call up the **Settings, Assist** menu and select **DTC**.
- Deactivate **DTC** to switch off Dynamic Traction Control DTC until the next time the ignition is switched on.



lights up.

- Activate **DTC** to switch on Dynamic Traction Control DTC. Alternative method: turn the ignition off and on again.



goes out, in the event of incomplete self-diagnosis, the DTC indicator and warning light starts flashing.

- More detailed information on the Dynamic Traction Control (DTC) can be found in the Technology in detail chapter (➡ 173).

ELECTRONIC CHASSIS AND SUSPENSION ADJUSTMENT (D-ESA)

—with Dynamic ESA^{OE}

Dynamic ESA adjustment options

The electronic Dynamic ESA chassis and suspension adjustment can automatically adapt your motorcycle to the vehicle load.

For more information on Dynamic ESA, see Chapter "Technology in detail" (➡ 178).

Adjusting damping

- Switching on the ignition (➡ 58).
- Call up the **Settings, Assist** menu and select the menu item **Damping**.
- Select the desired damping setting.



The damping cannot be adjusted while the motorcycle is being ridden.



The damping setting remains unchanged even after the ignition has been turned off.

Adjusting the load

- Starting the engine (➡ 151).
- Call up the **Settings**, **Assist** menu and select the menu item **Load**.
- Select the desired load setting.

 The load setting remains unchanged even after the ignition has been turned off.

 The load setting cannot be adjusted while the motorcycle is underway.

The following message is displayed if no load setting is possible: **Action not possible. Engine needs to run.**

The following message is displayed if no load setting is possible due to excess speed: **Action not possible. Speed too high.**

RIDING MODE

Use

BMW Motorrad has developed riding scenarios for your motorcycle from which you can select the one matching your situation:

- ECO: range-optimized riding.
- RAIN: riding on roads that are slick from rain.
- ROAD: riding on dry roads.
- with riding modes Pro^{OE}
- DYNAMIC: dynamic riding on dry roads.

The optimum interaction between engine characteristics and DTC control is provided for each of these scenarios.

–with Dynamic ESA^{OE}

The chassis and suspension adjustment also adapts to the selected scenarios.

 You can find more detailed information regarding the selectable riding modes in the "Technology in detail" chapter.

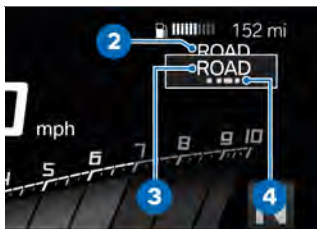
Setting riding mode

- Switching on the ignition (➡ 58).



- Press button 1.

70 OPERATION



The active riding mode **2** fades into the background and is displayed in pop-up **3**. The guide **4** shows how many riding modes are available.



- Press button **1** repeatedly until the desired riding mode is shown.

» When the motorcycle is at a standstill, the selected riding mode is activated after approx. 2 seconds.

» The new riding mode is activated while the motorcycle is in motion under the following conditions:

- The throttle grip is in neutral.
- Brake is not engaged.

» The riding mode that is set and its corresponding adjustments of engine characteristics and DTC control are retained even after the ignition is switched off.

CRUISE CONTROL

Switching on the adaptive cruise control

Requirement

DTC is switched on and ABS is active.



WARNING

Use of the cruise control in unfavorable road conditions

Accident hazard

- Do not use the cruise control in unfavorable road conditions, e.g. in snow, on ice, in torrential rain, in off-road use and on slippery surfaces.
- Do not use cruise control on roads with many curves.



- Slide switch **1** to the right.

» Button **2** is unlocked.

Storing speed



- Briefly push button **1** forward.

 Cruise control can also activate the brake.

 Setting range of cruise control (gear-dependent)

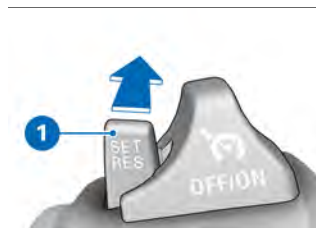
9...137 mph (15...220 km/h)

 is displayed.

» The motorcycle maintains your current cruising speed and the setting is saved.

Accelerating

 Depending on the set speed unit in the instrument cluster, the speed is increased or reduced in km/h or mph.

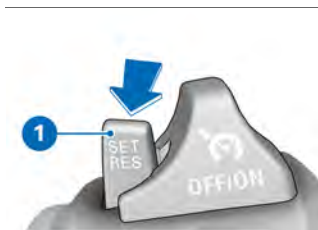


- Briefly push button **1** forward.
 - » The speed is increased by 1 mph (1.6 km/h) each time the button is pressed.
- Press button **1** forward and hold.
 - » The speed is increased in increments of 5 mph (8 km/h).
 - » If button **1** is no longer pressed, the speed reached is maintained and saved.

Decelerating

 Depending on the set speed unit in the instrument cluster, the speed is increased or reduced in km/h or mph.

72 OPERATION



- Briefly press button **1** backward.
 - » The speed is decreased by 1 mph (1.6 km/h) each time the button is pressed.
- Press button **1** back and hold.
 - » The speed is decreased in increments of 5 mph (8 km/h).
 - » If button **1** is no longer pressed, the speed reached is maintained and saved.

Deactivating the cruise control

- Actuate the brakes or throttle grip (ease the throttle beyond the default setting) to deactivate the adaptive cruise control.

-  If the clutch remains pulled for more than 1.5 seconds, cruise control is deactivated.
 - » A message is shown in the display.

Automatic deactivation

Cruise control is deactivated automatically in the following situations:

- When falling below the minimum speed (stalling protection).
- After several seconds when driving at the maximum engine speed.
- In case of ABS or DTC intervention.
- In case of a system error.

If cruise control was automatically deactivated, a message appears in the display.

Resuming previous cruising speed



- Briefly push button **1** back to return to the speed saved beforehand.

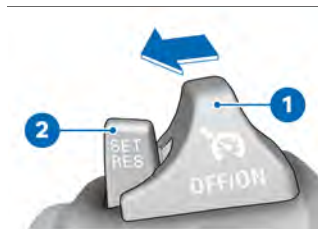
-  Cruise control is not deactivated by accelerating. If you release the throttle grip, the motorcycle will decelerate only to the cruising speed saved in memory, even though

you might have wanted to slow down to a lower speed.



is displayed.

Switching off cruise control



- Push switch **1** to the left.
- » The system is switched off.



is hidden.

» Button **2** is locked.

Configuring the character of the distance control

- Switching on the ignition (58).
- Call up the Settings Assist menu and select Cruise control.
- Select the Speed control type menu item.
- Select desired setting.
- » The following settings for the acceleration and deceleration behavior are possible:
- Comfortable: smooth acceleration and deceleration of the motorcycle.

- Dynamic: more pronounced acceleration and deceleration for more dynamic riding style.

DISTANCE CONTROL (ACC)

–with Active Cruise Control^{OE}

Safety instructions



WARNING

ACC does not release riders from their own responsibility

Risk of accident due to misjudgment by the system

- ACC is a driver assist system and not a safety system. You alone are responsible for correct judgment of visibility conditions and the traffic situation and to intervene accordingly.
- Adhere to the imposed speed limits.
- Never take your hands off the handlebar!

74 OPERATION



WARNING

ACC cannot respond to all objects and traffic situations

Risk of accident

- ACC responds only to vehicles that are ahead and moving in the same direction. This means that pedestrians, animals and vehicles that are stationary or moving in the opposite direction are not detected. Cyclists cannot be reliably detected.
- A vehicle entering the lane from the side cannot be used as a reference object until it has been checked for plausibility by the radar. Due to this, deceleration might be late and abrupt, or it is possible that it will not occur at all.
- Observe the traffic and actively intervene in the respective situations.



WARNING

ACC is not functional in certain situations

Risk of accident if there is no control takeover request and deceleration

- The field of view of the radar must be clear for object detection. During heavy rain, fog or snow and when the radar sensors are dirty or covered, object detection is limited.
- Object detection can be impeded by environmental conditions, e.g. by strong reflections and electromagnetic interference.
- After any accident or after the motorcycle hits the vehicle ahead or tips over, the installation position of the radar sensor must be checked.
- Observe the traffic and actively intervene in the respective situations.

**WARNING**

ACC cannot detect all objects and traffic situations, or it cannot detect them correctly

Risk of accident

- ACC cannot detect certain objects or complex traffic situations correctly and, due to this, cannot issue warnings and decelerate, or it issues incorrect warnings or decelerates improperly. For example, you must brake on your own when you are approaching accident sites or vehicles at traffic lights or traffic jams.
- Object detection can be limited e.g. in cross traffic, if the road is curvy or uneven or if you are riding unstably or at an angle within a lane.
- Observe the traffic and actively intervene in the respective situations.

**WARNING**

ACC cannot compensate for excess speed differences

Risk of accident

- ACC cannot perform emergency braking. The deceleration and buildup of deceleration are limited.
- The system cannot compensate for significant speed differences, e.g. when quickly approaching a truck ahead or when another vehicle moves into your lane.
- If the setting range of ACC is exceeded, objects cannot be detected as quickly due to the high speed. Therefore, heightened caution is mandatory.
- Observe the traffic and actively intervene in the respective situations.

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WARNING

ACC can lose track of detected objects

Risk of accident

- When ACC deselects a detected object erroneously, the motorcycle will accelerate to the set speed. This can be the case when riding around curves, for instance.
- Observe the traffic and actively intervene in the respective situations.



WARNING

ACC cannot sufficiently decelerate at high speeds going around curves

Risk of accident

- Curve control reduces the riding speed if the adaptive cruise control is active and the leaning angle is too great. When a vehicle has been detected, the motorcycle decelerates more slowly when at a leaning angle.
- Choose an appropriately low speed.



ATTENTION

ACC can misidentify certain objects and traffic situations

Risk of injury due to unexpected brake intervention

- Certain objects and complex traffic situations can cause ACC to issue unnecessary warnings and decelerate. For instance, a narrowed lane (construction area) or flying objects (e.g. balls or plastic bags) can result in a warning or a deceleration being issued by ACC.
- Observe the traffic and actively intervene in the respective situations.



When riding in other countries, the country-specific provisions for operating radar sensors must be observed. The radar sensor must be disconnected if ACC has no radar license for a particular country and the country-specific provisions require it.

Switchover between cruise control and ACC

- Observe safety instructions (73).
- Switching on the ignition (58).

**WARNING****Reduced support after switchover to cruise control**

Risk of accident

- Unlike ACC, cruise control does not respond to the traffic ahead but adjusts the speed to the stored value.
- Observe the traffic and actively intervene in the respective situations.

- Go to Settings, Assist menu, select Cruise control.
- Activate or deactivate the Activate ACC.



- As an alternative, press and hold the button 1.
- » A switchover between cruise control and ACC takes place.
- Note automatic deactivation (72).
- For more information on the distance control (ACC),

see the Technology in detail (175) chapter.

Operating the ACC Requirement

Activate ACC has been activated.

- Observe safety instructions (73).
- Switching on the adaptive cruise control (70).



- Storing speed (71).



If the speed is above the setting range, the speed will be adjusted to the maximum speed.



Setting range of distance control (gear-dependent)

19...99 mph (30...160 km/h)



- To switch on, briefly press the button 1.
- » ACC is switched on.

78 OPERATION

- » The set distance is briefly shown in the display.
- To switch off, switch over to cruise control or switch off cruise control altogether.
- Note automatic deactivation (72).
- For more information on the distance control (ACC), see the Technology in detail (175) chapter.

Displays in the TFT display

The following icons may be displayed in the TFT display when operating ACC:

Indicator lights

- » No object is detected:



is displayed in green.

- » An object is detected:



is displayed in green.

- » Rider exceeds the set speed by turning the throttle grip:



is displayed in green.

Warning lights

- » The system caused ACC control to be shut off:



is displayed in red.

- » A hazardous situation has been detected and cannot be avoided.



flashes red.

If a warning light appears in the TFT display:

- Take action to avoid potential danger.

Setting distance



- Briefly press button 1.
- » The set distance is briefly shown in the display.



WARNING

Selected distance is too short for the traffic situation

Risk of accident

- Adjust the distance according to the traffic and weather conditions.
- Maintain the legally prescribed safety distance.

- Repeatedly press the button **1** briefly until the distance has been set.

» The following settings are available:

 Short distance

 Medium distance

 Long distance

» If the ACC detects an object ahead that is moving in the same direction, this is visualized by adding a car to the displayed icon.

» The distance setting remains unchanged even after the ignition has been turned off.

HILL START CONTROL

Activating and deactivating the Hill Start Control

- Switching on the ignition (➡ 58).
- Call up the Settings, Assist menu, then activate or deactivate the menu item Hill Start Control.



The icon **1** for Hill Start Control is displayed in the upper status line and in the Pure Ride view.

Operating the Hill Start Control Requirement

Vehicle is at a standstill with engine running.



ATTENTION

Failure of the drive-off assistant

Risk of accident

- Secure the vehicle through manual braking.

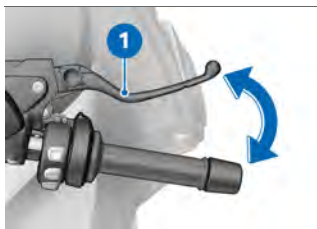


Hill Start Control is only a convenience system for easier hill-starting and should, therefore, not be confused with a parking brake.



You can find more detailed information regarding Hill Start Control in the "Technology in detail" chapter.

80 OPERATION



- Apply handbrake lever **1** or footbrake lever firmly and then release again.



is displayed in green.

- » Hill Start Control is activated.
- To switch off Hill Start Control, activate the brake lever **1** or the footbrake lever again.



is hidden.

- Alternatively, ride off in 1st or 2nd gear.



Hill Start Control is deactivated automatically when driving off.



disappears after the brake has been released completely.

- » Hill Start Control is deactivated.
- For more information on Hill Start Control, see Technology in detail (185) chapter.

Operating the

Hill Start Control Pro

—with riding modes Pro^{OE}

Requirement

Vehicle is at a standstill with engine running.



ATTENTION

Failure of the drive-off assistant

Risk of accident

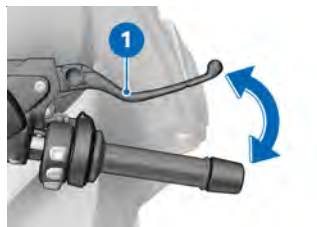
- Secure the vehicle through manual braking.



Hill Start Control Pro is only a comfort system to make starting on hills easier and should therefore not be confused with a parking brake.



Hill Start Control Pro drive-off assistant should not be used for gradients of more than 40%.



- Apply handbrake lever **1** or footbrake lever firmly and then release again.

- Alternatively, apply the brake for about one second after the vehicle has come to a standstill, with a gradient of at least 3%.



is displayed in green.

- » Hill Start Control Pro is activated.
- To switch off Hill Start Control Pro, activate the handbrake lever **1** or the footbrake lever again.



If Hill Start Control Pro was deactivated using the brake lever, automatic Hill Start Control is deactivated for the next 4 m.



is displayed in white.

- Alternatively, ride off in 1st or 2nd gear.



Hill Start Control Pro is deactivated automatically when driving off.



disappears after the brake has been released completely.

- » Hill Start Control Pro is deactivated.
- For more information on Hill Start Control Pro, see Technology in detail (➔ 185) chapter

Adjusting Hill Start Control Pro

—with riding modes Pro^{OE}

- Switching on the ignition (➔ 58).
- Call up the Settings, Assist menu, then select HSC Pro.
- To switch off Hill Start Control Pro, select Off.
- » Hill Start Control Pro is deactivated.
- To switch on manual Hill Start Control Pro, select Manual.
- » Hill Start Control Pro can be activated by firmly applying the handbrake or footbrake lever.
- To switch on automatic Hill Start Control Pro, select Auto.
- » Hill Start Control Pro can be activated by firmly applying the handbrake or footbrake lever.
- » When applying the brake for approximately one second after the vehicle has come to a standstill and on a slope with at least a 3% gradient, Hill Start Control Pro is activated automatically.
- » The selected setting is retained even after the ignition is turned off.

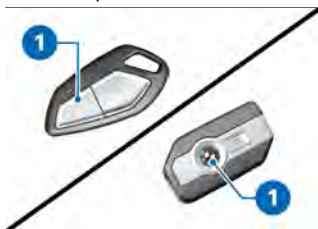
82 OPERATION

ANTI-THEFT ALARM SYSTEM (DWA)

—with anti-theft alarm system (DWA)^{OE}

Activation

- Switching on the ignition (➡ 58).
- Adapting DWA (➡ 84).
- Switching off the ignition (➡ 59).
- » If the DWA is activated, the DWA is automatically activated after the ignition is switched off.
- » Activation takes approximately 30 seconds to complete.
- » Turn signals are illuminated twice.
- » Confirmation tone sounds twice (if programmed).
- » DWA is armed.
- with central locking system^{OE} or
- with Keyless Ride^{OE}



- Switching off the ignition (➡ 59).

- Press button **1** on the remote control or radio-operated key twice.



See also the other functions of the remote control for the central locking system.

- » Activation takes 30 seconds to complete.
- » Turn signals are illuminated twice.
- » Confirmation tone sounds twice (if programmed).
- » DWA is armed.<



- To deactivate the tilt sensor (for example, if you are about to transport the motorcycle on a train and the strong swaying movement of the moving train could trip the alarm), press button **1** on the remote control or the radio-operated key during the activation phase again.
- » Turn indicators are illuminated three times.

- » Confirmation tone sounds three times (if programmed).
- » Tilt sensor is deactivated.

Alarm signal

The DWA alarm signal can be triggered by:

- Tilt sensor
- Switch-on attempt with an ignition key.
- Disconnecting the DWA from the vehicle battery (DWA battery takes over the power supply – alarm sound only, hazard warning lights do not flash).

If the DWA battery is discharged all functions remain operational; the only difference is that the alarm cannot be triggered if the system is disconnected from the vehicle battery.

The duration of the alarm signal is approx. 26 seconds. During the alarm, an alarm signal sounds, and the turn indicators flash. The type of alarm sound can be set by an authorized BMW Motorrad retailer.

- with central locking system^{OE} or
- with Keyless Ride^{OE}



You can cancel an alarm signal at any time by pressing the button **2** on the remote control or the radio-operated key, without deactivating the DWA.

If an alarm signal has been triggered while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when the ignition is switched on. The indicator light in the instrument cluster then signals the reason for the alarm signal for one minute.

Light signals on indicator light:

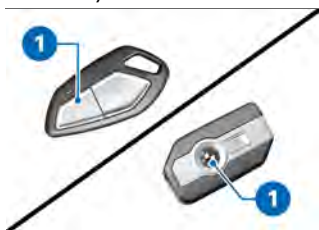
- 1 flash: tilt sensor 1
- 2 flashes: tilt sensor 2
- 3 flashes: ignition switched on with unauthorized ignition key
- 4 flashes: DWA disconnected from motorcycle battery

84 OPERATION

–5 flashes: tilt sensor 3

Deactivation

- Switching on the ignition (➡ 58).
- » Turn indicators are illuminated once.
- » Confirmation tone sounds once (if programmed).
- » DWA is switched off.
- with central locking system^{OE} or
- with Keyless Ride^{OE}



- Press button **1** on the remote control or radio-operated key once.

i If the alarm function is deactivated using the radio-operated key and the ignition is not then switched on, it will reactivate automatically after 30 seconds if "activation after ignition off" is programmed.

- » Turn indicators are illuminated once.
- » Confirmation tone sounds once (if programmed).
- » DWA is switched off.<

Adapting DWA

- Switching on the ignition (➡ 58).
- Call up the Settings, Vehicle settings menu and select Alarm system.
- » The following adjustments are available:
 - Adapting Warning signal
 - Switching Tilt sensor on and off
 - Switching Arming tone on and off
 - Switching Arm automatically on and off

Possible settings

Warning signal: Set increasing and decreasing or intermittent alarm tone.

Tilt sensor: Activate the tilt sensor to monitor the tilt of the vehicle. The DWA anti-theft alarm system responds, for example, in the event of attempted wheel theft or towing.

i Deactivate the tilt sensor when transporting the vehicle to avoid triggering the DWA.

Arming tone: Confirmation alarm tone after activating/deactivating the DWA in addition to flashing turn indicators.

Arm automatically: Automatic activation of the alarm

function when the ignition is turned off.

TIRE PRESSURE CONTROL (RDC)

—with tire pressure monitor (TPM) ^{OE}

Switching setpoint pressure warning on or off

- When the minimum tire pressure is reached, a target pressure warning can be displayed.
- Go to Settings, Vehicle settings, RDC menu.
- Switch Target pressure warn. on or off.

HEATING

Operating heated grips

 The heated grips option can only be activated when the engine is running.

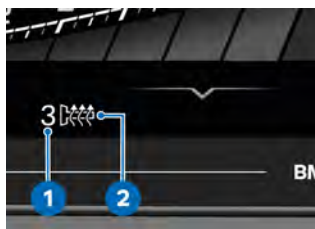
 The increase in power consumption caused by the heated grips can drain the battery if you are riding at low engine speeds. If the battery is inadequately charged, the heated grips are switched off to ensure starting capability.

- Starting the engine ( 151).
- Call up the Settings, Heating menu and select Heated handlebar grips.



The grips have five-level heating. The fifth level is used for fast heating of the grips; the switch should then be switched back to one of the lower levels.

- Select the desired heating stage.



The selected heating level **1** and the heated grip icon **2** are shown in the display.

Operating the rider's seat heating

—with seat heating ^{OE}

 Seat heating can be activated only when the engine is running.

- Starting the engine ( 151).

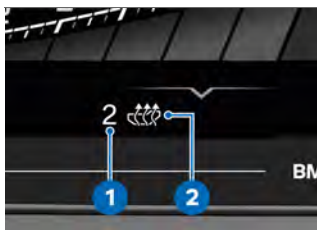
86 OPERATION

- Call up the **Settings Heating** menu and select the menu item **Seat heating**.



The rider's seat has five-level heating. The fifth level is used for fast heating of the seat; the switch should then be switched back to one of the lower levels.

- Select the desired heating stage.



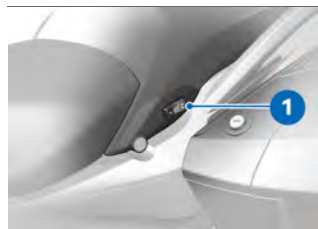
The selected heating level **1** and the heated grip icon **2** are shown in the display.

Operating passenger seat heater

—with seat heating^{OE}

 Seat heating can be activated only when the engine is running.

- Starting the engine ( 151).



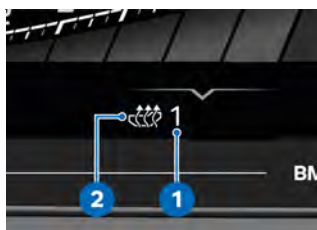
- Select the desired heating level with **1** switch.



The passenger seat has two-stage heating. The second stage is used for heating the seat quickly. It is advisable to switch back to the first stage as soon as the seat is warm.

- 2** Switch in middle position: Heating off.

- 3 Switch in one-dot position:
Low heating output.
- 4 Switch in two-dot position:
High heating output.



The selected heating level **1** and the heated grip icon **2** are shown in the display.

STORAGE COMPARTMENT

Operating the left storage compartment



- Unlock and storage compartment lock **1** using the ignition key.
- Press unlocked lock barrel downwards to open the lid.

- with central locking system^{OE}
- Press unlocked lock barrel downwards to open the lid.<



ATTENTION

High temperatures in the storage compartments, especially in summer

Damage to objects housed here, particularly electronic devices such as cellular phones and MP3 players

- Refer to the operating instructions of the electronic device for possible usage restrictions.

- Do not place objects that are sensitive to heat in the storage compartments during the summer.

Operating the right storage compartment

- with comfort telephony with enhanced smartphone connection^{OE}

88 OPERATION



- Unlock and storage compartment lock **1** using the ignition key.
- Press unlocked lock barrel downwards to open the lid.

—with central locking system ^{OE}

- Press unlocked lock barrel downwards to open the lid.◀



ATTENTION

High temperatures in the storage compartments, especially in summer

Damage to objects housed here, particularly electronic

devices such as cellular phones and MP3 players

- Refer to the operating instructions of the electronic device for possible usage restrictions.

- Do not place objects that are sensitive to heat in the storage compartments during the summer.

Inductive charging

—with comfort telephony with enhanced smartphone connection ^{OE}



Smart phones can be inductively charged using the integrated charger **1** in the right storage compartment, provided that this function is supported by the smartphone. Alternatively, the USB charging interface **2** can also be used for charging and takes precedence over inductive charging.

The storage compartment is suitable for smartphones with dimensions up to a maximum of 6.37 in x 3.07 in x 0.34 in (162 mm x 78 mm x 8.8 mm). If the USB charging interface is used for charging, the size is reduced due to the cable connection.

Starting from a temperature of 95 °F (35 °C), ventilation is switched on in the storage compartment to ensure suf-

ficient air circulation. When charging is in progress, the ventilation turns on in the storage compartment starting at 86 °F (30 °C).

Charging a smartphone

–with comfort telephony with enhanced smartphone connection^{OE}

Requirement

Ignition on.



- Pull the slide plate **2** toward the back.
- Put the smartphone into the storage compartment with the display facing up.

 If a protective sleeve is used for your smartphone, the charging performance can be limited due to the increased distance to the charging surface.

- » The indicator light **1** will be continuously lit green.
- The smartphone is charging.

- Push the pin **3** next to the slide plate **2** to the left.
- » The smartphone is fastened.

Removing a smartphone

–with comfort telephony with enhanced smartphone connection^{OE}



- Pull the slide plate **2** toward the back.
- Pull the clip **1** upward to remove the smartphone **3** more easily.

Status indicator light

–with comfort telephony with enhanced smartphone connection^{OE}

The colors of the indicator light mean the following:

- Slowly flashing green: Ready for charging.

 The indicator light flashes for 5 seconds after the ignition is switched on.

90 OPERATION

- Continuously lit green: Inductive charging or USB charging is in progress or completed.
- Quickly flashing yellow: Excess temperature or disruptive foreign object on the charger.
- Slowly flashing red: There is a fault with the fan.
- Continuously lit red: General fault.

If there is a fault, charging is not possible. Have faults corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.

CENTRAL LOCKING SYSTEM

Locking

-with central locking system^{OE}



- Turn on ignition and press button 1.

 Only motorcycles without Keyless Ride have a separate remote key for the central locking system and alarm system.

- Alternative: press button 2 on the remote key or the key fob transmitter.

» The storage compartments and cases are locked.

-with topcase^{OA}

» The topcase is locked.<

» These locks can no longer be unlocked manually.

 is displayed.

-with anti-theft alarm system (DWA)^{OE}

- Note the information on the functions of the remote control for the anti-theft alarm system as described in the Operation chapter.<

Unlocking

-with central locking system^{OE}



- Turn on ignition and press button 1.

- Alternative: press button 2 on the remote key or the key fob transmitter.

» The storage compartments and cases are unlocked.

–with topcase^{OA}

» The topcase is unlocked.◁

» Once a lock has been locked manually it subsequently has to be unlocked manually as well.

–with anti-theft alarm system (DWA)^{OE}

- Note the information on the functions of the remote control for the anti-theft alarm system as described in the Operation chapter.◁

Emergency unlocking

–with central locking system^{OE}

If the central locking system refuses to unlock, you can open the cases, topcase and stowage compartments manually. The procedure is as follows:

- Removing cases (➡ 95).
- Opening case (➡ 94).



- First, turn the key in the topcase lock by 45° past the

LOCK position; then turn back to the position indicated by the dot and press in the lock barrel.

» The release lever pops up.

Registration of remote controls

–with central locking system^{OE}

–with anti-theft alarm system (DWA)^{OE}

–without Keyless Ride^{OE}

If a remote control is to be replaced or if you are going to use an additional remote control, you must always register all the remote controls in the set.

- Enable registration of the remote controls as follows:
- Switching on the ignition (➡ 58).



- Press button **2** on the remote control three times.
 - » One sound signal is issued.
- Turn off the ignition within ten seconds.

92 OPERATION

You can now proceed to register all the remote controls.

- Step through the following procedure with each remote control in turn:



- Hold down buttons **1** and **2**.
 - » LED **3** flashes for about ten seconds.
 - Once LED **3** no longer flashes, release buttons **1** and **2**.
 - » **3** LED lights up.
 - Press button **1** or button **2**.
 - » One sound signal is issued and the LED **3** goes out.
- To complete logon:
- Switching off the ignition (➡ 59).
 - » Three sound signals are issued.
 - » The logon is also ended in the following situations:
 - 4 remote controls have been logged on.
 - After logon of the first remote control, no button was pressed for approx. 30 seconds.

Synchronizing the remote controls

- with central locking system^{OE}
- with anti-theft alarm system (DWA)^{OE}
- without Keyless Ride^{OE}

If the central locking system stops responding to the signals from a remote control unit then the unit will need to be resynchronized. This scenario can arise (for example) after the remote-control unit's buttons have been pressed frequently while the unit was beyond the range of the DWA.

- Synchronize the remote-control units as follows:
- Switching on the ignition (➡ 58).



- Hold down buttons **1** and **2**.
 - » LED **3** flashes for about ten seconds.
- Once LED **3** no longer flashes, release buttons **1** and **2**.
 - » **3** LED lights up.

- Press button **1** or button **2**.
» One sound signal is issued and the LED **3** goes out.

Replacing battery in the remote-control unit

- with central locking system^{OE}
- with anti-theft alarm system (DWA)^{OE}
- without Keyless Ride^{OE}

If the LED lamp on the remote-control unit fails to light up when a button is pressed, or only lights up briefly:

- Replace the battery in the remote-control unit.



- Open the battery compartment cover **1**.
- Dispose of the old battery in accordance with legal regulations. Do not dispose of the battery in the household waste.

ATTENTION

Unsuitable or improperly inserted batteries

Component damage

- Use a battery compliant with the manufacturer's specifications.
- When inserting the battery, make sure that the polarity is correct.
- Insert the new battery with the positive terminal facing upwards.

	Battery type
For remote-control of central locking system	
CR 2032	

- » The LED on the remote control lights up; the remote control has to be synchronized.



- Press button **1** twice.
» LED **3** flashes for a few seconds.

94 OPERATION

» The remote control is ready to operate again.

CASES

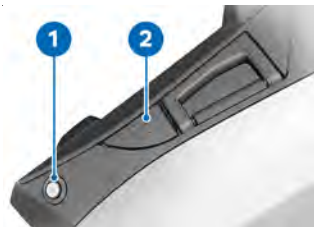
Opening case

—with central locking system^{OE}

- Open the central locking system, if necessary.



- Turn the key in the case lock to the position of the dot and remove it.



- Press the lock barrel **1** downward.
 - » The release lever **2** pops up.
- Pull the release lever **2** all the way up and open the case lid.

Closing case



- Pull release lever **2** all the way up.
- Close case lid and press down. Ensure that no objects are trapped between cover and case.

 The case can also be locked if the lock is in the **LOCK** position. Under such circumstances, ensure that the ignition key is not in the case.

- Press release lever **2** down until it engages.
- Turn key to **LOCK** position in case lock and remove.

Removing cases



- Turn key to **RELEASE** position in case lock.
» Carrying handle pops out.



- Pull carrying handle **3** upward as far as possible.
» Case is released and can be removed.

Attaching a case

- Fold up the carrying handle to the limit position.



- Insert case in the brackets **4**.



- Press the carrying handle **3** down until it engages.
- Turn key to **LOCK** position in case lock and remove.

Maximum payload and maximum speed

Observe maximum payload and maximum speed.

The following values apply for the combination described here:

 Maximum speed when riding with a loaded case

max 112 mph (max 180 km/h)

96 OPERATION

	Payload per case
max 22 lbs (max 10 kg)	

TFT DISPLAY

05

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100 TFT DISPLAY

GENERAL NOTES

Warnings



WARNING

Operation of a smartphone while riding or with the engine running

Accident hazard

- Observe the relevant road traffic regulations.
- Do not use while riding (except for applications without operation such as telephony via the hands-free system).



WARNING

Distraction from traffic conditions and loss of control

Risk of accident through the use of integrated information systems and communication devices during the journey

- Operate these systems or devices only if the traffic situation allows.
- If necessary, stop and operate the system or devices at a standstill.

Connectivity functions

Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the TFT display is connected with a mobile end device and a helmet (111). You can find more information about the Connectivity functions at: bmw-motorrad.com/connectivity



If the fuel tank is between the mobile end device and the TFT display, the Bluetooth connection may be restricted. BMW Motorrad recommends storing the mobile end device above the fuel tank (e.g. in the jacket pocket).



Depending on the mobile end device, the scope of the Connectivity functions may be limited.

BMW Motorrad

Connected App

With the BMW Motorrad Connected App, you can call up information about the vehicle and usage. To use some features such as navigation, the app must be installed on the mobile end device and be connected to the TFT display. The app starts the route guidance and adapts the navigation. In

addition to the Bluetooth connection, the WiFi function must be activated on the mobile end device.

 On some mobile devices, e.g. with operating system iOS, the BMW Motorrad Connected App must be called up before using.

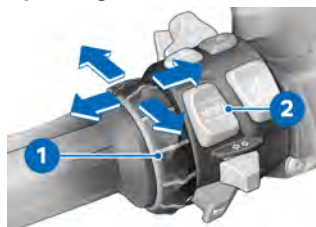
Notice concerning current status

After the editorial deadline, there may be updates to the TFT display. For this reason, some aspects of your motorcycle may vary from the descriptions in these Operating Instructions. Updated information at:

bmw-motorrad.com/service

PRINCIPLE

Operating elements



All content on the display is controlled by the Multi-Controller **1** and the rocker button MENU **2**.

The following functions are possible depending on the context.

Functions of the Multi-Controller

Turning Multi-Controller

upwards:

- Moving the mouse pointer up in lists.
- Make settings.
- Increase volume.

Turning Multi-Controller

downwards:

- Move the mouse pointer down in lists.
- Make settings.
- Reduce volume.

102 TFT DISPLAY

Tilting the Multi-Controller to the left:

- Activate the function according to the operating feedback.
- Activate function to the left or back.
- After settings, return to menu view.
- In the menu view: move up one hierarchy level.
- In the My Vehicle menu: leaf to the next menu sheet.

Tilting the Multi-Controller to the right:

- Activate the function according to the operating feedback.
- Confirm selection.
- Confirm settings.
- Leaf to the next menu step.
- Scroll to right in lists.
- In the My Vehicle menu: leaf to the next menu sheet.

Rocker button MENU functions

 Navigation instructions are displayed as a dialog if the Navigation menu has not been called up. Operation of the MENU rocker button is temporarily restricted.

Briefly press the MENU up:

- In the menu view: move up one hierarchy level.
- In the Pure Ride view: Change display for rider info. status line.

MENU long press up:

- In the Menu view: Open Pure Ride view.

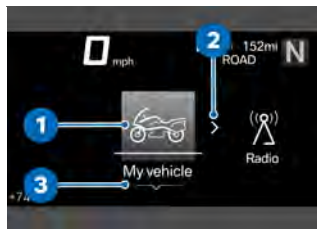
MENU short press down:

- Change a hierarchy level down.
- No function when lowest hierarchy level is reached.

MENU long press down:

- Return to the last menu, after a menu change has been previously carried out by long press of the rocker button MENU at the top.

Operating instructions in the main menu



The operating instructions indicate whether and which interactions are possible.



Meaning of the operating instructions:

- Operating instructions 1: the left end has been reached.
- Operating instructions 2: you can scroll to the right.
- Operating instructions 3: you can scroll down.
- Operating instructions 4: you can scroll to the left.
- Operating instructions 5: the right end has been reached.

Operating instructions in submenus

In addition to the operating instructions in the main menu, there are additional operating instructions in submenus.



Meaning of the operating instructions:

- Operating instructions 1: the current display is in a hierarchical menu. One icon indicates a submenu level. Two icons indicate two or more submenu levels. The color of the icon changes depending on whether it is possible to return to the top.
- Operating instructions 2: another submenu level can be called up.
- Operating instructions 3: there are more entries than can be displayed.

Show Pure Ride view

- Press and hold the top MENU rocker button.

104 TFT DISPLAY

Switching functions on and off

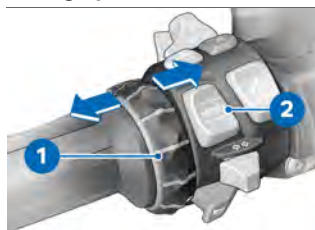


Some items are preceded by a box. The box indicates whether the function is switched on or off. Action icons after the menu items illustrate what is switched by briefly tilting the Multi-Controller to the right.

Examples for switching on and off:

- Icon **1** indicates that the function is switched on.
- Icon **2** indicates that the function is switched off.
- Icon **3** indicates that the function can be switched off.
- Icon **4** indicates that the function can be switched on.

Calling up the menu

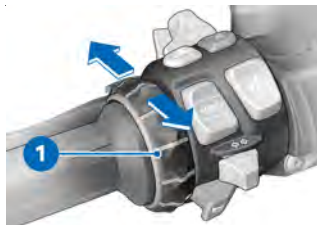


- Show Pure Ride view (103).
- Briefly press button **2** downward.

The following menus can be called up:

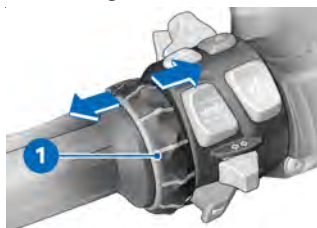
- My vehicle
- Radio
- Navigation
- Media
- Telephone
- Settings
- Briefly press the Multi-Controller **1** to the right repeatedly until the desired menu item is highlighted.
- Briefly press button **2** downward.

Moving the mouse pointer in lists



- Calling up the menu (➡ 104).
- To move the mouse pointer down in lists, turn the Multi-Controller **1** down until the desired entry is highlighted.
- To move the mouse pointer up in lists, turn the Multi-Controller **1** up until the desired entry is highlighted.

Confirming the selection



- Select desired entry.
- Press the Multi-Controller switch **1** briefly to the right.

Calling up the last menu used

- In the Pure Ride view: press and hold the bottom of the MENU rocker button.
- » The last used menu, which was exited by pressing and holding upwards, is called up.

Changing the display for rider info. status line

Requirement

The vehicle is at a standstill. The Pure Ride view is displayed.

- Switching on the ignition (➡ 58).
- » All of the information necessary for operating the vehicle on public roads is made available from the on-board computer (e.g. TRIP 1) and the travel on-board computer (e.g. TRIP 2) in the TFT display. The information can be displayed in the upper status line.
- with tire pressure monitor (TPM) ^{OE}
- » In addition, information from the tire pressure control (RDC) can be displayed.◀
- Selecting content of driver info. status line (➡ 106).

106 TFT DISPLAY



- Press and hold button **1** to display the Pure Ride view.
- Press button **1** briefly to select the value in the upper status line **2**.

The following values can be displayed:

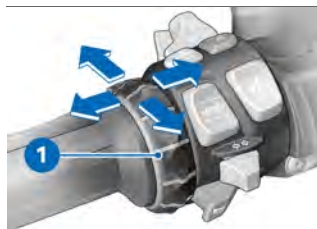
- OdometerTotal
- Trip distance recorder 1
TRIP 1
- Trip distance recorder 2
TRIP 2
-  Average consumption 1
-  Average consumption 2
-  Riding time 1
-  Ride time 2
-  Break 1
-  Break time 2

-  Average speed 1
-  Average speed 2
-  Tire pressure
-  Fuel gauge
-  Range

Selecting content of driver info. status line

- Call up menu Settings, Display, Status line content.
- Turn on desired displays.
» It is possible to change between the selected displays in the driver info. status line. If no displays are selected, only the range is shown.

Making settings



- Select desired settings menu and confirm.

- Turn the Multi-Controller **1** down until the desired setting is highlighted.
 - If operating instructions are present, tilt the Multi-Controller **1** to the right.
 - If operating instructions are present, tilt the Multi-Controller **1** to the left.
- » The setting is saved.

Switching Speed Limit Info on or off

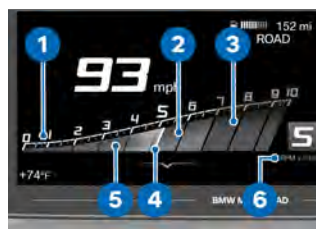
Requirement

The vehicle is connected to a compatible mobile end device. The BMW Motorrad Connected app is installed on the mobile end device.

- **Speed Limit Info** displays the currently permitted maximum speed insofar as this information is provided by the editor of the maps in the navigation system.
- Call up menu **Settings, Display**.
- Switch **Speed Limit Info** on or off.

PURE RIDE VIEW

Tachometer



- 1 Scale
- 2 Low engine speed range
- 3 High / red engine speed range
- 4 Needle
- 5 Drag pointer
- 6 Unit for tachometer: 1000 RPM

 The red engine speed range changes depending on the coolant temperature: The colder the engine, the lower the speed at which the red engine speed range begins. The warmer the engine, the higher the speed at which the red engine speed range begins. When the operating temperature has been reached, the red engine speed range display will no longer change.

108 TFT DISPLAY

Range



The range **1** indicates how far you can ride with the remaining fuel. This distance is calculated on the basis of average consumption and the fuel quantity on board.

- When the motorcycle is propped on its side stand, the slight angle of inclination means that the sensor cannot register the fuel quantity correctly. For this reason, the range is only recalculated when the side stand is folded in.
- The range is displayed together with a warning once the fuel reserve is reached.
- After refueling, the range is recalculated if the fuel quantity is greater than the fuel reserve.
- The calculated range is only an approximate figure.

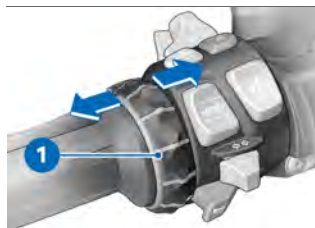
Upshift recommendation



The upshift recommendation in the Pure Ride **1** view or in the status line **2** indicates the best time for an upshift from an economical perspective.

SPLIT SCREEN

Switching on the split screen and selecting a display



- Show Pure Ride view (103).
- Briefly press the Multi-Controller **1** to the left or right repeatedly until the desired display appears.
- As an alternative, press the Multi-Controller **1** to the right and hold to return to the last

selected display in the split screen.

The following displays can be selected:

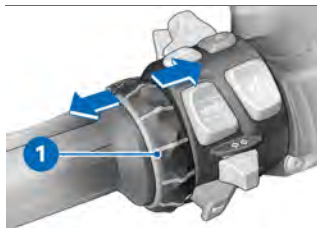
- ONBOARD COMPUTER
- TRIP COMPUTER
- Navigation
- MEDIA

-with audio system^{OE}

Depending on the selected audio source, MEDIA or RADIO can be displayed.<

» The selected display remains even after the ignition is turned off.

Switching off split screen



- Show Pure Ride view (113 103).
- Briefly press the Multi-Controller 1 repeatedly until the split screen disappears.
- As an alternative, press the Multi-Controller 1 to the left and hold.

GENERAL SETTINGS

Adjusting the volume

- Connect the rider's helmet and the passenger helmet (112).
- Increasing the volume: turn Multi-Controller upwards.
- Reducing the volume: turn Multi-Controller downwards.
- Mute: turn Multi-Controller all the way down.
- » When set to Mute, media playback is paused.

Setting the date

- Switching on the ignition (113 58).
- Call up menu Settings, System settings, Date and time, Set date.
- Set Day, Month, and Year.
- Confirm setting.

Adjusting the date format

- Call up menu Settings, System settings, Date and time, Date format.
- Select desired setting.
- Confirm setting.

Setting the clock

- Switching on the ignition (113 58).
- Call up menu Settings, System settings, Date and time, Set time.
- Set Hour and Minute.

110 TFT DISPLAY

Setting the time format

- Call up menu Settings, System settings, Date and time, Time format.
- Select desired setting.
- Confirm setting.

Setting the units of measurement

- Call up menu Settings, System settings, Units. The following units of measurement can be set:
 - Distance covered
 - with tire pressure monitor (TPM) ^{OE}
 - Pressure $\triangleleft$
 - Temperature
 - Consumption

Setting the language

- Call up menu Settings, System settings, Language. The following languages can be set:
 - German
 - English (UK)
 - English (US)
 - Spanish
 - French
 - Italian
 - Dutch
 - Polish
 - Portuguese
 - Turkish
 - Russian
 - Ukrainian

- Chinese
- Japanese
- Korean
- Thai

Adjusting brightness

- Go to Settings, Display, Brightness menu.
- Adjust brightness.
 - » The brightness of the display is dimmed to the set value if ambient brightness falls below a defined value.
 - » If the display of the TFT display is faulty, the troubleshooting chart in the Technical Data chapter may provide assistance. (▶ 239)

Resetting all settings

- All settings in the Settings menu can be reset to the factory settings.
- Call up menu Settings.
- Select Reset all and confirm. The settings of the following menus are reset:
 - Vehicle settings
 - System settings
 - Connections
 - Display
 - Information
- » Existing Bluetooth connections are not deleted.

BLUETOOTH

Short-range radio technology

Bluetooth is a short-range wireless technology. Bluetooth devices are short-range devices (transmitting with a limited range) on the license-free ISM band (Industrial, Scientific, Medical) between 2.402 GHz and 2.480 GHz. It can be operated anywhere in the world without a license being required.

Although Bluetooth is designed for establishing robust connections over short distances, faults are possible as with any other wireless technology.

Connections can be subject to interference, can be briefly interrupted or lost entirely. Especially when several devices are operated in one Bluetooth network, there is no guarantee for smooth operation in every situation.

Possible sources of interference:

- Interference fields due to transmission towers and similar.
- Devices with Bluetooth radio standard that has been incorrectly implemented.

- By nearby Bluetooth-capable devices.
- Shielding by metals or bodies.

Pairing

Two Bluetooth devices have to recognize each other before they can communicate. This process of mutual recognition is known as pairing. When two devices have paired they remember each other, so the pairing process is conducted only once, on initial contact.

 On some mobile devices, e.g. with operating system iOS, the BMW Motorrad Connected App must be called up before using.

During the pairing process, the TFT display searches for other Bluetooth-compatible devices within its reception range. The conditions that have to be satisfied before the speaker can be paired with another device are as follows:

- The Bluetooth function of the device must be activated
- The device must be "visible" to others
- Other Bluetooth-capable devices that are not to be connected must be OFF (e.g. mobile phones and navigation systems).

112 TFT DISPLAY

Please consult the operating instructions for your communication system.

Pairing

- Call up menu `Settings, Connections`.
- » Bluetooth connections can be established, managed, and deleted in the `CONNECTIONS` menu. The following Bluetooth connections are displayed:

- `Mobile device`
- `Rider's helmet`
- `Passenger helm.`

The connection status for mobile end devices is displayed.

Connecting a mobile end device

- Pairing (➡ 112).
- Activate the Bluetooth function of the mobile end device (see operating instructions for the mobile end device).
- Select `Mobile device` and confirm.
- Select `Pair new mobile device` and confirm.

Mobile end devices are searched for.



During the pairing, the Bluetooth symbol flashes in the lower status line.

Visible mobile end devices are displayed.

- Select the mobile end device and confirm.
- Observe the instructions for the mobile end device.
- Confirm that the codes match.
- » The connection is established and the connection status is updated.
- » If the connection cannot be established, the troubleshooting chart in the Technical data chapter may provide assistance. (➡ 238)
- » Depending on the mobile end device, telephone data is transferred to the vehicle automatically.
- » Telephone data (➡ 121)
- » If the phone book is not displayed, the troubleshooting chart in the Technical data chapter may provide assistance. (➡ 240)
- » If the Bluetooth connection does not work as expected, the troubleshooting chart in the Technical data chapter may provide assistance. (➡ 239)

Connect the rider's helmet and the passenger helmet

- Pairing (➡ 112).
- Select `Rider's helmet` or `Passenger helm.` and confirm.

- Show the communication system of the helmet.
- Select **Pair new rider's helmet** or **Pair new passenger helmet** and confirm. Helmets are searched for.



During the pairing, the Bluetooth symbol flashes in the lower status line.

- Visible helmets are displayed.
- Select helmet and confirm.
 - » The connection is established and the connection status is updated.
 - » If the connection cannot be established, the troubleshooting chart in the Technical data chapter may provide assistance. (238)
 - » If the Bluetooth connection does not work as expected, the troubleshooting chart in the Technical data chapter may provide assistance. (239)

Deleting connections

- Call up menu **Settings, Connections**.
- Select **Delete connections**.
- To delete an individual connection, select the connection and confirm.

- To delete all connections, select **Delete all connections** and confirm.

WiFi

WiFi connection

A WiFi connection is used to transmit the map view from a mobile phone to the TFT display. To enable the full scope of function, WiFi must be enabled on the mobile phone. More information on activating WiFi can be found in the operating instructions of the mobile phone. Depending on local conditions, such as a high number of WiFi networks, temporary limitations and connection dropouts can occur.

114 TFT DISPLAY

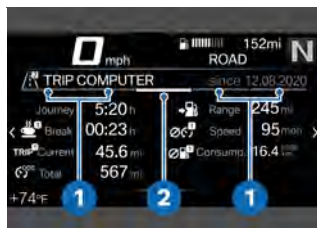
MY VEHICLE

Start screen



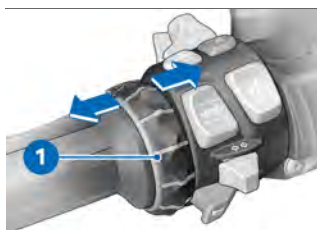
- 1 Check Control display
Layout (➡ 27)
- 2 Coolant temperature
(➡ 39)
- 3 Range (➡ 108)
- 4 Odometer
- 5 Service display (➡ 53)
- 6 Rear tire pressure (➡ 41)
- 7 Vehicle voltage (➡ 214)
- 8 Engine oil level (➡ 39)
- 9 Front tire pressure
(➡ 41)

Operating instructions



- Operating instructions **1**: tabs that show how far to the left or right you can scroll.
- Operating instructions **2**: tab that shows the position of the current menu screen.

Scrolling through menu windows



- Go to My vehicle menu.
- To scroll to the right, briefly push the Multi-Controller **1** to the right.
- To scroll to the left, briefly push the Multi-Controller **1** to the left.

The following screens are included in the My Vehicle menu:

- MY VEHICLE
- ONBOARD COMPUTER
- TRIP COMPUTER
- with tire pressure monitor (TPM) ^{OE}
- TIRE PRESSURE $\triangleleft$
- SERVICE REQUIREMENTS
- Check Control messages (if present)
- Further information on the Check Control messages can be found in the Displays (27) chapter.



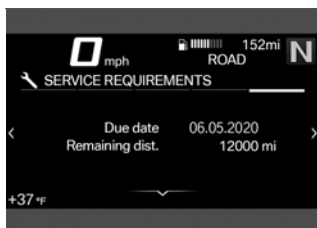
Check-Control messages are dynamically added to the menu screens in the My vehicle menu as additional tabs.

On-board computer and travel on-board computer

The ONBOARD COMPUTER and TRIP COMPUTER menu windows show the vehicle and journey data, e.g. average values.

116 TFT DISPLAY

Service requirement



If the time remaining until the next service is less than a month, or if the next service is due within 700 mi (1000 km), a white CC message is displayed.

ONBOARD COMPUTER

Calling up the on-board computer

- Go to My vehicle menu.
- Scroll to the right until the ONBOARD COMPUTER menu panel is displayed.
- » As an alternative, the on-board computer can also be displayed on the split screen.
- Switching on the split screen and selecting a display (108).

Resetting the on-board computer

- Calling up the on-board computer (117).
- Press MENU rocker button down.
- Select Reset all values or Reset individual values and confirm.

The following values can be reset individually:

- Break
- Journey
- Current (TRIP 1)
- Speed
- Consump.

Calling up the travel on-board computer

- Calling up the on-board computer (117).

- Scroll to the right until the TRIP COMPUTER menu panel is displayed.
- » As an alternative, the travel on-board computer can also be displayed on the split screen.
- Switching on the split screen and selecting a display (108).

Resetting the travel on-board computer

- Calling up the travel on-board computer (117).
- Press MENU rocker button down.
- Select Automatic reset or Reset all values and confirm.
- » If Automatic reset is selected, the travel on-board computer is automatically reset if at least 6 hours have passed since the ignition was switched off and the date has changed.

118 TFT DISPLAY

NAVIGATION

Warnings



WARNING

Operation of a smartphone while riding or with the engine running

Accident hazard

- Observe the relevant road traffic regulations.
- Do not use while riding (except for applications without operation such as telephony via the hands-free system).



WARNING

Distraction from traffic conditions and loss of control

Risk of accident through the use of integrated information systems and communication devices during the journey

- Operate these systems or devices only if the traffic situation allows.
- If necessary, stop and operate the system or devices at a standstill.

Prerequisite

The vehicle is connected to a compatible mobile end device via Bluetooth.

The BMW Motorrad Connected App is installed on the mobile end device.



On some mobile devices, e.g. with operating system iOS, the BMW Motorrad Connected App must be called up before using.

Show map view

Requirement

WiFi is activated on the mobile end device paired via Bluetooth.

- Connecting a mobile end device (➔ 112).
- Call up the BMW Motorrad Connected app.
- Go to menu *Navigation*.



If the *Navigation* view has been selected in the split screen and the *Navigation* menu is called up at the same time, the split screen view is exited automatically, and the navigation is displayed on the entire TFT display.

Entering destination address

- Connecting a mobile end device (➡ 112).
- Call up the BMW Motorrad Connected app and start the route guidance.
- Go to menu *Navigation*.
- » Active route guidance is displayed.
- If WiFi is not activated on the mobile end device, route guidance is displayed as arrow navigation.
- » If the active route guidance is not displayed, the troubleshooting chart in the Technical data chapter may provide assistance. (➡ 240)

Select destination from most recent destinations

- Call up menu *Navigation*, *Recent destinations*.
- Select destination and confirm.
- Select *Start route guidance*.

Select destination from favorites

- The *FAVORITES* menu shows all destinations that have been saved as a favorite in the BMW Motorrad Connected app. It is not possible to create new favorites on the TFT display.

- Call up menu *Navigation*, *Favorites*.
- Select destination and confirm.
- Select *Start guidance*.

Entering special destinations

- Special destinations, e.g. landmarks, can be displayed on the map.
- Call up menu *Navigation*, *POIs*.

The following locations can be selected:

- At current location
- At destination
- Along the route

- Select in which location you want to search for special destinations.

E.g. the following special destination can be selected:

- Filling station
- Select special destination and confirm.
- Select *Start route guidance and confirm*.

Specifying route criteria

- Call up menu *Navigation*, *Route criteria*.

The following criteria can be selected:

- Route type
- Avoid

- Select desired *Route type*.
- Turn desired *Avoid* on or off. The number of enabled avoidances is displayed in brackets.

120 TFT DISPLAY

Ending route guidance

- Call up menu Navigation, Active route guidance.
- Select End route guidance and confirm.

Switching spoken instructions on or off

- Connect the rider's helmet and the passenger helmet (► 112).
- The navigation can be read out by a computer voice. To do this, the Spoken instructions must be turned on.
- Call up menu Navigation, Active route guidance.
- Turn Spoken instructions on or off.

Repeating the last spoken instruction

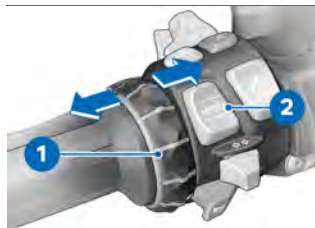
- Call up menu Navigation, Active route guidance.
- Select Current instruction and confirm.

MEDIA

Prerequisite

The vehicle is connected to a compatible mobile end device and a compatible helmet.

Controlling audio playback



- Go to menu Media.

 BMW Motorrad recommends setting the volume for media and conversations via mobile end devices to the maximum before starting a journey.

- Adjusting the volume (► 109).
- Selecting next track in the player: tilt the Multi-Controller **1** briefly to the right.
- Selecting last track or start of current track: tilt the Multi-Controller Multi-Controller **1** briefly to the left.
- Go to context menu: press button **2** down.

 Depending on the mobile end device, the scope of the Connectivity functions may be limited.

- » The following functions can be used in the context menu:
- Playback or Pause.
 - For search and playback, select the category Now play–

ing, All artists, All albums or All tracks.

–Select Playlists.

In the Audio settings submenu, you can adjust the following settings:

- Switch Shuffle on or off.
- Select Repeat: Off, One (current track) or All.
- Select Output device.
- Select Sound profile.
- Adjust Equalizer.

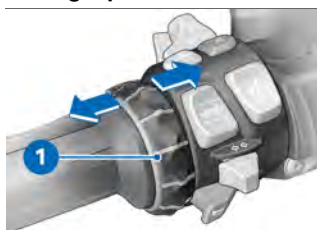
» If the playback list is not displayed on the TFT display, the troubleshooting chart in the Technical data chapter may provide assistance. (➡ 240)

PHONE

Prerequisite

The vehicle is connected to a compatible mobile end device and a compatible helmet.

Making a phone call



- Go to Telephone menu.



When a call comes in, a pop-up opens.

- Accepting a call: tilt Multi-Controller **1** to the right.
- Rejecting a call: tilt Multi-Controller **1** to the left.
- Ending a call: tilt Multi-Controller **1** to the left.

Mute

The microphone in the helmet can be muted during active conversations.

Conversations with multiple users

A second telephone call can be accepted during a conversation. The first conversation will be put on hold. The number of active telephone calls is displayed in the Telephone menu. It is possible to switch between two conversations.

Telephone data

Depending on the mobile end device, telephone data is transferred to the vehicle automatically after pairing (➡ 111).

Phone book: List of contacts saved in the mobile end device
Call list: List of telephone calls with the mobile end device

Favorites: List of favorites saved in the mobile end device

122 TFT DISPLAY

FAVORITE BUTTONS

Operating Favorite buttons



The Favorite buttons are assigned with defined functions that cannot be changed.

- Press a button lightly.
 - » The stored function is shown in the TFT display.
- Press a button firmly.
 - » The stored function is executed.
- If a function is not available because some optional equipment is not installed, a message appears.

Assignment of Favorite buttons

– with audio system^{OE}

The four Favorite buttons are assigned as follows:

- **1:** Mute audio
- **2:** Grip heating menu
- **3:** Toggle between radio and media
- **4:** Navigation

DISPLAYING SOFTWARE VERSION

- Call up menu Settings, Information, Software version.

DISPLAYING LICENSE INFORMATION

- Call up menu Settings, Information, Licenses.

AUDIO SYSTEM

06

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RADIO

Starting

- Switching on the ignition (118 58).

 After the ignition is switched on, the radio menu will be available after a short time.

Turning the radio on and off

- Call up Radio menu and turn Radio on or off.

» If the radio is turned off, Radio off is displayed in the lower status line.

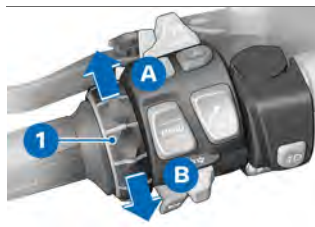
Selecting a source

- Select the Source menu. Select Favorites, AM, FM or SiriusXM. For the AM and FM wavebands, the HD radio™ option exists (availability may vary by country).

Selecting a station

- Selecting a source (118 126).
- Select the FM stations menu.

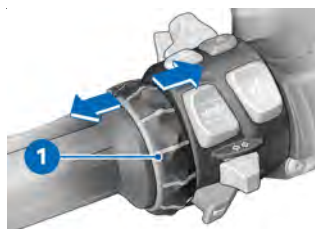
 For each selectable source, there is a specific station menu.



- Turn the Multi-Controller 1 in the A or B direction to toggle through the stations.
- Press the Multi-Controller to the right to select the desired station.

Selecting frequency

- Go to Source menu, select AM or FM.
- In the AM options or FM options menu, select the Frequency setting using the menu item Search selection.
- Switch to the player.

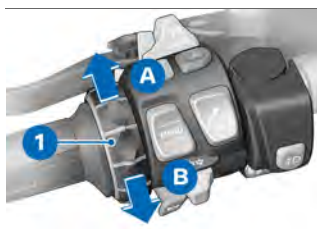


- Briefly press Multi-Controller 1 to the left or right

to set the desired frequency using the frequency band.

Saving a station

- Select a station or frequency from the frequency band.
- Press Multi-Controller to the right.
- » The station list opens.



- Turn the Multi-Controller **1** in the **A** or **B** direction to select the desired memory location.
- » The current assignment of the memory location is displayed.
- » If a station is already saved in the selected memory location, a message opens. The following selection options are available:
- Select **Cancel** to refrain from saving the selected station.
- Select **Save** in order to overwrite the memory location.
- » The station list reopens.

Favorites list

Selected stations or frequencies can be added as favorites. A total of up to 20 favorites can be saved. There are two ways to add favorites:

Variant 1

- Selecting a station (➡ 126).
- Select **Add as favorite**.
- » The previously selected station appears on the Favorites list.
- Press Multi-Controller to the right.
- » The selected station has been saved as a favorite.

Version 2

- Selecting a station (➡ 126).
- Press Multi-Controller to the right once more.
- » The Favorites list opens.
- Press Multi-Controller to the right once more.
- » The selected station has been saved as a favorite.
- » The view automatically switches back to the stations list.

Deleting a Favorites list Requirement

A Favorites list with at least one entry exists.

128 AUDIO SYSTEM

- Select **Delete list of favorites** at the bottom end of the Favorites list.
 - » A dialog opens.
- Confirm deletion.
 - » The Favorites list is deleted.

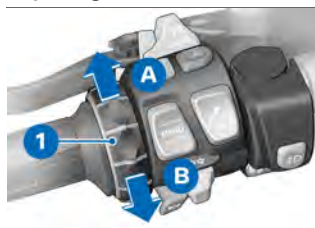
AUDIO SETTINGS

Loudspeakers and Bluetooth

The audio system plays back sound through either the vehicle's speakers, an output device connected by Bluetooth or the helmet. Should the Bluetooth function not be offered in certain countries, then audio playback is only possible via the loudspeakers.

If a BMW Motorrad communication system with Bluetooth radio standard 2.0 or higher is connected, the volume control can be operated by Multi-Controller (132). If devices are paired that are not compatible with Bluetooth radio standard 2.0 or higher, the volume cannot be controlled by Multi-Controller.

Adjusting the volume



- Turn the Multi-Controller 1 in the **A** direction to increase the volume.
- Turn the Multi-Controller 1 in the **B** direction to reduce the volume.

Selecting an output device

- Call up the **Media, Audio settings** menu and select **Output device**.
 - » The following settings are available:
 - **Speakers**: speaker for audio playback selected.
 - **Helmet**: helmet or other Bluetooth-capable output device for audio playback is selected.
 - » The default setting is **Speakers**.

Selecting a sound profile

- Call up the **Radio, Audio settings** menu and select **Sound profile**.
 - » The following settings are available:

- Bass-Boost
- Treble-Boost
- Voice
- Studio
- Balanced
- » All sound profiles take effect only if **Speakers** is selected.
- » For an optimal sound experience without a helmet, the **Studio** sound profile should be selected. All other sound profiles are optimized for playback with a helmet.

Adjusting sound settings

- Call up the **Radio, Audio** settings menu and select **Equalizer**.
- » The following settings are available:
 - Treble: reduce (-1...-5) or increase (+1...+5) treble
 - Bass: reduce (-1...-5) or increase (+1...+5) bass
 - Fader: adjust playback from front (1...) to back (...11).
 - Volume control: switch off speed-dependent volume boost (1) or select a level (2...4).
- Select the desired menu item, make the adjustment and exit the menu.
- » The sound settings take effect only if **Speakers** is selected as the output device.

Volume and speed

The audio system can automatically adapt the volume to the speed of the motorcycle. The rate at which the volume increases in relation to vehicle speed can be set on four levels. Level 4 corresponds to maximum increase. If level 1 is selected, the volume boost feature is deactivated. Automatic volume adjustment only functions if **Speakers** is selected as the output device.

PLAYER

Shown in display

The following information is displayed by the view in the TFT display (depending on country):

- Selected source (📶 126).
- Station (📶 130).
- Frequency
- Artist
- Track
- Frequency band

Changing the station or frequency

Requirement

A frequency can be selected only in the **AM** or **FM** frequency bands, and **Frequency** must be selected in the options.

- Selecting a source (📶 126).

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- Press the Multi-Controller to the right or left to select the desired station or the desired frequency.

 In order to be able to change the frequency, the **Frequency** menu item must be selected in the **AM options** or **FM options** menu.

SATELLITE RADIO

Availability

The functions for the reception of satellite radio described in this chapter are only offered in countries in which the reception of **SiriusXM** is possible.

Subscribing to a station

To listen to a station, it must first be subscribed to. Subscribing to a station can generate costs not borne by **BMW Motorrad**. Information on the available stations can be viewed at "www.sirius.com" or "www.siriusxm.com".

Activating stations

A station is activated by phone by calling the phone number 1-888-539-7474. In addition, the **Radio ID** is required.

Calling up information

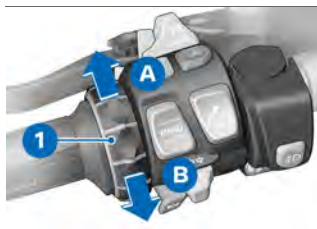
The following list entry is displayed under **Radio**, **SiriusXM** information:
Radio ID: XXXXXXXXXXXX
For support, please contact **SiriusXM Customer Care** at: 1-888-539-7474

Signal strength

If the signal is not strong enough, **SiriusXM No signal.** is displayed.

Selecting a category and station

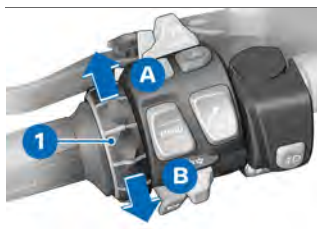
- If the category needs to be changed, call up the **SiriusXM** station menu and select **Category**.
 - » The following options are available for selection:
 - **All categories:** shows all stations subscribed to
 - **Category:** e.g. rock
 - **Unsub. channel:** shows all stations not subscribed to
- Select the desired station.



- Turn the Multi-Controller **1** in the **A** or **B** direction to select the desired station from the selected category.

Saving a station

- Selecting a category and station (➡ 130).
- Press the Multi-Controller to the right to select a station.
- Press the Multi-Controller to the right once more and select **Add as favorite**.
 - » The Favorites list opens.



- Turn the Multi-Controller **1** in the **A** or **B** direction to select the desired memory location.
 - » The current assignment of the memory location is displayed.

» If a station is already saved in the selected memory location, a message opens. The following selection options are available:

- Select **Cancel** to refrain from saving the selected station.
- Select **Save** in order to overwrite the memory location.
 - » The Favorites list closes automatically and redirects the user to the previous view.

Playing stored station Requirement

Favorites must be selected as **Source**.

- Select the **Favorites** menu item.
 - » The Favorites list is displayed.
- Press the Multi-Controller to the right to select the desired station.

System messages

Under certain circumstances, the following messages are shown:

SiriusXM subscription updated.
The subscription is updated.

SiriusXM Channel not subscribed.
The station has not been subscribed to.

132 AUDIO SYSTEM

SiriusXM No signal.
The SiriusXM service was interrupted due to a weak signal.

AUDIO PLAYBACK VIA HELMET

Connecting the rider's helmet



If a rider's helmet with BMW Motorrad communication system is connected using Bluetooth radio standard 2.0:

- The volume of the helmet speaker can be adjusted directly using the Multi-Controller **1**.
- Changing the volume in the helmet will be reflected in the display.

The volume for Helmet 2 cannot be controlled with the Multi-Controller.

SETTING

07

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136 SETTING

MIRRORS

Adjusting mirrors



- Move mirror into the desired position by pressing lightly on the edge of the glass.

HEADLIGHTS

Headlight range and spring preload

Through the adaptation of the spring preload, the headlight range generally remains constant.

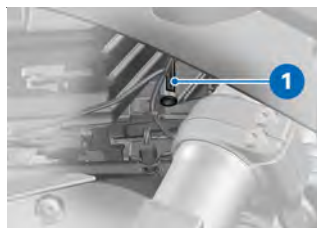
Only with a very heavy payload can adjustment of the spring preload be insufficient. If that is the case, the headlight range must be adapted to the load.



If there are doubts as to the correct headlight range, have the adjustment checked by a specialized workshop, preferably by an authorized BMW Motorrad retailer.

Adjusting the headlight range Requirement

If the spring preload adjustment is no longer able to maintain the correct beam height to avoid dazzling oncoming traffic owing to high vehicle payloads:



- Adjust the headlight range at the adjustment screw **1**.

WINDSHIELD

Adjusting the windshield

- Switching on the ignition (58).

» When riding off, the windshield automatically moves to its last position before the ignition was turned off.



- Press top of button **1** to raise the windshield.
 - Press bottom of button **1** to lower the windshield.
 - Switching off the ignition (➡ 59).
 - » The windshield automatically moves to the lower end position.
- If the windshield encounters resistance before reaching the end position, the pressure-sensitive finger guard system activates. The windshield is stopped and moves upwards slightly. After several seconds, the windshield will attempt to move to the end position again.
- Ensure clearance of the windshield.
 - » The windshield does not automatically move to the lower end position.
 - Switching on the ignition (➡ 58).
 - Move windshield to the upper and lower end positions using button **1**.

- Switching off the ignition (➡ 59).
 - » The range of adjustment of the windshield is calibrated.
 - » The windshield does not respond to pressing the button **1**.
- Please contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

If a windshield has been installed that is not approved by BMW Motorrad, correct functioning of the anti-trap mechanism cannot be guaranteed.

- In this case: Ensure the clearance of the windshield before switching off the ignition.

CLUTCH

Adjusting the clutch lever



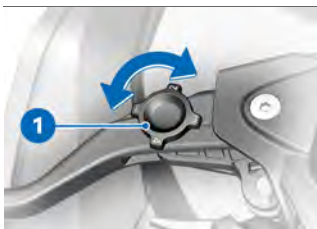
WARNING

Adjusting the clutch lever while driving

Accident hazard

- Adjust the clutch lever when the motorcycle is stationary.

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- Turn the adjustment wheel **1** into the desired position.

 The adjustment wheel can be turned more easily if you press the clutch lever forward when doing so.

» Adjustment options:

- Position 1: smallest distance between handlebar grip and clutch lever
- Position 4: largest distance between handlebar grip and clutch lever

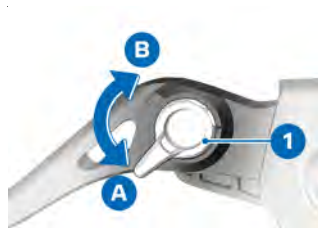
–with Option 719 Billet pack Classic II^{OE}

or

–with Option 719 Billet pack Storm II^{OE}

or

–with Option 719 Billet pack Shadow II^{OE}



- Turn the adjustment lever **1** to the desired position.

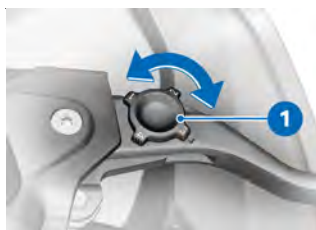
» Adjustment options:

- From position **A**: smallest distance between handlebar grip and clutch lever.
- Five steps toward position **B** to increase the distance between the handlebar grip and the clutch lever.◁

BRAKE**Adjusting the brake lever****WARNING****Adjusting the brake lever while driving**

Risk of accident

- Do not attempt to adjust the brake lever unless the motorcycle is at a standstill.



- Turn the adjustment wheel **1** into the desired position.



The adjustment wheel can be turned more easily if you press the handbrake lever forward when doing so.

» Adjustment options:

- Position 1: Smallest distance between handlebar grip and brake lever.
- Position 4: Largest distance between handlebar grip and brake lever.

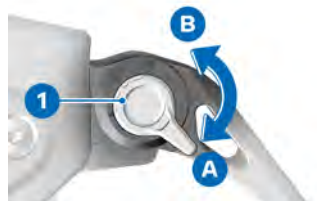
–with Option 719 Billet pack Classic II^{OE}

or

–with Option 719 Billet pack Storm II^{OE}

or

–with Option 719 Billet pack Shadow II^{OE}

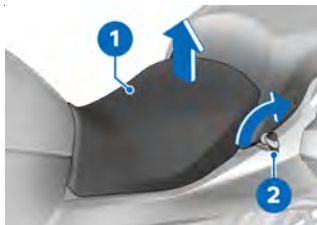


- Turn the adjustment lever **1** to the desired position.
- » Adjustment options:
- From position **A**: smallest distance between handlebar grip and handbrake lever.
- Five steps toward position **B** to increase the distance between the handlebar grip and the handbrake lever.<

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SEATS

Removing the rider's seat



- Turn the ignition key **2** clockwise.
- Lift up rider's seat **1** at the rear.



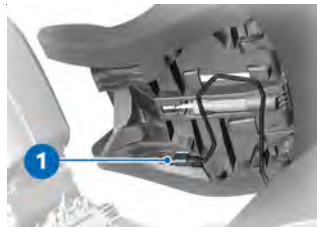
- Remove rider's seat **1** from seat bracket **3** toward rear.

—with seat heating^{OE}

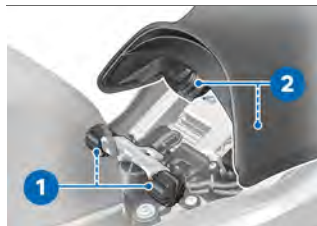
- Disconnect the plug connection **2** for the seat heater.<
- Lay rider's seat on a clean and dry surface with the upholstered side down.

Installing rider's seat

—with seat heating^{OE}



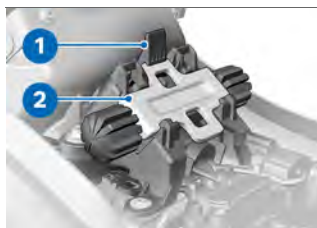
- Connect seat heating plug connection **1**.<



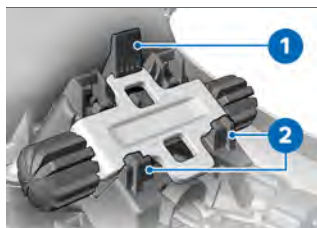
- Position the rider's seat with mounts **2** into the stop pads **1** on the left and right.
- Lower the rear of the rider's seat and engage the seat in the locking mechanism.

Adjusting the rider's seat height

- Removing the rider's seat (→ 140).



- Pull the lock **1** forward and remove the adjuster plate **2**.



- Insert adjuster plate in the desired position into the mounts **2** and then press into the lock **1**.
- Installing rider's seat (→ 140).

Removing passenger seat

- Removing the rider's seat (→ 140).



- Turn the adjuster plate to position **L** to obtain the lower seat height.
- Turn the adjuster plate to position **H** to obtain the higher seat height.



- Remove the screws **1** using the onboard vehicle tool kit.
- Pull passenger seat forwards slightly and lift.

142 SETTING

—with seat heating^{OE}



- Disconnect seat heating plug connection **1** and remove passenger seat.◁
- Lay the passenger seat on a clean and dry surface with the upholstered side down.

Installing the passenger seat

—with seat heating^{OE}



- Connect seat heating plug connection **1**.◁



- Place passenger seat on the stands **1**.



- Install the screws **1** using the onboard vehicle tool kit.

SPRING PRELOAD

Setting

It is essential to set the spring preload at the rear wheel to suit the load carried by the motorcycle. Increase spring preload if the payload increases and reduce spring preload accordingly if the payload decreases.

Adjusting the spring preload at the rear wheel



WARNING

Adjusting the spring preload while riding.

Accident hazard

- Adjust the spring preload only when the motorcycle is stationary.

- Park the motorcycle, making sure that the ground is firm and level.
- Removing suspension strut cover (➡ 191).



WARNING

Uncoordinated settings of spring preload and spring strut damping.

Poorer handling.

- Adjust damping characteristic to changed spring preload.

- To increase the spring preload, turn the adjuster wheel **1** clockwise using the tool **2**.
- To reduce the spring preload, turn the adjustment wheel **1** counterclockwise using the tool **2**.



Basic setting of spring preload, rear

—without Dynamic ESA^{OE}

Turn adjuster wheel counterclockwise as far as possible. (One-up without load)

Turn adjuster wheel as far as possible counterclockwise, then 10 turns clockwise. (One-up with load)

Turn adjuster wheel clockwise as far as possible. (Two-up and load)◁

- Installing suspension strut cover (➡ 192).

DAMPING

Setting

The damping must be adjusted to the road conditions and the spring preload.

- A rough road requires softer damping than a smooth road.
- An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

144 **SETTING**

Adjusting damping at the rear wheel

- Park the motorcycle, making sure that the ground is firm and level.
- Adjust damping from the left side of the vehicle.



- To increase damping, turn the adjusting screw **1** clockwise.
- To reduce damping, turn the adjusting screw **1** counterclockwise.

 BMW Motorrad recommends selecting the one-up with luggage setting for special vehicles.

	Basic setting of rear wheel damping
—without Dynamic ESA ^{OE}	
Turn the adjuster knob as far as possible clockwise, then 6 clicks counterclockwise. (One-up without load)	

	Basic setting of rear wheel damping
Turn the adjuster knob as far as possible clockwise, then 4 clicks counterclockwise. (One-up with load)	
Turn the adjuster knob as far as possible clockwise, then 2 clicks counterclockwise. (Two-up with load) <	

RIDING

08

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148 RIDING

SAFETY INSTRUCTIONS

Rider's equipment

Do not ride without the correct clothing! Always wear:

- Helmet
- Rider's suit
- Gloves
- Boots

This applies even to short journeys, and to every season of the year. Your authorized BMW Motorrad retailer will be happy to advise you and has the correct clothing for every purpose.



WARNING

Seizure of loose textile fabrics, luggage items or straps in open running rotating vehicle parts (wheels, prop shaft)

Risk of accident

- Make sure that no loosely worn textile fabrics can get caught in open, running and rotating vehicle parts.
- Keep luggage items as well as tension belts and lashing straps away from open, running and rotating vehicle parts.

Loading



WARNING

Reduced riding stability caused by overloading and uneven loading

Accident hazard

- Do not exceed the gross weight limit and observe the loading information.

- Adjust spring setting and damping rate for the gross vehicle weight.
- Ensure that case volumes on left and right are equal.
- Make sure that weight is uniformly distributed between right and left.
- Pack heavy luggage items and cargo as low and as close to the center of the motorcycle as possible.
- Observe the maximum payload and maximum speed; also see the Accessories chapter (➔ 95).
 - with tank bag^{OA}
- Observe the maximum payload of the tank bag.



Payload of tank bag

max 11 lbs (max 5 kg)◁

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle:

- Settings of spring struts
- Unevenly distributed load
- Loose clothing
- Insufficient tire pressure
- Tire tread in poor condition
- Etc.

Maximum speed with winter tires



DANGER

Maximum speed of the motorcycle is higher than the permissible maximum rated speed of the tires.

Risk of accident due to tire damage at high speed.

- Observe the maximum permissible speed for the tyres.

With winter tyres, the maximum permissible speed for the tyres must be observed. Attach a label specifying the maximum permissible speed in the field of view of the instrument cluster.

Risk of poisoning

Exhaust gas contains carbon monoxide, which is colorless and odorless but highly toxic.



WARNING

Harmful exhaust gas

Danger of suffocation

- Do not inhale exhaust fumes.
- Do not run the engine in closed rooms.



WARNING

Inhalation of vapors that are harmful to health

Damage to health

- Do not inhale vapors from operating fluids and plastics.
- Only use the vehicle outdoors.

Risk of burning



CAUTION

Intense heating up of engine and exhaust system while riding

Burn hazard

- After parking the motorcycle, make sure that no persons or objects come into contact with the engine and exhaust system.

150 RIDING

Catalytic converter

There is a danger of overheating and damage if misfiring causes unburned fuel to enter the catalytic converter.

The following must be observed:

- Do not run the fuel tank dry.
- Do not run the engine with the spark plug connector removed.
- Stop the engine immediately if it misfires.
- Use unleaded fuel only.
- Comply with all specified maintenance intervals.



ATTENTION

Unburned fuel in the catalytic converter

Damage to catalytic converter

- Note the points listed for protection of the catalytic converter.

Danger of overheating



ATTENTION

Engine idling for a lengthy period while at a standstill

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- After starting, ride off immediately.

Modifications



ATTENTION

Modifications to the motorcycle (e.g. engine control unit, throttle valves, clutch)

Damage to the affected parts, failure of safety-relevant functions, expiration of warranty

- Do not make any modifications.

REGULAR CHECK

Observe checklist

Use the following checklist to check your motorcycle at regular intervals.

Always before riding off

- Check operation of the brake system (➡ 194).
- Check operation of the lighting and signal system.
- Check the clutch function (➡ 199).
- Check tire tread depth (➡ 202).
- Check tire pressure (➡ 201).
- Check secure hold of cases and luggage.
- without Dynamic ESA^{OE}
- Adjust the spring preload at the rear wheel (➡ 143).
- Adjust damping at the rear wheel (➡ 144).

At every third refueling stop

- Check engine oil level (➡ 193).
- Check the front brake pad thickness (➡ 195).
- Check the rear brake pad thickness (➡ 196).
- Check the front brake fluid level (➡ 197).
- Check the rear brake fluid level (➡ 198).
- Check coolant level (➡ 199).

STARTING**Starting the engine**

- Switching on the ignition (➡ 58).
- » Pre-Ride-Check is carried out. (➡ 152)
- » ABS self-diagnosis is performed. (➡ 152)
- » DTC self-diagnosis is performed. (➡ 153)
- Engage neutral, or pull back the clutch lever if a gear is engaged.

 You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch itself off if it is started with the transmission in neutral and then a gear is engaged before retracting the side stand.

- In the case of cold start or under cold temperatures: Pull back clutch lever.



- Press starter button 1.

152 RIDING

 The starting procedure is automatically canceled if the battery voltage is too low. Recharge the battery before you attempt to start the engine again, or use jump-starting. More detailed information can be found in the Maintenance chapter under Jump-starting.

» Engine starts.

» If the engine fails to start, the troubleshooting chart in the chapter Technical Data can provide assistance. (➡ 238)

Pre-Ride-Check

After switching on the ignition, the instrument cluster performs a test of the indicator and warning lights – what we call the "Pre-Ride-Check". Starting the engine before the test is completed will cancel the remainder of the test.

Phase 1

All indicator and warning lights are switched on. After a longer standstill of the vehicle, an animation is displayed during the system start.

Phase 2

The general warning light switches from red to yellow.

Phase 3

All switched-on indicator and warning lights are switched off one after the other in reverse order.

If one of the indicator and warning lights has not been switched on:

- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

 Depending on the riding mode or its configuration, the intervention of electronic stability control systems can be restricted.

Possible restrictions are displayed as a pop-up message, e.g. Caution! ABS & DTC setting..

You can find more detailed information regarding electronic stability control systems such as ABS and DTC in the "Technology in detail" chapter.

ABS self-diagnosis

The self-diagnosis routine determines whether BMW Motorrad fully integral ABS Pro is ready for operation. The self-diagnosis starts automatically when you start the ignition.

Phase 1

- » Checking system components capable of diagnosis while vehicle is at a standstill.



flashes.

Phase 2

- » Check wheel speed sensors while riding off.



flashes.

ABS self-diagnosis completed

- » The ABS indicator and warning light goes out.



ABS self-diagnosis routine not completed

ABS is not available, as the self-diagnosis routine was not completed. (The motorcycle must reach a specified minimum speed before the system can check operation of the wheel speed sensors: 3 mph (5 km/h))

If an ABS error is displayed after the ABS self-diagnosis is completed:

- You may continue riding. Bear in mind that neither the ABS function nor the integral function is available.
- Have the malfunction corrected as soon as possible at a specialist workshop,

preferably an authorized BMW Motorrad retailer.

DTC self-diagnosis

The self-diagnosis routine is determining whether BMW Motorrad DTC is ready for operation. The self-diagnosis runs automatically when you switch on the ignition.

Phase 1

- » Check of system components monitored by the diagnostic system while the vehicle is at a standstill.



flashes slowly.

Phase 2

- » Checking system components capable of diagnosis while riding off.



flashes slowly.

DTC self-diagnosis completed

- » The DTC icon is no longer displayed.
- Check the display of all indicator and warning lights.

154 RIDING

	DTC self-diagnosis not completed
The DTC function is not available, as the self-diagnosis function has not been completed. (To check wheel speed sensors, motorcycle must reach a minimum speed with engine running: min 3 mph (min 5 km/h))	

If a DTC fault is displayed after the DTC self-diagnosis is completed:

- You may continue riding. Please note that the DTC function is restricted or is not available at all.
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

BREAKING IN

Engine

- In the period preceding the break-in service, drive in frequently changing engine load and engine speed ranges, avoiding extended periods at constant rpm.
- Choose curvy, slightly hilly sections of road if possible.
- Observe the engine run-in speeds.

	Engine break-in speeds
<5000 min⁻¹ (Mileage 0...621 miles (0...1000 km))	
No full throttle (Mileage 0...621 miles (0...1000 km))	
• Observe mileage, after which the running-in check should be performed.	
	Carrying out the running-in check
311...746 miles (500...1200 km)	

Brake pads

New brake pads must be run in before they achieve their optimum friction force. This initial reduction in braking effect can be compensated for by exerting greater pressure on the brake levers.



WARNING

New brake pads

Extension of the braking distance, accident hazard

- Brake early.

Tires

New tires have a smooth surface. They must be roughened by riding in a restrained manner at varying lean angles until the tires are run in. This running in procedure is essential if the tire tread is to achieve maximum grip.



WARNING

Loss of adhesion of new tires on wet roads and at extreme angles

Accident hazard

- Always think well ahead and avoid extreme angles.

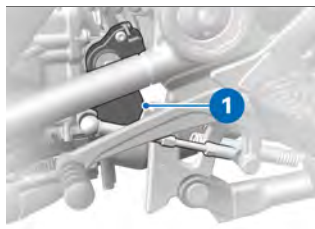
SHIFTING GEARS

—with Gearshift Assistant Pro^{OE}

Gear Shift Assistant Pro



More detailed information on Pro Gear Shift Assistant can be found in the "Technology in detail" chapter.



- The gears are shifted into as usual with foot force on the gearshift lever.
- » The sensor **1** on the gearshift shaft detects the gearshift request and triggers the shift assistance.
- » When riding at a steady speed in a low gear at high RPM, an attempt to shift gears without clutch control can cause a strong load-change response. BMW Motorrad recommends clutch control for shifting gears in these riding circumstances. Riders should avoid using the Gear Shift Assistant at engine speeds approaching the engine speed limiter.
- » Shift assistance is not available in the following situations:
 - Clutch disengaged.
 - Gearshift lever not in its initial position.

156 RIDING

- When upshifting with closed throttle valve (coasting over-run) or when decelerating.
- When downshifting with open throttle valve or when accelerating.
- To be able to perform another gear change using the Gear Shift Assistant, the gearshift lever must be fully released after the first gear shift.

BRAKES

How do you achieve the shortest braking distance?

The dynamic load distribution between the front and rear wheel changes during braking. The more pressure you apply to the brake, the greater the weight transfer to the front wheel. Increases in the load on an individual wheel are accompanied by a rise in the effective brake force that the wheel can provide.

To achieve the shortest possible braking distance, the front wheel brake must be applied quickly and with progressively greater levels of force. This procedure provides ideal utilization of the dynamic load increase to the front wheel. The clutch should also be engaged at the same

time. When the rider uses the (frequently practiced) extreme emergency braking in which the brake pressure is generated as quickly as possible and with great force, dynamic load distribution lags behind the progressive increase in deceleration rate and the brake force cannot be completely transferred to the road. Locking up of the front wheel is prevented by BMW Motorrad fully integral ABS Pro.



WARNING

Lifting off of the rear wheel due to heavy braking

Accident hazard

- When braking heavily, bear in mind that the ABS control cannot always be relied on to prevent the rear wheel from lifting off the ground.

Descending mountain passes**WARNING****Braking should be done predominantly using the rear wheel brake when riding on downhill routes**

Loss of braking effect, destruction of the brakes due to overheating

- Apply the front and rear wheel brake and use the engine brake.

**DANGER****Driving with overheated brakes**

Risk of accident due to brake failure

- Adapt driving style.
- Use the engine brake to avoid frequent braking.

**WARNING****Failure to observe maintenance intervals**

Accident hazard

- Comply with the maintenance intervals applicable for the brakes.

Wet, soiled brakes

Moisture and dirt on the brake discs and the brake pads result in a decrease in the braking effect.

Delayed or poorer braking effect must be expected in the following situations:

- When riding in the rain and through puddles.
- After washing the vehicle.
- When driving on roads with salt spread on them.
- After working on the brakes due to oil or grease residues.
- When driving on soiled roads or offroad.

**WARNING****Poorer braking action due to moisture and dirt**

Accident hazard

- Brake until brakes are dry or clean; clean if necessary.
- Brake early until the full braking action is available again.

158 RIDING

ABS Pro

Physical riding limits



WARNING

Braking in curves

Danger of falling despite ABS Pro

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the system's extra safety margin with careless riding or unnecessary risks.

ABS Pro is available in all riding modes.

—with riding modes Pro^{OE}

The supporting function of the Dynamic Brake Control is also available.

Falling cannot be excluded

Although ABS Pro represents valuable support and an enormous safety advantage for the rider when braking in the inclined position, it by no means redefines the physical riding limits. It is still possible to exceed those limits through misjudgments or riding errors. In extreme cases this may result in a fall.

Use on public roads

ABS Pro helps make riding your motorcycle on public roads even safer. When braking due to unexpected hazards in curves, ABS Pro prevents blocking and slipping of the wheels within the scope of the physical riding limits.



ABS Pro was not developed to increase the individual braking performance in the inclined position.

—with riding modes Pro^{OE}

In the event of emergency braking, Dynamic Brake Control enhances the braking effect and intervenes if the throttle grip is accidentally actuated during braking.

PARKING YOUR MOTORCYCLE

Side stand

- Switch off the engine.



ATTENTION

Poor ground conditions in area of stand

Component damage caused by tipping over

- Always check that the ground under the stand is level and firm.

**ATTENTION****Loading of the side stand with additional weight**

Component damage cause by tipping over

- Do not sit on the motorcycle when it is parked on the side stands.

- Fold out side stand and park motorcycle.
- If the slope of the road permits, turn the handlebars to the left.
- On slopes point the motorcycle uphill and engage 1st gear.

Center stand

- Switch off the engine.

**ATTENTION****Poor ground conditions in area of stand**

Component damage cause by tipping over

- Always check that the ground under the stand is level and firm.

**ATTENTION****Folding in the center stand in case of strong movements**

Component damage cause by tipping over

- Do not sit on the vehicle while it is resting on the center stand.

- Fold down center stand and prop up motorcycle.
- On slopes point the motorcycle uphill and engage 1st gear.

REFUELING**Fuel grade****Requirement**

For optimal fuel consumption, the fuel should be sulfur-free or very low in sulfur content.

**ATTENTION****Refueling with leaded fuel**

Damage to catalytic converter

- Do not refuel with leaded gasoline or gasoline with metallic additives, e.g. manganese or iron.

160 RIDING



ATTENTION

Use of Ethanol E85 as fuel

Damage to the engine and fuel supply

- Do not refuel with E85, i.e. fuel with an ethanol content of 85 %, or with Flex Fuel.

- Observe the maximum ethanol content of the fuel.



Fuel additives clean the fuel injection system and the combustion area. Fuel additives should be used when refueling with low-quality fuels or during longer periods of downtime. Your authorized BMW Motorrad retailer can provide you with more detailed information.



Recommended fuel quality

Super unleaded (max. 15% ethanol, E15)
min 89 AKI (min 95 ROZ/
RON)
90 AKI



Alternative fuel quality

Regular unleaded (restrictions with regard to power and fuel consumption) (max. 15% ethanol, E15)
min 87 AKI (min 91 ROZ/
RON)
87 AKI

Refueling procedure



WARNING

Fuel is highly flammable

Fire and explosion hazard

- Do not smoke. Never bring a naked flame near the fuel tank.



WARNING

Escaping of fuel due to expansion under exposure to heat with overfilled fuel tank
Accident hazard

- Do not overfill the fuel tank.

**ATTENTION****Contact of fuel and plastic surfaces**

Damage to surfaces (become unattractive or cloudy)

- Immediately clean plastic surfaces after contact with fuel.

- Make sure the ground is level and firm and place the motorcycle on its center stand.



- Open the protective cap **2**.
- Unlock the fuel tank cap in a clockwise direction using the ignition key **1** and fold it up.

—with central locking system^{OE}

- Press down the unlocked lock cylinder and open the cap of the fuel tank.<



- Refuel with a fuel meeting the specifications above, continuing until fuel is no higher than lower edge of the fuel filler neck.



If refueling is carried out after running on fuel reserve, the resulting filling capacity must be greater than the fuel reserve so that the new fill level is detected and the fuel reserve indicator light is switched off.



The "usable fuel quantity" specified in the technical data is the fuel quantity, which can be refueled if the fuel tank was completely emptied, i.e., if the engine dies off due to lack of fuel.



Usable fuel quantity

Approx. 6.6 gal (Approx. 25 l)

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Reserve fuel quantity

Approx. 1.1 gal (Approx. 4 l)

- Press fuel tank cap down firmly to close it.
- Remove the ignition key and close the protective flap.

Refueling procedure

—with Keyless Ride^{OE}

Requirement

Steering lock is unlocked.



WARNING

Fuel is highly flammable

Fire and explosion hazard

- Do not smoke. Never bring a naked flame near the fuel tank.



WARNING

Escaping of fuel due to expansion under exposure to heat with overfilled fuel tank

Accident hazard

- Do not overfill the fuel tank.



ATTENTION

Contact of fuel and plastic surfaces

Damage to surfaces (become unattractive or cloudy)

- Immediately clean plastic surfaces after contact with fuel.

- Make sure the ground is level and firm and place the motorcycle on its center stand.

—with Keyless Ride^{OE}

- Switching off the ignition (61).



After the ignition is switched off, the fuel filler cap can be opened within the specified run-on time even without the radio-operated key being within the reception area.



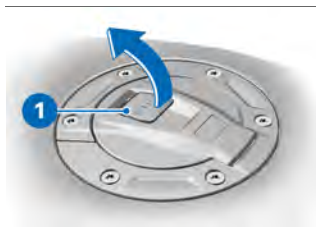
After-running period for opening the fuel filler cap

2 min

- » There are **2 ways** to open the fuel filler cap:
- Within the after-run period.
 - After the after-run period is over.

Version 1**Requirement**

Within the after-run period



- Slowly pull the lug **1** of the fuel cap upward.
- » Fuel filler cap unlocked.
- Open fuel filler cap completely.

Version 2**Requirement**

After the end of the after-run period

- Bring radio-operated key into reception range.
- Slowly pull up tab **1**.
- » The indicator light for the radio-operated key flashes as long as the radio-operated key is being searched for.
- Slowly pull the tab **1** of the fuel cap upward again.
- » Fuel filler cap unlocked.
- Open fuel filler cap completely.



- Refuel with a fuel meeting the specifications above, continuing until fuel is no higher than lower edge of the fuel filler neck.

 If refueling is carried out after running on fuel reserve, the resulting filling capacity must be greater than the fuel reserve so that the new fill level is detected and the fuel reserve indicator light is switched off.

 The "usable fuel quantity" specified in the technical data is the fuel quantity, which can be refueled if the fuel tank was completely emptied, i.e., if the engine dies off due to lack of fuel.



Usable fuel quantity

Approx. 6.6 gal (Approx. 25 l)

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Reserve fuel quantity

Approx. 1.1 gal (Approx. 4 l)

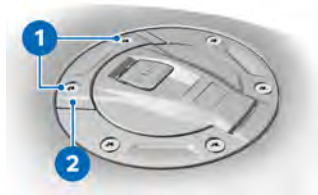
- Press fuel filler cap of fuel tank down firmly.
- » Fuel filler cap audibly engages.
- » The fuel filler cap automatically locks after the end of the after-run period.
- » The engaged fuel cap locks immediately when the steering lock is locked or the ignition is switched on.

Open fuel filler cap emergency release

—with Keyless Ride^{OE}

The fuel filler cap cannot be opened.

- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorized BMW Motorrad retailer.



- Remove screws **1**.

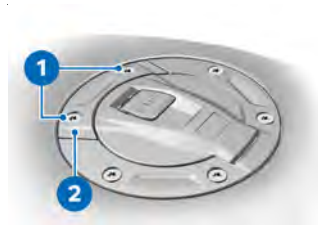
- Remove emergency release **2**.
 - » Fuel filler cap unlocked.
- Open fuel filler cap completely.
- Refueling (→ 162).
- Close fuel filler cap emergency release (→ 164).

Close fuel filler cap emergency release

—with Keyless Ride^{OE}

Requirement

Fuel filler cap is closed.



- Position the emergency release **2**.
- Install screws **1**.

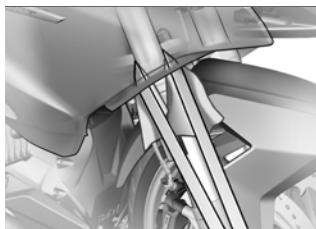
SECURING MOTORCYCLE FOR TRANSPORTATION

- Protect all components from being scratched where tensioning straps are routed, for example, by using adhesive tape or soft cloths.

**ATTENTION****Motorcycle tips to the side when raising**

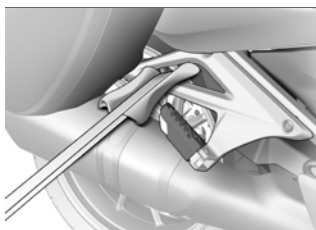
Component damage cause by tipping over

- Secure the motorcycle against tipping to the side, preferably with the assistance of a second person.
- Push the motorcycle onto the transportation flat and hold it in position; do not place it on the side stand or center stand.
- Secure the motorcycle from tipping with support from a second person.

**ATTENTION****Pinching of components**

Component damage

- Do not pinch components, e.g. brake lines or wiring harnesses.
- Pass the front tensioning straps on the left and right through the fork bridge and strap the motorcycle down.



- Fasten the rear tensioning straps on both sides of the holder for the passenger footrests and tighten.
- Tension all tensioning straps evenly; the motorcycle should

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be pulled down against its springs with the suspension compressed as much as possible.

TECHNOLOGY IN DETAIL



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170 TECHNOLOGY IN DETAIL

GENERAL NOTES

More information on the topic of technology is available at: bmw-motorrad.com/technology

ANTI-LOCK BRAKING SYSTEM (ABS)

Fully integral brake

Your motorcycle is equipped with a fully integral brake. With this brake system, both the front and rear wheel brakes are actuated upon actuation of a brake lever (hand or footbrake lever).

BMW Motorrad fully integral ABS Pro adapts the braking force distribution between the front and rear wheel brakes during braking by means of ABS modulation to suit the load carried by the motorcycle.



ATTENTION

Attempt at a burn-out despite integral function

Damage to rear-wheel brake and clutch

- Do not perform burn-out.

How does the Integral ABS work?

The maximum braking force that can be transferred to the road is partially dependent on the coefficient of friction of the road. Gravel, ice, snow and wet roads offer a considerably lower coefficient of friction than a dry, clean asphalt surface. The poorer the coefficient of friction of the road is, the longer the braking distance will be.

If the maximum transferable braking force is exceeded when the rider increases the brake pressure, the wheels begin to lock and riding stability is lost, and a fall can result. Before this situation occurs, ABS is activated and the brake pressure is adjusted to the maximum transferable braking force. This enables the wheels to continue to turn and maintains riding stability regardless of the road condition.

What happens when rough roads are encountered?

Bumpy or rough roads can briefly lead to a loss of contact between the tires and the road surface, until the transferable braking force is reduced to zero. If braking is carried out in this situation, ABS must reduce the brake pressure to ensure riding stability when restoring contact to the road. At this point in time, the BMW Motorrad fully integral ABS Pro must assume extremely low friction coefficients (gravel, ice, snow) so that the running wheels turn in every imaginable case and the driving stability is ensured. After detecting the actual conditions, the system adjusts the optimum brake pressure.

In what ways is the Integral ABS noticeable to the rider?

If the ABS system has to reduce the braking force due to the conditions described above, then vibrations can be felt through the handlebar brake lever. If the brake lever is pulled, then brake pressure is built up at the rear wheel with the integral function. If the footbrake lever is not actuated until after

this, the brake pressure already built up can be felt as counter-pressure earlier than when the footbrake lever is actuated before or together with the brake lever.

Lifting off rear wheel

However, during extremely significant and rapid decelerations it is possible that the BMW Motorrad fully integral ABS Pro cannot prevent the rear wheel from lifting off the ground. In these cases, the motorcycle can also flip end over end.



WARNING

Lifting off of the rear wheel due to heavy braking

Accident hazard

- When braking heavily, bear in mind that the ABS control cannot always be relied on to prevent the rear wheel from lifting off the ground.

What are the design characteristics of the Integral ABS?

The BMW Motorrad ABS ensures riding stability on any surface within the limits of riding physics.

172 TECHNOLOGY IN DETAIL

From a speed greater than 2.5 mph (4 km/h), the BMW Motorrad ABS can ensure riding stability on any surface within the limits of riding physics. At lower speeds, the BMW Motorrad ABS cannot provide optimal support on all surfaces due to system limitations.

The system is not optimized for the special conditions encountered under the extreme conditions of competitive off-road and racetrack use.

Special situations

To detect the tendency of the wheels to lock up, the speeds of the front and rear wheel are compared. If implausible values are detected over an extended period of time, the ABS function is deactivated for safety reasons and an ABS fault is indicated. A self-diagnosis must be completed before the fault memory entry will be displayed. Apart from problems with the BMW Motorrad ABS, unusual riding conditions can also cause a fault memory entry to be generated:

- Warm-up on the center or auxiliary stand in neutral or with gear engaged.
- Rear wheel locked-up for a longer period of time by engine brake, e.g. when riding downhill on slippery surfaces.

Should a fault memory entry occur due to an unusual riding condition, the ABS function can be reactivated by switching the ignition off and then on again.

How important is regular preventive maintenance?



WARNING

Failure to have maintenance performed on the brake system regularly.

Accident hazard

- To ensure that the ABS is in a properly maintained condition, it is vital that the specified service intervals be observed.

Reserves for safety

The potentially shorter stopping distances which BMW Motorrad fully integral ABS Pro permits must not be used as an excuse for a careless riding style. ABS is primarily a means of ensuring

a safety margin in genuine emergencies.



WARNING

Braking in curves

Risk of accident despite ABS

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the additional safety function with careless riding or unnecessary risks.

Further development of ABS to ABS Pro

In the past, the BMW Motorrad ABS system provided for a very high level of safety while braking during straight-ahead riding. Now ABS Pro also offers increased safety even when braking in curves. ABS Pro prevents the wheels from locking up, even in the event that the brakes are applied quickly. ABS Pro reduces abrupt changes in steering forces, especially during shock braking, and therefore decreases the risk of the motorcycle lifting off the ground inadvertently.

ABS control

From a technical standpoint, ABS Pro adjusts the ABS control to the angle of inclination of the motorcycle in dependence on the respective riding situation. Signals for the roll and yaw rate and the lateral acceleration are used to determine the inclination of the motorcycle.

With an increasing angle, the brake pressure gradient is increasingly limited at the start of braking. This results in a slower pressure buildup. In addition, the pressure modulation in the range of the ABS control is more uniform.

Advantages for the rider

The advantages of ABS Pro for the rider are sensitive response and high braking and riding stability with the best possible deceleration, even in curves.

DYNAMIC TRACTION CONTROL (DTC)

How does traction control work?

The traction control compares the wheel circumferential velocities of the front and rear wheels. The slip, and with it the stability reserves at the rear wheel, are determined from

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the speed difference. The engine control adapts the engine torque when the slip limit is exceeded.

BMW Motorrad DTC is designed as an assistance system for the rider and for riding on public roads. The extent to which the rider affects DTC control can be considerable (weight shifts when cornering, loose luggage on the motorcycle), especially when approaching the limits imposed by the laws of physics.

The system is not optimized for the special conditions encountered under the extreme conditions of competitive off-road and racetrack use. BMW Motorrad DTC can be switched off in such instances.



WARNING

Risky riding style

Risk of accident despite DTC

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the system's extra safety margin with careless riding or unnecessary risks.

Special situations

As lean angles increase, acceleration capability is also progressively restricted by the laws of physics. This can result in reduced acceleration when coming out of very tight curves.

To detect spinning or slipping away of the rear wheel, the DTC compares the speeds of the front and rear wheel and takes the angle of inclination and other factors into account.

If the values for the angle of inclination are detected to be implausible for a long period, a substitute value is used for the angle of inclination/the DTC is turned off. In these cases, a DTC error is displayed. A self-diagnosis must be completed before the fault memory entry will be displayed.

Under the following unusual riding conditions, the BMW Motorrad Traction Control may be switched off automatically.

Unusual riding conditions:

- Riding on the rear wheel (wheelie) for a longer period.
- Rear wheel spinning in place with front wheel brake engaged (burn-out).

- Heating up on the center stand in neutral or with gear engaged.

DYNAMIC ENGINE BRAKE CONTROL

- with riding modes Pro^{OE}

How does dynamic engine brake control work?

The purpose of the dynamic engine brake control is to safely prevent unstable riding conditions that are related to excess drag torque at the rear wheel. Depending on the road condition and riding dynamics, excess drag torque can make the slip at the rear wheel increase severely and impede riding stability. The dynamic engine brake control reduces slip at the rear wheel to a safe, setpoint slip that is dependent on the mode.

Causes of excess slip at the rear wheel:

- Riding in coasting overrun on a road with low coefficient of friction (e.g. wet leaves).
- Hopping when shifting gears down.
- Hard brake onset in sporty riding style.

Like the BMW Motorrad DTC traction control, the dynamic engine brake control compares

the wheel centrifugal velocity of the front and rear wheel, which are calculated from the wheel RPM and the tire radius. The dynamic engine brake control can determine the slip, and therefore the stability reserve, on the rear wheel using the speed difference. If the slip exceeds the respective limit value, the engine torque is increased by slightly opening the throttle valves. The slip is reduced, and the vehicle is stabilized.

Effect of the dynamic engine brake control

- In the ECO RAIN and ROAD riding modes: maximum stability.
- with riding modes Pro^{OE}
- In the DYNAMIC riding mode: Reduced intervention when compared to the ECO, RAIN and ROAD riding modes.

DISTANCE CONTROL (ACC)

- with Active Cruise Control^{OE}

What is ACC?

BMW Motorrad ACC is adaptive cruise control with distance control. The function enables the rider to specify a desired speed and desired distance from the vehicle in front. This

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speed is maintained automatically as long as the distance to motorists and cyclists in front does not fall below the distance selected by the rider. If it is undershot, the speed is reduced until the desired distance is reached again.

The rider is still in charge and can intervene at any time and overrule ACC.

The ACC function has two characteristics: *Comfortable* and *Dynamic*. They influence the acceleration and deceleration behavior when control is activated.

How does ACC work?

Objects in front are detected by the front radar sensor. At the same time, the radar sensor uses the yaw rate and vehicle speed to determine the driving path, i.e. the corridor in which the motorcycle will move in the next approx. 100 m. If one of the detected objects is located in the driving path, a response is triggered and the speed is adjusted to ensure that the desired distance to the object is achieved.

Control functions of ACC

ACC control is divided into the three following control functions:

- **Cruise control:** The speed stored by the rider is adjusted.
- **Distance control:** The speed stored by the rider is adjusted while taking into account the distance to the vehicles in front.
- **Curve control:** When riding around curves, the speed is also reduced as necessary and the function aims to achieve a comfortable angle (e.g. 20°). In addition, the braking and acceleration dynamics are limited as the angle increases so that the rider is not surprised by sudden braking or acceleration maneuvers. For example, curve control prevents unexpected acceleration when an object is lost and the selected speed is too high. An object can be lost if the vehicle in front is only detected by the radar to a limited extent when it is traveling around the curve.

Speed range of ACC

The ACC function can be activated in the following speed ranges:

- 18-100 mph (30-160 km/h)
- If ACC is activated at speeds between 100 mph (160 km/h) and 155 mph (250 km/h), a maximum speed of 100 mph (160 km/h) is selected.
- Exceeding the set speed by turning the throttle grip.

Limits of ACC

ACC is subject to the system limits described below:

- **Detected objects:** The object detection of the radar sensor is limited to vehicles driving in front.
- **Radar range:** The radar has a maximum field of vision of approx. 120 m. At high speeds and with dynamic movement of the rider's vehicle, e.g. when changing lanes, object detection may be limited.
- **Adjacent lane interference and loss of objects:** In case of an unsteady riding style, curvy roads or offset driving within a lane, detected vehicles may occasionally be assigned to the wrong lane. The distance control is then

applied to the wrong vehicle, which can lead to unexpected braking or acceleration. Due to the system-side limitation of vehicle acceleration and deceleration, drivability always remains manageable for the rider.

- **Limitation of riding dynamics:** Acceleration or deceleration of the motorcycle controlled by ACC is limited. The increase in acceleration or deceleration is also limited. This prevents a sudden, significant change in acceleration or deceleration. This limitation is further limited as the angle of the motorcycle increases. In case of very steep inclines and a heavy load, it is possible that maximum accelerations in ACC mode will not be reached.
- **Environmental influences:** The range of vision of the radar sensor can be reduced by environmental influences. Heavy rain, snow and thick fog reduce the range of vision, sometimes significantly.
- **Interfering reflections:** Strong reflections, e.g. when entering tunnels or in case of tall guardrails, can make object detection difficult.

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Influence on the ACC performance

The rider can support the performance of ACC through the following behavior:

- Steady riding style.
- Drive as close to the center of the lane as possible behind the vehicle in front.
- Clearly change lanes during passing maneuvers to support the deselection of the vehicle in front.
- Return to the lane behind vehicles in front as soon as possible to provide time for object selection.

ELECTRONIC CHASSIS AND SUSPENSION ADJUSTMENT (D-ESA)

–with Dynamic ESA^{OE}

Riding position compensation

The electronic Dynamic ESA chassis and suspension adjustment can automatically adapt your motorcycle to the vehicle load. If the suspension adjustment is set to *Auto*, the rider does not have to deal with adjusting the vehicle load.



BMW Motorrad recommends the *Auto* chassis and suspension adjustment.

When the motorcycle is started and while it is being ridden,

the system monitors the compression of the rear wheel and corrects the spring setting to ensure that the correct riding position is set. The damping is also automatically adjusted to the vehicle load.

Using ride height sensors, Dynamic ESA detects the movements of the suspension and responds to them by adjusting the EDC valves. As a result, the suspension is adjusted to the conditions of the ground surface. Dynamic ESA calibrates itself at regular intervals to ensure that the system is operating correctly.

Possible settings

Damping modes

- Road*: damping for comfortable road travel
- Dynamic*: damping for dynamic road travel

Load settings

- Min*: Minimum spring setting (only suitable as an aid for mounting the motorcycle)
- Auto*: Riding position compensation with automatic setting of spring setting and damping (recommended chassis setting)

RIDING MODE

Selection

In order to adjust the motorcycle to the road condition and the desired riding experience, it is possible to select one of the following riding modes:

- ECO
- RAIN
- ROAD

- with riding modes Pro^{OE}
- DYNAMIC

For each of these riding modes, there is a coordinated setting for the DTC systems, dynamic engine brake control and the throttle response.

- with Dynamic ESA^{OE}
- Dynamic ESA can be set regardless of the selected riding mode.

DTC can be switched off in any riding mode. The following explanations always refer to the electronic stability control systems that are switched on.

Torque and throttle response

- In ECO riding mode: restrained throttle response, reduced torque.
- In RAIN riding mode: soft throttle response, maximum torque.

- In ROAD riding mode: optimum throttle response, maximum torque.

- with riding modes Pro^{OE}

- In DYNAMIC riding mode: direct throttle response, maximum torque.

Traction control DTC

- In the RAIN riding mode: maximum stability on wet roads. Acceleration may be reduced on dry roads.
- In the ECO and ROAD riding modes: high stability on dry road. The intervention of the DTC occurs later than in the RAIN riding mode. Spinning of the rear wheel without traction is avoided wherever possible.
- In the ECO, RAIN and ROAD riding modes, the front wheel is prevented from lift-off.
- In the DYNAMIC riding mode, the intervention of the DTC occurs later than in the ECO and ROAD riding modes. High performance on dry roads. In poor road conditions, optimum stability cannot be guaranteed.

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Switchover

Riding modes can be changed when the vehicle is at a standstill with the ignition switched on. A changeover while riding is possible under the following conditions:

- No drive torque at rear wheel.
- No brake pressure in the braking system.

For a changeover while riding, the following steps must be carried out:

- Turn back throttle grip.
- Do not actuate brake lever.
- Deactivate the adaptive cruise control.

First, the desired riding mode is preselected. The switchover does not take place until the affected systems are in the required state.

The Selection menu does not disappear from the display until the riding mode has been switched over.

ECO mode

The ShiftCam technology bridges the gap between maximum dynamics and maximum efficiency. While the full load cams make the full valve stroke available for maximum combustion chamber filling and high power output,

the partial load cams open the intake valves significantly less and at different widths.

The gas exchange losses are reduced by de-throttling, friction is reduced, the mixture is agitated more thoroughly and burned more effectively, and the fuel consumption drops.

The ECO mode supports the rider by means of the ECO indicator and engine characteristics (E-gas adjustment) in the targeted operation of the combustion engine within the operating range of the partial load cam, which is the optimum for consumption, and thus to achieve a maximum range.

The fill level of the green bar of the ECO indicator in the TFT display visualizes whether the drive is operating in the consumption-optimized range of the partial load cam and, if so, at which distance to the switching threshold. The length of the bar here represents the remaining load reserve to the point of the switch to the full load cam. The color turns gray if the load requirement increases and a switch to the full load cam has taken

place. The ECO display varies depending on the selected gear, the load requirement and rotational speed. Even outside the operating range of the partial load cam, when the bar is gray, the ECO mode provides advantages with regard to an efficient riding style by reducing the maximum available torque and peak power output.

 Due to of the reduced acceleration capability in the ECO mode, it is recommended that the riding mode be changed before attempting critical passing maneuvers with a heavy vehicle load or in two-up operation.

Applying a defensive riding style can further reduce fuel consumption (186).

DYNAMIC BRAKE CONTROL

—with riding modes Pro^{OE}

Dynamic Brake Control function

The Dynamic Brake Control function helps the rider in the event of emergency braking.

Detection of emergency braking

—Emergency braking is detected when the front wheel brake is applied quickly and with force.

Behavior during emergency braking

—If emergency braking is applied at a speed of more than 6 mph (10 km/h), in addition to the ABS function, the Dynamic Brake Control function will also be activated.

—In the event of partial braking with high brake pressure gradients, Dynamic Brake Control will increase the integral brake pressure on the rear wheel. This shortens the braking distance, enabling controlled braking.

Behavior in the event of accidental activation of the throttle grip

—If the throttle grip is accidentally actuated during emergency braking (throttle position >5%), the intended braking effect is ensured by the Dynamic Brake Control ignoring the opening process of the throttle grip. This ensures the effectiveness of emergency braking.

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- If the gas is shut off (throttle position <5%) during the intervention of the Dynamic Brake Control, the engine torque required by the ABS brake system will be restored.
- If the emergency braking is stopped and the throttle grip is still under actuation, the Dynamic Brake Control will reduce the engine torque as required by the rider in a controlled manner.

TIRE PRESSURE CONTROL (RDC)

- with tire pressure monitor (TPM) ^{OE}

Function

A sensor located in each tire monitors the air temperature and the tire pressure and transmits this information to the control unit.

The sensors are equipped with a centrifugal controller, which does not enable the transmission of the measured values until the minimum speed is exceeded for the first time.



Minimum speed for the transmission of the RDC measured values:

min 19 mph (min 30 km/h)

Before initial reception of the tire pressure, -- is shown in the display for each tire. The sensors continue to transmit the measured readings for some time after the vehicle comes to a stop.



Duration of measured data transmission after motorcycle is stationary:

min 15 min

If an RDC control unit is installed but the wheels have no sensors, a fault memory entry is generated.

Tire inflation pressure ranges

The RDC control unit distinguishes between three inflation pressure ranges matched to the motorcycle:

- Tire pressure within the permissible tolerance.
- Tire pressure at the limits of the permissible tolerance.
- Tire pressure outside the permissible tolerance.

Temperature compensation

The tire pressure is temperature dependent, i.e. it increases or decreases together with the tire air temperature. The tire temperature is dependent on the outside temperature, the riding style and the length of the journey.

	The tire pressures are shown in the TFT display with temperature compensation and are always based on the following tire air temperature: 68 °F (20 °C)
---	--

Tire pressure gages at gas stations do not make any compensation for the air temperature, the tire pressure indicated depends on the temperature of the air in the tire. As a result, in most cases the values displayed there do not match the values shown in the display.

Tire pressure adjustment

Compare the RDC value in the display with the value on the back cover of the operating instructions. The difference between the two values must be compensated with the tire inflation pressure tester at the filling station.

	Example
	According to the Owner's Manual, the tire pressure should be as follows: 36.3 psi (2.5 bar)
	The multifunction display shows the following figure:

	Example
	33.4 psi (2.3 bar)
	The shortfall is thus: 2.9 psi (0.2 bar)
	The tester at the filling station shows: 34.8 psi (2.4 bar)
	To obtain the correct tire pressure, that has to be increased to the following figure: 37.7 psi (2.6 bar)

GEAR SHIFT ASSISTANT

—with Gearshift Assistant Pro^{OE}

Gear Shift Assistant Pro

Your motorcycle is equipped with the Gear Shift Assistant Pro originally developed for racing but now specially adapted for touring use. It allows you upshift and downshift under almost any load conditions and in virtually all engine-speed ranges without operating the clutch or accelerator.

Benefits

—70-80 % of all gearshifts can be performed without using the clutch.

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- Less movement between rider and passenger due to shorter gear-change intervals.
- Throttle valve does not have to be closed when changing gear under acceleration.
- During deceleration and downshifts (throttle plate closed) the system blips the throttle valve to obtain the correct engine speed.
- Shifting times are faster than when the clutch is used to shift gears.

For the system to detect the rider's intention to change gear, the gearshift lever previously not operated must be moved against the spring force by a certain amount of "overtravel" in the desired direction with a normal to brisk action and held in that position until the gear change is completed. A further increase of the force applied to the gearshift lever during the gear-shift operation is not necessary. After the gear change is completed, the gearshift lever must be fully released before the Gear Shift Assistant Pro can execute a new gear change. The load condition (throttle position) should remain constant both prior to and during execution of shifts

using the Gear Shift Assistant Pro. Changing the throttle position during the gear-shift operation may cause the function to abort and/or the gear change to fail. The Gear Shift Assistant Pro does not provide support when gears are shifted with clutch control.

Downshifts

- Downshifts are assisted up to the speed at which the engine reaches maximum rpm in the gear to be engaged. Over-revving is thus prevented.

	Maximum engine speed
max 9000 min ⁻¹	

Upshifts

- Upshifting is only possible if the current RPM is higher than the release threshold for the next higher gear.
- This prevents the idle speed from being dropped below.

	Idle speed
1050 min ⁻¹ (Engine at operating temperature)	

 Release thresholds
1st gear
min 1350 min ⁻¹
2nd gear
min 1400 min ⁻¹
3rd gear
min 1450 min ⁻¹
4th gear
min 1500 min ⁻¹
5th gear
min 1550 min ⁻¹
6th gear
min 1600 min ⁻¹

HILL START CONTROL

Hill Start Control function

The Hill Start Control ride-off assistant function prevents uncontrolled rolling back on slopes by means of targeted intervention in the fully integral ABS brake system without the rider having to continuously operate the brake lever. When Hill Start Control is activated, pressure builds in the rear brake system so that the motorcycle remains stationary on a sloping surface. The brake pressure in the brake system depends on the gradient.

Influence of gradient on brake pressure and starting behavior

- Stopping on a slight incline builds up only a small amount of brake pressure. The brake is released quickly when riding off, making it possible to ride off more smoothly. Additional opening up of the throttle grip is hardly even necessary.
- Stopping on a steeper slope increases the amount of brake pressure built up. The brake is a bit slower to release when riding off. More torque is required to ride off, making additional opening of the throttle grip necessary.

Behavior when the vehicle is rolling back or slipping

- The brake pressure increases when the vehicle is moving with Hill Start Control active.
- If the rear wheel skids, the brake is released again after approx. 3.3 ft (1 m). This prevents, for example, the vehicle from skidding with a locked rear wheel.

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Releasing the brake when switching off the engine or during timeout

Hill Start Control is deactivated when the engine is switched off using the emergency-off switch, when the side stand is folded out, or after it times out (10 minutes).

In addition to the indicator and warning lights, the following behavior is to alert the rider to the deactivation of the Hill Start Control:

Brake warning jerk

- The brake is released briefly and is immediately reactivated.
- This causes a jerking behavior that the rider can feel.
- The fully integral ABS brake system sets a speed of approx. 0.6-1.2 mph (1-2 km/h).
- The rider must brake the vehicle manually.
- After two minutes, or when the brake is applied, the cruise control is deactivated completely.

 When the ignition is switched off, the holding pressure is built up immediately and without brake warning jerk.

SHIFTCAM

Principle of ShiftCam function

The motorcycle is equipped with the BMW ShiftCam technology—a technique for varying the valve timing and the valve stroke on the intake side. The centerpiece of this technology is a one-piece intake trip camshaft that has two cams per valve to be actuated: one for partial load and one for full load. The partial load cam has been developed with regard to fuel economy optimization and smooth running. The partial load cam reduces both the valve timings adapted for this purpose and the intake valve stroke. Furthermore, the intake cams for the left and right intake valve differ in stroke and angle position when the partial load cam is activated. This causes a staggered opening of the two intake valves at different widths. The advantage is that the fuel-air mixture flowing into the combustion chamber is more strongly swirled and more effectively burned. Overall, this results in optimal fuel efficiency and noticeably improves the smoothness of running. The full load cam is optimized for performance and

releases the maximum intake valve stroke. In order to vary the valve timing and the valve stroke, the intake camshaft is shifted axially. For this purpose, the pins of an electromechanical actuator mesh with a shift gate on the intake camshaft. This allows for the actuation of the intake valves depending on load and motor speed and, as a result, an uncompromising symbiosis of performance and low fuel consumption.

ADAPTIVE HEADLIGHTS

—with Adaptive Lights^{OE}

How do the adaptive headlights work?

The standard installed dimming unit in the headlight consists of two reflectors that generate low beams using LED. Ride height sensors at the front and rear wheel suspension provide data for ongoing headlight distance control. Thanks to the pitching compensation, the light always illuminates the optimal, preset area when riding on straight stretches of road, regardless of the riding conditions and load status. Using Adaptive Headlights, the dimming unit additionally rotates around an axis, depending on

the angle, and compensates for the angle of roll of the vehicle. The angle of rotation is 70° ($\pm 35^\circ$).

In addition to the pitching compensation, the low-beam headlight learns to compensate for the angle at which riding takes place. Both movements are overlaid so that a highlight in the curve results. This results in significantly improved illumination of the road when riding around curves and thus an enormous increase in active riding safety.

MAINTENANCE

10

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190 MAINTENANCE

GENERAL NOTES

The 'Maintenance' chapter describes work involving the checking and replacement of wear parts that can be performed with a minimum of effort.

Microencapsulated screws

The microencapsulation is a chemical threadlocker. An adhesive is used to create a solid connection between screw and nut or component. Microencapsulated screws, therefore, are suitable for single use only.

After removal, the internal thread must be cleaned to remove adhesive. During installation, a new microencapsulated screw must be used. Therefore, before removal, ensure that you have suitable tools for cleaning the thread and have a replacement screw. If you carry out the work improperly, the locking function of the screw might no longer be guaranteed, which puts you in danger!

Additional information

If special tightening torques are to be taken into account for installation, these are listed. An overview of all required tightening torques is contained in the chapter "Technical data". Information on additional preventive maintenance and repair procedures is provided in the repair manual for your motorcycle on DVD, which you can obtain from your authorized BMW Motorrad retailer.

Special tools and thorough specialized knowledge are required to carry out some of the work described here. If you are in doubt, consult a specialist workshop, preferably your authorized BMW Motorrad retailer.

ONBOARD VEHICLE TOOL KIT



- 1** Screwdriver handle
- 2** Reversible screwdriver insert
Phillips PH1 and Torx T25
–Remove and install trim panel components.
- 3** Tool for oil cap
–Topping up the engine oil (➡ 194).
–Removing passenger seat (➡ 141).
–Installing the passenger seat (➡ 142).
- 4** Open-ended wrench
Key range: 8/10 mm
–Removing the battery (➡ 215).

SERVICE TOOL SET



For expanded servicing (e.g. installing and removing wheels), BMW Motorrad has set up a service toolkit designed for your motorcycle. You can obtain the toolkit from your BMW Motorrad retailer.

SPRING STRUT COVER

Removing suspension strut cover

- Park the motorcycle, making sure that the ground is firm and level.



- Loosen the spring strut cover **1** from the grommets **2**.

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Installing suspension strut cover

- Park the motorcycle, making sure that the ground is firm and level.



- Insert the spring strut cover **1** into the grommets **2**.

FRONT-WHEEL STAND

Attaching front-wheel stand



ATTENTION

Use of BMW Motorrad front wheel stand without additional center or auxiliary stand

Component damage cause by tipping over

- Place the motorcycle on a center or auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.
- Ensure that the motorcycle is standing securely.

- Make sure the ground is level and firm and place the motorcycle on its center stand.



- For a description of the correct installation, please refer to the instructions for the front-wheel stand.
- BMW Motorrad offers a suitable auxiliary stand for each motorcycle. Your authorized BMW Motorrad retailer will be very happy to assist you in choosing the suitable auxiliary stand.

ENGINE OIL

Checking engine oil level



ATTENTION

Misinterpretation of the oil filling quantity, as the oil level is temperature-dependent (the higher the temperature, the higher the oil level)

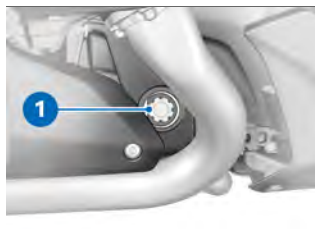
Engine damage

- Only check the oil level after a longer journey or when the engine is warm.

- Run the engine at neutral until the fan starts.
- Switch off engine at operating temperature.
- Make sure the ground is level and firm and place the motorcycle on its center stand.
- Wait five minutes to allow oil to drain into the oil pan.



BMW Motorrad recommends occasionally checking the motor oil after a journey of at least 31 mi in order to reduce the environmental impact.



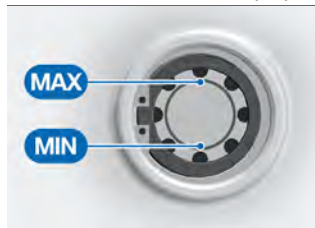
ATTENTION

Lateral tipping of the vehicle

Component damage cause by tipping over

- Secure the vehicle from tipping over laterally, preferably with the support of a second person.

- Read oil level on the display **1**.



Specified level of engine oil

Between **MIN** and **MAX** mark

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If the oil level is below the **MIN** mark:

- Topping up the engine oil (194).

If the oil level is above the **MAX** mark:

- Have the oil level corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Topping up the engine oil

- Park the motorcycle, making sure that the ground is firm and level.



- Clean the area around the oil filler opening.
- Hold the oil cover tool **1** against the oil filler opening **2** and remove by turning counterclockwise.



ATTENTION

Use of too little or too much engine oil

Engine damage

- Always make sure that the oil level is correct.

- Top up the engine oil to the specified level.



Engine oil, quantity for topping up

max 0.8 quarts (max 0.8 l)
(Difference between **MIN** and **MAX**)

- Checking engine oil level (193).
- Install the cap **2** of the oil filler opening.

BRAKE SYSTEM

Checking brake operation

- Actuate the handbrake lever.
 - » Pressure point must be clearly perceptible.
- Actuate the footbrake lever.
 - » Pressure point must be clearly perceptible.

If no clear pressure points are perceptible:

**ATTENTION****Improper working on the brake system**

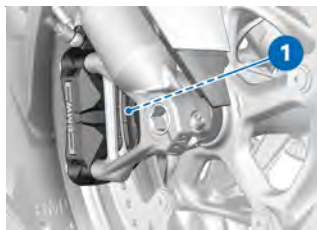
Endangering of the operating safety of the brake system

- Have all work on the brake system carried out by experts.

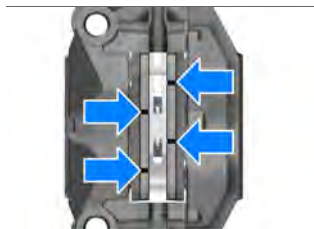
- Have the brakes checked at an authorized workshop, preferably an authorized BMW Motorrad retailer.

Checking the front brake pad thickness

- Park the motorcycle, making sure that the ground is firm and level.



- Visually inspect the brake pad thickness on the left and right. Viewing direction: between wheel and front suspension toward brake pads **1**.



Front brake-pad wear limit

0.04 in (1.0 mm) (Only friction material without carrier plate. The wear marks (grooves) must be clearly visible.)

If the wear marks are no longer clearly visible:

**WARNING****Dropping below the minimum pad thickness**

Reduced braking action, damage to the brake

- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.
- Have brake pads renewed at a specialist workshop, preferably an authorized BMW Motorrad retailer.

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Checking the rear brake pad thickness

- Park the motorcycle, making sure that the ground is firm and level.



- Conduct a visual inspection of the brake pad thickness. Direction of view: from rear, looking at brake pads **1**.



Rear brake-pad wear limit

0.04 in (1.0 mm) (Only friction material without carrier plate.)

If wear limit is reached:



WARNING

Dropping below the minimum pad thickness

Reduced braking action, damage to the brake

- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.
- Have brake pads renewed at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Checking the front brake fluid level



WARNING

Insufficient or contaminated brake fluid in the brake fluid reservoir

Considerably reduced braking power caused by air, dirt or water in the brake system

- Stop riding immediately until fault is rectified.
 - Check brake fluid level regularly.
 - Make sure that the lid of the brake fluid reservoir is cleaned before opening.
 - Make sure that brake fluid is used from a sealed container only.
- Make sure ground is level and firm and place the motorcycle on its center stand.
 - Move handlebars to straight-ahead position.



- Check brake fluid level at brake fluid reservoir for front wheel brake **1**.



The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.



Front brake fluid level

Brake fluid, DOT4

The brake fluid level must not fall below the **MIN** mark. (Brake fluid reservoir horizontal, motorcycle standing upright)

198 MAINTENANCE

If the brake fluid level falls below the approved level:

- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorized BMW Motorrad retailer.

Checking the rear brake fluid level



WARNING

Insufficient or contaminated brake fluid in the brake fluid reservoir

Considerably reduced braking power caused by air, dirt or water in the brake system

- Stop riding immediately until fault is rectified.
- Check brake fluid level regularly.
- Make sure that the lid of the brake fluid reservoir is cleaned before opening.
- Make sure that brake fluid is used from a sealed container only.
- Make sure ground is level and firm and place the motorcycle on its center stand.
- Removing suspension strut cover (➡ 191).



- Check brake fluid level at brake fluid reservoir for rear wheel brake **1**.

 The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.



Rear brake fluid level

Brake fluid, DOT4

The brake fluid level must not fall below the **MIN** mark. (Brake fluid reservoir horizontal, motorcycle standing upright)

If the brake fluid level falls below the approved level:

- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorized BMW Motorrad retailer.
- Installing suspension strut cover (➡ 192).

CLUTCH

Check clutch function

- Pull back the clutch lever.
 - » Pressure point must be clearly perceptible.

If no clear pressure point can be felt:

- Have the clutch checked by an authorized workshop, preferably an authorized BMW Motorrad retailer.

COOLANT

Checking coolant level

- Park the motorcycle, making sure that the ground is firm and level.
- Allow the engine to cool down.



- Read the coolant level on the expansion tank 1.



Required coolant level

Between **MIN** and **MAX** marks on the expansion tank (Engine cold)

If the coolant level drops below the permitted level:

- Topping up coolant (➡ 200).

200 MAINTENANCE

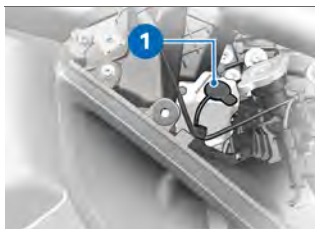
Topping up coolant



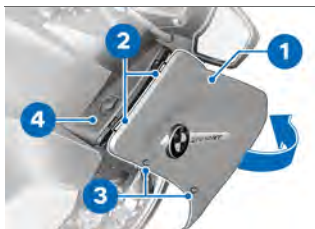
- Remove screws **1**.



- Pull the front side trim panel **1** outward.
» Holding pins **3** are pulled out of grommets.
- Pull the side trim panel **1** upward out of the side section **4** and remove it. When doing so, pay attention to the lugs **2**.



- Open the cap **1** of the coolant expansion tank and top up coolant to the specified level.
- Checking coolant level (→ 199).
- Close the cap of the coolant expansion tank.



- Attach the side trim panel **1** with lugs **2** on the side section **4**.

 Make sure that the rubber sleeves are correctly installed and not pressed out during installation.

- Swivel side trim panel **1** inward.
» Holding pins **3** are pushed into grommets.



- Install screws **1**.

TIRES

Tire recommendation

For every tire size, BMW Motorrad has tested and approved certain tire brands as roadworthy. BMW Motorrad cannot evaluate the suitability of any other tires, and can therefore take no responsibility for their riding safety.

BMW Motorrad recommends only using the tires tested and approved by BMW Motorrad. Detailed information can be obtained from your authorized BMW Motorrad retailer or on-line at:

bmw-motorrad.com/service

Checking tire pressure



WARNING

Incorrect tire inflation pressure

Poorer handling characteristic of motorcycle, reduction of tire service life

- Ensure proper tire inflation pressure.



WARNING

Automatic opening of vertically installed valve inserts at high speeds

Sudden loss of tire inflation pressure

- Use valve caps with rubber sealing ring and screw on firmly.
- Park the motorcycle, making sure that the ground is firm and level.
- Check tire pressure against data below.



Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the "Technology in detail" chapter.

202 MAINTENANCE

	Front tire pressure
36.3 psi (2.5 bar) (with tire cold)	
	Rear tire pressure
42.1 psi (2.9 bar) (with tire cold)	

If tire pressure is too low:

- Correct the tire pressure.

Checking tire tread depth



WARNING

Riding with heavily worn tyres

Risk of accident due to poorer rideability

- If necessary, replace the tyres before the legally specified minimum tread depth is reached.

- Make sure ground is level and firm and park motorcycle.
- Check tire tread depth in main tread grooves with wear indicators.



Tread wear marks are integrated into the main grooves on every tire. If the tire tread has worn down to the level of the marks, the tire is completely worn. The locations of the marks are indicated on

the edge of the tire, e.g. by the letters TI, TWI or by an arrow.

When the minimum tread depth is reached:

- Replace the worn tires.

RIMS

Check wheel rims

- Make sure ground is level and firm and park motorcycle.
- Subject wheel rims to visual inspection for defects.
- Have damaged rims checked and, if necessary, replaced by a specialist service facility, preferably an authorized BMW Motorrad retailer.

WHEELS

Effect of wheel sizes on suspension control systems

The wheel sizes play an important role with suspension control systems. The diameter and width of the wheels stored in the control unit have particular significance as the basis for all necessary calculations. A change in these sizes resulting from conversion to wheels not installed as standard equipment can seriously affect the control efficiency of these systems. The sensor rings required for wheel speed detection must also match the installed con-

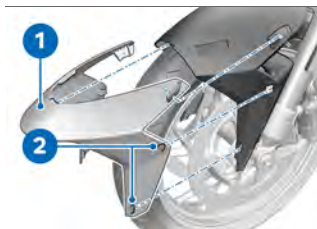
trol systems and may not be replaced.

If you want to convert your motorcycle to different wheels, please contact a specialist workshop, preferably a BMW Motorrad retailer. In some cases, the data stored in the control units can be adapted for the new wheel sizes.

Removing the front wheel

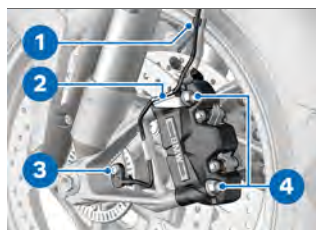


- Remove the screws **1** on the left and right.

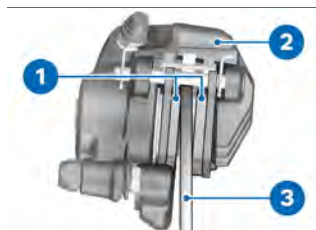


- Loosen the front-wheel cover **1** at hook **2** and remove it.

- Make sure ground is level and firm and place the motorcycle on its center stand.



- Detach wheel speed sensor cable from holding clips **1** and **2**.
- Remove the screw **3** and remove the wheel speed sensor from the drilled hole.
- Remove the mounting bolts **4** of the left and right brake calipers.



- Push brake pads **1** apart slightly by turning the brake caliper **2** back and forth against brake disc **3**.

204 MAINTENANCE

ATTENTION

Using hard or sharp-edged objects near the component

Component damage

- Do not scratch components, if necessary tape off or cover.

- Mask off areas of the wheel rim that could be scratched in the process of removing the brake calipers.

ATTENTION

Unintentional pressing together of brake pads

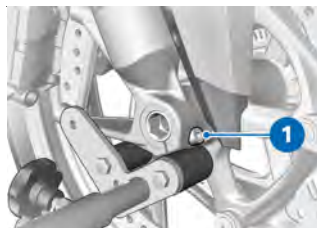
Component damage when mounting the brake caliper or when pressing the brake pads apart

- Do not actuate the brakes with the brake caliper removed.

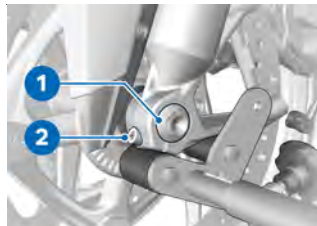
- Carefully pull the brake calipers back and outward to remove them from brake discs.
- Make sure the ground is level and firm and place the motorcycle on its center stand
- Raise front of motorcycle until the front wheel can turn freely. Use a suitable front

wheel stand to raise the motorcycle.

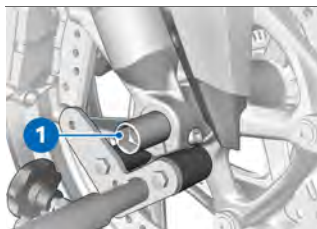
- Attaching front-wheel stand ( 192).



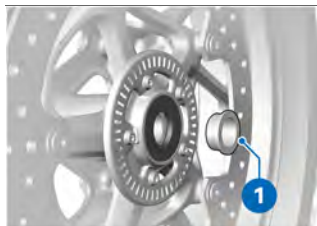
- Loosen the right axle clamping screw **1**.



- Remove the screw **1**.
- Loosen the left axle clamping screw **2**.
- Slightly press the quick-release axle inward for a better grip on the right side.



- Pull out the quick-release axle **1** while supporting the front wheel.
- Place front wheel down and roll it forward out of the front suspension.



- Remove the spacer bushing **1** from the wheel hub.

Installing the front wheel

WARNING

Use of a wheel which does not comply with series specifications

Malfunctions during control interventions by ABS and DTC

- Please see the information on the effect of wheel sizes on the ABS and DTC chassis control systems at the beginning of this chapter.

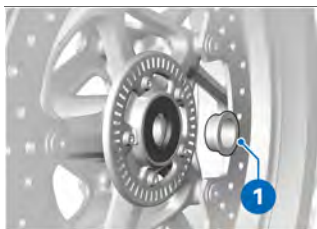
ATTENTION

Tightening of screwed connections with incorrect tightening torque

Damage or loosening of screwed connections

- Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.

206 MAINTENANCE



- Lubricate the contact surface on the spacer bushing **1**



Lubricant

Optimoly TA

- Insert the spacer bushing **1** into the wheel hub on the left side with the seat facing outwards.



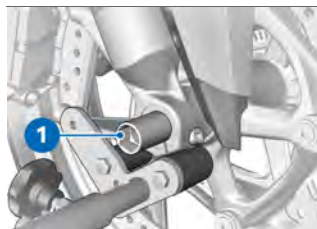
ATTENTION

Front wheel installation opposite the running direction

Accident hazard

- Observe running direction arrows on tire or rim.

- Roll the front wheel into the front suspension.



- Lubricate the quick-release axle **1**.



Lubricant

Optimoly TA



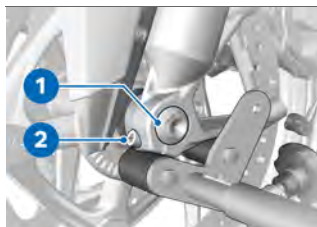
WARNING

Improper installation of quick-release axle

Loosening of the front wheel

- After the brake caliper is fastened and the spring fork is relaxed, tighten the quick-release axle and axle clamping with the specified torque.

- Lift front wheel and install quick-release axle **1**.
- Remove front wheel stand and firmly compress front forks. Do not actuate hand-brake lever at the same time.
- Attaching front-wheel stand (➡ 192).



- Install screw **1** with specified torque. Brace quick-release axle on the right side at the same time.



Quick-release axle in telescopic fork

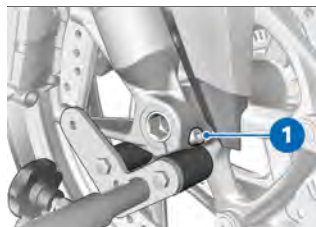
22 lb/ft (30 Nm)

- Tighten left-hand axle clamping screw **2** with appropriate torque.



Clamping screw for quick-release axle in telescopic fork

14 lb/ft (19 Nm)



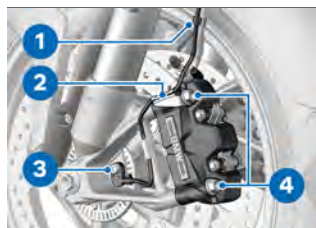
- Tighten right axle clamping screw **1** with appropriate torque.



Clamping screw for quick-release axle in telescopic fork

14 lb/ft (19 Nm)

- Remove the front-wheel stand.
- Position the brake calipers onto the left and right side of the brake discs.



- Install mounting bolts **4** on left and right with appropriate torque.

208 MAINTENANCE

 Radial brake calipers on telescopic forks

28 lb/ft (38 Nm)

- Remove adhesive tape from wheel rim.

WARNING

Brake pads do not contact the brake disc

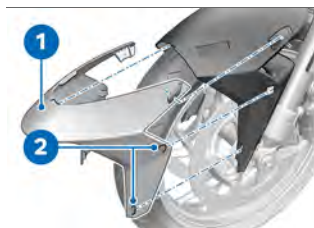
Risk of accident due to delayed braking effect.

- Before driving off, check that the braking effect kicks in without any delay.
- Engage the brakes repeatedly, continuing until the brake pads make contact with the discs.
- Insert the wheel speed sensor cable into the holding clips **1** and **2**.
- Insert the wheel speed sensor into the bore and install the screw **3**.

 Wheel speed sensor on fork

Joint compound: Micro-encapsulated or medium-strength screw lock

6 lb/ft (8 Nm)



- Attach the front-wheel cover **1**, paying attention to the hook **2**.



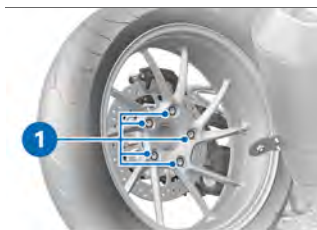
- Install screws **1** on left and right.

 Front-wheel cover at rear front-wheel cover

1 lb/ft (1 Nm)

Removing the rear wheel

- Make sure ground is level and firm and place the motorcycle on its center stand.
- Engage first gear.
- Swiveling out the silencer ( 210).



- Remove the screws **1** of the rear wheel while supporting the wheel.
- Roll rear wheel out toward rear.

Installing the rear wheel

WARNING

Use of a wheel which does not comply with series specifications

Malfunctions during control interventions by ABS and DTC

- Please see the information on the effect of wheel sizes on the ABS and DTC chassis control systems at the beginning of this chapter.

ATTENTION

Tightening of screwed connections with incorrect tightening torque

Damage or loosening of screwed connections

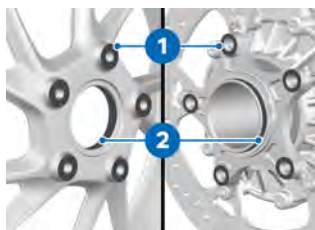
- Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.

ATTENTION

Rear wheel installation counter to running direction

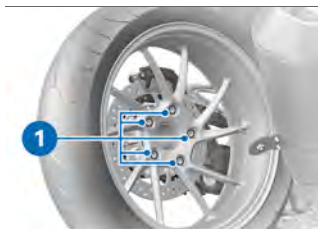
Risk of accident

- Observe running direction arrow on tire or rim.



- Clean contact surfaces of the wheel hub **1** and wheel centering device **2**.
- Place rear wheel on rear wheel support.

210 MAINTENANCE



- Install the lug bolts **1** with the specified torque.



Tighten rear wheel on wheel flange

Tightening sequence: Tighten crosswise

44 lb/ft (60 Nm)

- Fastening silencer (→ 211).

SILENCER

Swiveling out the silencer



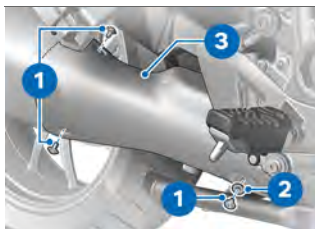
CAUTION

Hot exhaust system

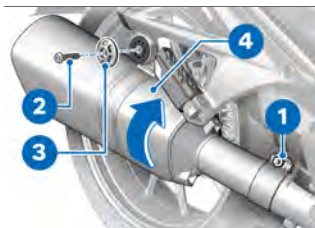
Burn hazard

- Do not touch hot exhaust system.

- Park motorcycle on the center stand. Ensure that the ground is firm and level.
- Allow the silencer to cool down.



- Remove screws **1**.
- Remove the screw with lock washer **2**.
- Remove muffler cover **3**.



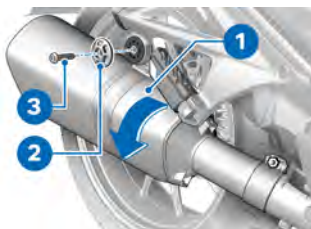
- Loosen screw **1**.
- Remove the screw **2** with lock washer **3**.
- Turn silencer **4** clockwise outward.

Fastening silencer

**ATTENTION****Tightening of screwed connections with incorrect tightening torque**

Damage or loosening of screwed connections

- Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.

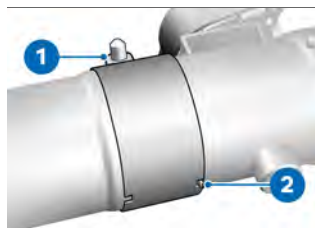


- Turn silencer **1** anti-clockwise until it rests on the passenger footpeg bracket.
- Install lock washer **2** and screw **3**.



Muffler on rear frame

14 lb/ft (19 Nm)

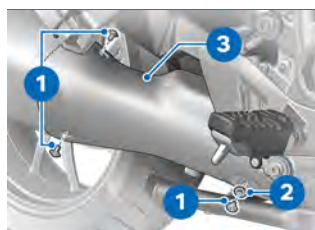


- Shift the circlip with recess **1** as far forward as possible and align it with the snap-in lug **2**.
» Snap-in lug engages in the recess of the circlip.
- Tighten circlip **1**.



Clamp on muffler and exhaust manifold

16 lb/ft (22 Nm)



- Position muffler cover **3**.
- Install screws **1**.
- Install the screw with lock washer **2**.



Trim on end muffler

4 lb/ft (5 Nm)

212 MAINTENANCE

LIGHT SOURCES

Replacing the LED light source



WARNING

Overlooking the vehicle in traffic due to a defective light source on the vehicle

Safety risk

- Replace defective light sources as quickly as possible. For details please contact a specialist service facility, preferably an authorized BMW Motorrad Retailer.

All light sources on the vehicle are LED light sources. The service life of the LED light sources is longer than the assumed service life of the vehicle. If an LED light source is faulty, please contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

JUMP-STARTING



CAUTION

Touching live parts of the ignition system when the engine is running

Electrocution

- Do not touch parts of the ignition system when the engine is running.



ATTENTION

Current too high when jump-starting the motorcycle

Cable fire or damage to the motorcycle electronics

- Do not jump-start the motorcycle using the power socket, only via the battery terminal.



ATTENTION

Contact between crocodile clips of jump leads and motorcycle

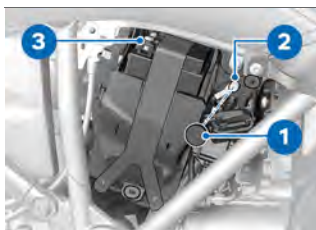
Danger of short circuit

- Use jump leads fitted with fully insulated crocodile clips at both ends.

**ATTENTION****Jump-starting with a voltage higher than 12 V**

Damage to the motorcycle's electronics

- The battery of the donor motorcycle must have a voltage of 12 V.
- Park the motorcycle, making sure that the ground is firm and level.
- Remove battery cover (➡ 215).
- Do not disconnect the battery from the electrical system for external starting.



- Remove protective cap **1**.
- Begin by connecting the red jump lead to the jump-start terminal **2** on the drained battery and the other end to the positive terminal of the donor battery.
- Then clamp one end of the black jump lead to the donor

battery's negative terminal **3** while connecting the other end to the drained battery's negative terminal.

- Run engine of donor motorcycle during jump-starting procedure.
- Start the engine of the vehicle with the drained battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt to protect the starter motor and the donor battery.
- Allow both engines to idle for a few minutes before disconnecting jumper cables.
- Disconnect the jumper cable from the negative terminal first, then from the positive terminal.



To start the engine, do not use start sprays or similar items.

- Install the protective cap.
- Installing battery cover (➡ 217).

BATTERY**Maintenance instructions**

Correct battery care and maintenance combined with proper charging and storage procedures extends the battery's service life, and is also required for warranty claims.

214 MAINTENANCE

Compliance with the points below is important in order to maximize battery service life:

- Keep the surface of the battery clean and dry.
- Do not open the battery.
- Do not top up with water.
- Be sure to read and comply with the instructions for charging the battery on the following pages.
- Do not turn the battery upside down.



ATTENTION

Discharging of the connected battery by the vehicle electronics (e.g. clock)

Total discharge of battery leading to a rejection of warranty claims

- During riding breaks of more than 4 weeks, connect a trickle-charger to the battery.



BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods when the motorcycle is not being used without having

to disconnect the battery from the motorcycle's onboard systems. Additional information is available at your authorized BMW Motorrad retailer.

Charging connected battery

- Remove devices connected to onboard power sockets.



ATTENTION

Charging the battery connected to the vehicle using the battery terminals

Damage to the motorcycle's electronics

- Disconnect the battery before charging on the battery terminals.



ATTENTION

A fully discharged battery must be charged via a power socket or extra socket.

Damage to vehicle electronics

- A fully discharged battery (battery voltage less than 12 V, indicator lights and multifunction display remain off when ignition is switched on) must always be charged directly at the poles of the **disconnected** battery.

**ATTENTION****Unsuitable chargers connected to the power socket**

Damage to charger and vehicle electronics

- Use suitable BMW chargers. The correct charger is available through your authorized BMW Motorrad retailer.

- Charge disconnected battery using the socket in the cockpit.



The motorcycle's onboard electronics know when the battery is fully charged. The onboard socket is switched off when this happens.

- Comply with operating instructions of charger.



If you are unable to charge the battery via the onboard socket, you may be using a charger that is not compatible with your motorcycle's electronics. In this case, charge the battery directly from the terminals of the battery disconnected from the vehicle.

Charging disconnected battery

- Charge battery using a suitable charger.
- Comply with operating instructions of charger.
- Once battery is fully charged, disconnect charger's terminal clips from battery terminals.

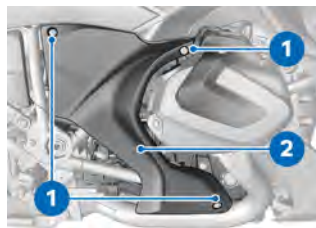


In the case of longer periods when the motorcycle is not being used, the battery must be recharged regularly. See the instructions for caring for your battery. Always fully recharge the battery before returning it to use.

Removing the battery**ATTENTION****Incorrect battery disconnection**

Danger of short circuit

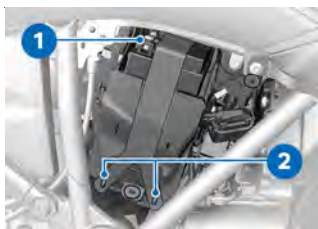
- Follow the disconnection sequence.



- Switch off the ignition.

216 MAINTENANCE

- Remove screws **1**.
 - Remove the battery cover **2**.
- with anti-theft alarm system (DWA)^{OE}
- Switch off DWA if necessary.◁



- Release the negative battery cable **1** and rubber strap **2**.
- Insulate the negative battery cable **1** with adhesive strip.



- Pull the retaining plate at position **1** outwards and remove it upwards.
- Lift battery slightly out of holder sufficiently for positive terminal to be accessible.



- Release the positive battery cable **1** and pull out battery.
- » The battery has been removed.

Installing the battery



ATTENTION

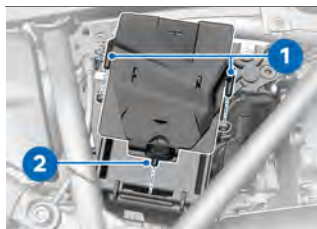
Incorrect battery connection

Danger of short circuit

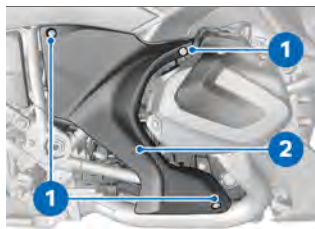
- Follow the installation sequence.



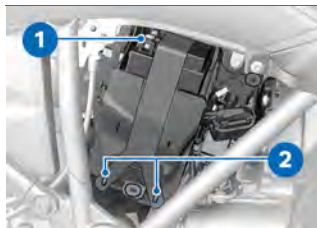
- Fasten positive battery cable **1**.
- Slide the battery into the holder, paying attention to the correct routing of the positive battery cable **1**.



- First press retaining plate under the battery at position **2** and then press into the mounts **1**.



- Attach the battery cover **2**.
- Install screws **1**.
- Setting the clock (➡ 109).
- Setting the date (➡ 109).



- Remove the adhesive strip from the negative battery cable **1**.
- Fasten negative battery cable **1**.
- Fasten battery with rubber strap **2**.

FUSES

Replacing fuses

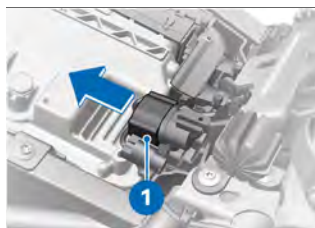


ATTENTION

Bypassing defective fuses

Risk of short circuit and fire

- Do not bypass defective fuses.
- Replace defective fuses with new fuses.



- Switch off the ignition.

218 MAINTENANCE

- Removing the rider's seat (➡ 140).
- Pull off the fuse box **1**.
- Replace defective fuse in accordance with fuse assignment.

 If the fuses blow frequently, have the electrical system checked by an authorized specialized workshop, preferably an authorized BMW Motorrad retailer.

- Insert the fuse box **1**.
- Installing rider's seat (➡ 140).

Fuse assignment



Fuse 1

15 A (Instrument cluster, anti-theft alarm system (DWA), ignition lock, diagnostic socket, topcase light)



Fuse 2

7.5 A (Left multifunction switch, tire pressure control (RDC))

Fuse for alternator regulator



- 1** 50 A
Alternator regulator

 Have the fuse exchanged by a specialist workshop, preferably an authorized BMW Motorrad dealer.

Fuse for audio system



- 1** 15 A
Fuse for audio system

 Have the fuse exchanged by a specialist workshop, preferably an authorized BMW Motorrad dealer.

DIAGNOSTIC SOCKET

Loosening the diagnostic socket



CAUTION

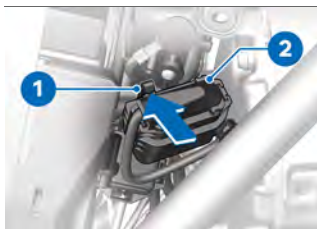
Incorrect procedure followed when disconnecting the data link connector for the On-Board Diagnostics.

Motorcycle experiences malfunctions

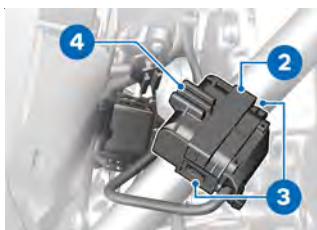
- Only have the data link connector disconnected by a specialist workshop or other authorized persons during your next BMW Service appointment.
- Have the work performed by appropriately trained staff.
- Refer to the vehicle manufacturer specifications.

- Remove battery cover ( 215).

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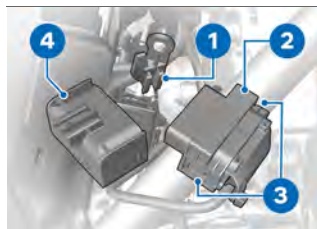
- Press the hook **1** and remove the diagnostic socket **2** by pulling it upwards.



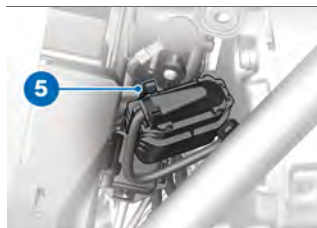
- Press locks **3** on both sides.
- Loosen the diagnostic socket **2** from the bracket **4**.
- » The interface for the diagnosis and information system can be connected to the diagnostic socket **2**.

Fastening the diagnostic socket

- Disconnect the interface for the diagnosis and information system.



- Plug the diagnostic socket **2** into the bracket **4**.
- » The locking mechanisms **3** engage on both sides.
- Connect the bracket **4** to the mount **1**.



- Make sure that the hook **5** engages.
- Installing battery cover (→ 217).

ACCESSORIES

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224 ACCESSORIES

GENERAL NOTES



CAUTION

Use of products from other manufacturers

Safety risk

- BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety hazard. Nor is this guarantee provided when the official approval of a specific country has been granted. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW motorcycles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your motorcycle.

The safety, function and suitability of the parts and accessory products have been thoroughly tested by BMW. Therefore, BMW assumes responsibility for these products. BMW shall not be held liable for un-

approved parts and accessory products of any kind.

Comply with legal requirements for any modifications.

The vehicle shall not violate road traffic licensing regulations applicable in your own country.

Your BMW Motorrad retailer offers you expert advice when choosing genuine BMW parts, accessories and other products. More information on the topic of accessories is available at: **bmw-motorrad.com/equipment**

ONBOARD POWER SOCKETS

Connection of electrical devices

- The ignition must be switched on before electrical devices connected to the onboard power sockets can be operated.

Cable routing

- The cables from the onboard sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
- Cable routing must not restrict the steering angle and the handling characteristics.
- Cables must not be trapped.

Automatic shut-off

- The onboard sockets are automatically switched off during starting.
- To reduce the load on the electrical system, the power sockets are switched off a certain amount of time after the ignition is switched off. Accessories with low power consumption are possibly not detected by the vehicle electronics. In these cases, onboard sockets are already switched off shortly after the ignition is switched off.

 Automatic power socket cut-out after ignition is switched off

max 15 min

- In case of insufficient battery voltage, the onboard sockets are switched off to maintain the starting capability of the motorcycle.
- If the maximum loadability specified in the technical data is exceeded, the onboard sockets are switched off.

TOPCASE

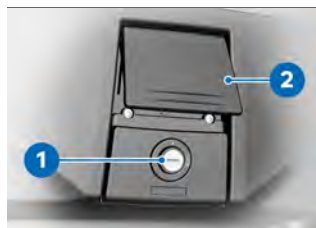
- with topcase^{OA}

Opening the topcase

- with central locking system^{OE}
- Open the central locking system, if necessary.◁



- Turn the key in the topcase lock to the position of the dot and remove it.



- Press the lock barrel **1** downward.
- » The release lever **2** pops up.
- Pull the release lever **2** all the way up and open the topcase lid.

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Closing the topcase



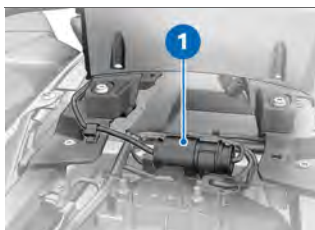
- Pull release lever **2** all the way up.
- Close topcase lid and hold it down. Ensure that no objects are trapped between cover and case.

 You can also lock the topcase by turning the lock to the **LOCK** position. Under such circumstances, ensure that the key is not in the topcase.

- Press release lever **2** down until it engages.
- Turn key in topcase lock to the **LOCK** position and remove.

Removing the topcase

- Removing the rider's seat ( 140).
- Removing passenger seat ( 141).



- Disconnect the plug connection **1**.
- Thread out the connector from the topcase to the rear.
- Open topcase.
- If applicable, empty the topcase and lift out the bottom mat.



- Push the slide latch **2** outward and hold it in this position.
- Turn the rotary fastener **3** in the direction of the arrow **RELEASE**.
» Release warning **4** is visible.
- Close topcase.



- Raise the rear of the topcase and take it off the luggage rack.
- Installing the passenger seat (142).
- Installing rider's seat (140).

Installing the topcase

- Removing the rider's seat (140).
- Removing passenger seat (141).
- If applicable, empty the topcase and lift out the bottom mat.



- Set the topcase on the luggage carrier.

- Opening the topcase (225).



- Turn rotary fastener **3** as far as it will go in the **LOCK** direction of arrow while pressing down on the back edge of the topcase.

» Release warning **4** is no longer visible.

If the release warning is still visible the topcase is not correctly secured.

- Make sure that the topcase is correctly located on the pannier rack.



- Attach the connecting cable to the inside of the fastener.

228 ACCESSORIES

ers **5** and route it towards the front.



- Work the cable into position at the positions **6**.
- Connect plug connection **1**.
- Installing the passenger seat (➡ 142).
- Installing rider's seat (➡ 140).

Maximum payload and maximum speed

Observe maximum payload and maximum speed.

The following values apply for the combination described here:

	Maximum speed when riding with a loaded topcase
max 112 mph (max 180 km/h)	
	Payload of Topcase
max 11 lbs (max 5 kg)	

OPTIONAL ACCESSORIES

Available optional accessories



Your BMW Motorrad retailer offers you expert advice when choosing genuine BMW parts, accessories and other products such as luggage systems or windscreens.

You can find all optional accessories from BMW Motorrad on our website: **bmw-motorrad.com**.

CARE

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232 CARE

CARE PRODUCTS

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad retailer. BMW Care Products have been materials tested, laboratory tested, and field tested and provide optimum care and protection for the materials used in your motorcycle.



ATTENTION

Use of unsuitable cleaning and care agents

Damage to motorcycle parts

- Do not use any solvents such as nitro thinners, cold cleaners, fuel or similar, and do not use cleaning agents that contain alcohol.



ATTENTION

Use of highly acidic or alkaline cleaning agents

Damage to motorcycle parts

- Observe the dilution ratio on the packaging of the cleaning agents.
- Do not use highly acidic or alkaline cleaning agents.

WASHING YOUR MOTORCYCLE

BMW Motorrad recommends that you use BMW Insect Remover to soften and wash off insects and stubborn dirt from painted parts before washing the motorcycle.

To prevent stains, do not wash the vehicle immediately after it has been exposed to bright sunlight and do not wash it in the sun.

Regularly clean the fork tubes of soiling.

Make sure that the motorcycle is washed frequently, especially during the winter months.

To remove road salt, clean the motorcycle with cold water immediately after every trip.



WARNING

Damp brake disks and brake pads after washing the motorcycle, after riding through water or in the rain

Poorer braking action, accident hazard

- Brake early until the brake rotors and brake pads are dry.

**ATTENTION****Increased effect of salt caused by warm water**

Corrosion

- Only use cold water to remove road salt.

**ATTENTION****Damage caused by high water pressure from high-pressure cleaners or steam-jet devices**

Corrosion or short circuit, damage to labels, to seals, to hydraulic brake system, to the electrical system and the seat

- Exercise caution when using high-pressure or steam-jet devices.

CLEANING SENSITIVE MOTORCYCLE PARTS**Plastics****ATTENTION****Use of unsuitable cleaning agents**

Damage to plastic surfaces

- Do not use abrasive cleaners or cleaners containing alcohol or solvents.
- Do not use insect sponges or sponges with a hard surface.

Trim panel components

Clean trim panel components with water and BMW Motorrad cleaning agent.

Windshields and headlight diffusers are manufactured of plastic

Clean off dirt and insects with a soft sponge and plenty of water.



Soften stubborn dirt and dead insects by covering the affected areas with a wet cloth.



Clean with water and sponge only.

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 Do not use chemical cleaning agents.

Chrome

Carefully clean chrome parts with plenty of water and BMW Motorrad Care Products motorcycle cleaner. This is required in particular for removing road salt. Use BMW Motorrad metal polish for additional treatment.

Radiator

Clean the radiator regularly to prevent overheating of the engine due to inadequate cooling. For example, use a garden hose with low water pressure.



ATTENTION

Bending of radiator fins

Damage to radiator fins

- When cleaning, ensure that the cooler fins are not bent.

Rubber

Treat rubber parts with water or BMW rubber care product.



ATTENTION

Use of silicone sprays for care of rubber seals

Damage to rubber seals

- Do not use silicone sprays or care products that contain silicone.

Radar sensor

—with Active Cruise Control^{OE}



Clean radar sensor **1** with a cloth moistened with glass cleaner.

CARE OF PAINTWORK

Washing the motorcycle regularly will help counteract the long-term effects of substances that damage the paint, especially if your motorcycle is ridden in areas with high air pollution or natural sources of dirt, such as tree resin or pollen. However, remove particularly aggressive substances immediately; otherwise changes in

the paint or discoloration may occur. These include spilled fuel, oil, grease and brake fluid as well as bird droppings. It is recommended to use BMW Motorrad solvent cleaner and then apply BMW Motorrad high gloss polish to preserve the paint.

Contaminants on the paint surface are particularly easy to see after washing the vehicle. Remove this type of dirt immediately with cleaning benzene or ethyl alcohol on a clean cloth or cotton ball. BMW Motorrad recommends removing tar stains with BMW tar remover. Then add a protective wax coating to the paint at these locations.

PAINT PRESERVATION

Apply a preservative when water fails to bead up on the painted surface. BMW Motorrad recommends BMW Motorrad high gloss polish or agents that contain carnauba or synthetic wax for paint preservation.

STORING THE MOTORCYCLE

- Completely fill the motorcycle's fuel tank.



Fuel additives clean the fuel injection system and the combustion area. Fuel additives should be used when refueling with low-quality fuels or during longer periods of downtime. Your authorized BMW Motorrad retailer can provide you with more detailed information.

- Clean the motorcycle.
- Removing the battery (➡ 216).
- Spray brake lever and clutch lever as well as center and side stand pivots with a suitable lubricant.
- Preserve bare metal and chrome-plated parts with an acid-free grease (petroleum jelly).
- Park motorcycle in a dry room, raising it to relieve both wheels.

PUTTING THE MOTORCYCLE INTO OPERATION

- Remove the protective wax coating.
- Clean the motorcycle.
- Installing the battery (➡ 216).
- Observe checklist (➡ 150).

TECHNICAL DATA

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TROUBLESHOOTING CHART

Engine does not start.

Possible cause	Remedy
Side stand extended and gear engaged	Retract side stand.
Gear engaged and clutch not disengaged	Place transmission in neutral or disengage clutch.
No fuel in tank	Refueling procedure (160).
Battery drained	Charging connected battery (214).
Overheating protection for starter motor has activated. Starter motor can only be actuated for a limited period.	Leave the starter motor to cool down for around 1 minute until it becomes available again.

Bluetooth connection is not established.

Possible cause	Remedy
Necessary pairing steps were not performed.	Refer to the operating instructions of the communication system for the necessary steps for pairing.
The communication system is not connected automatically despite successful pairing.	Switch off the communication system of the helmet and connect again after one to two minutes.
Too many Bluetooth devices are stored in the helmet.	Delete all pairing entries in the helmet (see the operating instructions of the communication system).
There are additional vehicles with Bluetooth-capable devices nearby.	Avoid simultaneous pairing with multiple vehicles.

Bluetooth connection is disrupted.

Possible cause	Remedy
Bluetooth connection to the mobile end device is interrupted.	Switch off energy saving mode.
Bluetooth connection to the helmet is interrupted.	Switch off the communication system of the helmet and connect again after one to two minutes.
Bluetooth connection interrupted.	The temperature of the TFT display is too high. Bluetooth is deactivated. The brightness of the TFT display is reduced. Avoid direct sunlight on the TFT display. Do not continue riding until components have cooled down.
Volume in the helmet cannot be adjusted.	Switch off the communication system of the helmet and connect again after one to two minutes.
Volume in helmet is too low.	Set volume for media and conversations to maximum on the mobile end device.

TFT display faulty.

Possible cause	Remedy
TFT display brightness reduced.	The temperature of the TFT display is too high. The brightness of the TFT display is reduced. Avoid direct sunlight on the TFT display. Do not continue riding until components have cooled down.

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Phone book is not displayed in the TFT display.

Possible cause	Remedy
Phone book was has not yet been transferred to the vehicle.	When pairing to the mobile end device, confirm the transfer of the telephone data (121).
Not all contacts are displayed.	The number of phone book entries in the TFT display that can be saved is limited. Reduce the number of phone book entries in the mobile end device.

Active route guidance is not displayed in the TFT display.

Possible cause	Remedy
Navigation from the BMW Motorrad Connected App was not transferred.	Call up the BMW Motorrad Connected App on the connected mobile end device before riding.
Route guidance cannot be started.	Ensure that there is a data connection to the mobile end device and check the map data on the mobile end device.

The playback list is not displayed in the TFT display.

Possible cause	Remedy
There are too many tracks in the playback list on the mobile end device.	Reduce the number of tracks in the playback list on the mobile end device.

SCREW CONNECTIONS

Front wheel	Value	Valid
Radial brake calipers on telescopic forks		
M10 x 65	28 lb/ft (38 Nm)	
Fork bridge, bottom at slider tube		
M8 x 35	Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time	
	14 lb/ft (19 Nm)	
Wheel speed sensor on fork		
M6 x 16 Micro-encapsulated or medium-strength screw lock	6 lb/ft (8 Nm)	
Quick-release axle in telescopic fork		
M12 x 20	22 lb/ft (30 Nm)	
Rear wheel	Value	Valid
Tighten rear wheel on wheel flange		
M10 x 1.25 x 40	Tightening sequence: Tighten crosswise	
	44 lb/ft (60 Nm)	
Exhaust system	Value	Valid
Muffler on rear frame		
M8 x 35	14 lb/ft (19 Nm)	

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Exhaust system	Value	Valid
Clamp on muffler and exhaust manifold		
	16 lb/ft (22 Nm)	
Mirror arm	Value	Valid
Mirror on bracket		
M6 x 50	6 lb/ft (8 Nm)	

FUEL

Recommended fuel quality	Super unleaded (max. 15% ethanol, E15) min 89 AKI (min 95 ROZ/ RON) 90 AKI
Alternative fuel quality	Regular unleaded (restrictions with regard to power and fuel consumption) (max. 15% ethanol, E15) min 87 AKI (min 91 ROZ/ RON) 87 AKI
Usable fuel quantity	Approx. 6.6 gal (Approx. 25 l)
Reserve fuel quantity	Approx. 1.1 gal (Approx. 4 l)
Fuel consumption	49 mpg (4.8 l/100 km), in accordance with WMTC
CO2 emissions	110 g/km, according to WMTC
Emission standard	TIER 2, measured in accordance with FTP75

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ENGINE OIL

Engine oil, capacity	max 1.1 gal (max 4 l), with filter replacement
Specification	SAE 5W-40, API SL/ JASO MA2, Additives (for instance, molybdenum-based substances) are prohibited, because they would attack the coatings on engine components, BMW Motorrad recommends BMW Motorrad ADVANTEC Ultimate oil.
Engine oil, quantity for topping up	max 0.8 quarts (max 0.8 l), Difference between MIN and MAX

BMW recommends **ADVANTEC**
ORIGINAL BMW ENGINE OIL

ENGINE

Engine number location	Lower right of engine block beneath the starter
Engine type	A74B12M
Engine design	Air-cooled/liquid-cooled two-cylinder four-stroke opposed-twin engine with two overhead, spur-gear-driven camshafts, a counterbalance shaft, and variable intake camshaft control BMW Shift-Cam
Displacement	1254 cc (1254 cm ³)
Cylinder bore	4 in (102.5 mm)
Piston stroke	3 in (76 mm)

Compression ratio	12.5:1
Nominal capacity	134 hp (100 kW), at engine speed: 7750 min ⁻¹
Torque	105 lb/ft (143 Nm), at engine speed: 6250 min ⁻¹
Maximum engine speed	max 9000 min ⁻¹
Idle speed	1050 min ⁻¹ , Engine at operating temperature

CLUTCH

Clutch design	Multi-disk oil-bath clutch, slipper clutch
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TRANSMISSION

Transmission design	Dog-engagement 6-speed transmission with helical gears
Transmission gear ratios	1.000 (60:60 teeth), Primary gear ratio 1.650 (33:20 teeth), Transmission input ratio 2.438 (39:16 teeth), 1st gear 1.714 (36:21 teeth), 2nd gear 1.296 (35:27 teeth), 3rd gear 1.059 (36:34 teeth), 4th gear 0.943 (33:35 teeth), 5th gear 0.848 (28:33 teeth), 6th gear 1.061 (35:33 teeth), Transmission output ratio

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REAR-WHEEL DRIVE

Type of final drive	Shaft drive with bevel gears
Gear ratio of rear-wheel drive	2.75 (33/12 teeth)
—with alternative gear ratio ^{OE}	2.82 (31/11 teeth)
Rear axle differential oil	SAE 70W-80 / hypoid axle G3

FRAME

Frame design	Steel-tube frame with partially self-supporting drive unit, steel-tube rear frame
Location of type plate	Frame at front left on steering head
Location of the vehicle identification number	Frame at front right below steering head

CHASSIS

Front wheel

Type of front suspension	BMW Telelever, upper fork bridge tilt decoupled, trailing arm mounted in engine and on telescopic fork, centrally positioned spring strut supported on trailing arm and frame
Design of the front-wheel suspension	Central spring strut with coil spring
—with Dynamic ESA ^{OE}	Central spring strut with coil spring and expansion tank, electrically adjustable rebound-stage and compression damping
Spring travel, front	4.7 in (120 mm), on wheel

Rear wheel	
Type of rear-wheel guide	Cast-aluminum single swing arm with BMW Motorrad Paralever
Design of rear-wheel suspension	Central spring strut with coil spring, adjustable rebound-stage damping and spring preload
–with Dynamic ESA ^{OE}	Central spring strut with coil spring and expansion tank, electrically adjustable rebound-stage and compression damping, electrically adjustable spring preload
Spring travel on the rear wheel	5.4 in (136 mm), on wheel

BRAKES

Front wheel	
Type of front wheel brake	Hydraulically operated twin disk brake with 4-piston radial calipers and floating brake disks
Front brake pad material	Sintered metal
Front brake disc thickness	0.18 in (4.5 mm), New 0.16 in (4 mm), Wear limit
Free travel of brake actuation (Front wheel brake)	0.06...0.08 in (1.6...2.1 mm), at piston

248 TECHNICAL DATA

Rear wheel	
Type of rear wheel brake	Hydraulically operated disk brake with 2-piston floating caliper and fixed brake disk
Rear brake pad material	Sintered metal
Rear brake disc thickness	0.2 in (5 mm), New min 0.18 in (min 4.5 mm), Wear limit
Blow-by clearance of foot-brake lever	0.04...0.06 in (1...1.5 mm), Be- tween frame and footbrake lever

WHEELS AND TIRES

Recommended tire combina- tions	An overview of the current tire approvals is available from your authorized BMW Motorrad retailer or on the In- ternet at bmw-motorrad.com .
Speed category of front/rear tires	W, minimum requirement: 168 mph (270 km/h)
Front wheel	
Front wheel design	Aluminum cast wheel
Front-wheel rim size	3.50" x 17"
Front tire designation	120/70 - ZR17
Load index for front tire	At least 58
Permissible front wheel load	max 463 lbs (max 210 kg)
Permissible front-wheel imbal- ance	max 0.2 oz (max 5 g)

Rear wheel	
Rear wheel design	Aluminum cast wheel
Rear-wheel rim size	5.50" x 17"
Rear tire designation	180/55 - ZR17
Load index for rear tire	At least 73
Permissible rear wheel load	max 728 lbs (max 330 kg)
Permissible rear-wheel imbalance	max 0.2 oz (max 5 g)

Tire inflation pressures	
Front tire pressure	36.3 psi (2.5 bar), with tire cold
Rear tire pressure	42.1 psi (2.9 bar), with tire cold

ELECTRICAL SYSTEM

Electrical rating of onboard sockets	max 12 A, All onboard power sockets in total
Fuse 1	15 A, Instrument cluster, anti-theft alarm system (DWA), ignition lock, diagnostic socket, topcase light
Fuse 2	7.5 A, Left multifunction switch, tire pressure control (RDC)
Fuse 3	15 A, Audio system
Main fuse	50 A, Voltage regulator

Battery	
Battery design	AGM (Absorbent Glass Mat)
Battery voltage	12 V
Battery capacity	16 Ah

Spark plugs	
Spark plugs, manufacturer and designation	NGK LMAR8AI-10

250 TECHNICAL DATA

Light sources	
Bulb for high-beam headlight	LED
Bulbs for low-beam headlight	LED
Bulb for parking light	LED
Bulb for taillight/brake light	LED
Bulbs for flashing turn indicators	LED

ANTI-THEFT ALARM SYSTEM

Activation time	Approx. 15 s
Alarm duration	Approx. 28 s
Battery type (For Keyless Ride radio-operated key)	CR 1632
Battery type (For remote-control of central locking system)	CR 2032

DIMENSIONS

Motorcycle length	87.2 in (2215 mm), over splash guard
Motorcycle height	55.7...62 in (1415...1575 mm), over windshield, at DIN unloaded vehicle weight
—with windshield, high ^{OE}	56.7...63.3 in (1440...1609 mm), over windshield, at DIN unloaded vehicle weight
—with windshield, sport ^{OE}	53.3...58.5 in (1354...1485 mm), over windshield, at DIN unloaded vehicle weight
Motorcycle width	39 in (990 mm), with case
	39 in (990 mm), with mirrors

Front-seat height	31.7...32.5 in (805...825 mm), without rider, at DIN unloaded vehicle weight
–with rider's seat, low ^{OE}	29.9...30.7 in (760...780 mm), without rider, at DIN unloaded vehicle weight
–with rider's seat, high ^{OE}	32.7...33.5 in (830...850 mm), without rider, at DIN unloaded vehicle weight
Rider's inside-leg arc, heel to heel	71.3...72.8 in (1810...1850 mm), without rider, at DIN unloaded vehicle weight
–with rider's seat, low ^{OE}	68.5...70.1 in (1740...1780 mm), without rider, at DIN unloaded vehicle weight
–with rider's seat, high ^{OE}	73.8...75.4 in (1875...1915 mm), without rider, at DIN unloaded vehicle weight

WEIGHTS

Unloaded vehicle weight	615 lbs (279 kg), DIN un- loaded vehicle weight, ready for road, 90% full tank of gas, without OE
Gross vehicle weight	1113 lbs (505 kg)
Maximum payload	498 lbs (226 kg)
Payload per case	max 22 lbs (max 10 kg)
Payload of Topcase	max 11 lbs (max 5 kg)

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PERFORMANCE DATA

Maximum speed	>124 mph (>200 km/h)
Maximum speed when riding with a loaded case	max 112 mph (max 180 km/h)
Maximum speed when riding with a loaded topcase	max 112 mph (max 180 km/h)

RADIO

Tuner modules	FM, AM, HD Radio™ receiver and SDARS
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Wavebands

FM	87.75...107.9 MHz
AM	530...1710 kHz

SPEAKERS (VEHICLE-SPECIFIC)

Impedance	4 Ω
Output power	15 W, RMS, per speaker unit
Frequency range	2.402...2.480 kHz

SERVICE

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REPORTING SAFETY DEFECTS

If you think that your motorcycle has a fault which may cause an accident, injury or death, you must inform the NHTSA (National Highway Traffic Safety Administration) immediately and BMW of North America, LLC.

If the NHTSA receives other similar complaints, it may open an investigation. If it finds that a safety defect exists in a group of vehicles, the NHTSA may order the manufacturer to perform a recall and remedy campaign. However, the NHTSA cannot become involved in individual problems between you, your authorized BMW Motorrad retailer, or BMW of North America, LLC. You can contact the NHTSA by calling the Vehicle Safety Hotline on 1-888-327-4236 (Teletypewriter TTY for the hearing impaired: 1-800-424-9153) for free, by visiting the website at [http:// www.safercar.gov](http://www.safercar.gov) or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at <http:// www.safercar.gov>. Canadian customers who wish to report a safetyrelated defect to Transport Canada, Defect Investigations and Recalls, may call the toll-free hotline 1-800-333-0510. You can also obtain other information about motor vehicle safety from <http:// www.tc.gc.ca/roadsafety>.

BMW MOTORRAD SERVICE

With its worldwide retailer network, BMW Motorrad can attend to you and your motorcycle in over 100 countries around the globe. Authorized BMW Motorrad retailers have the technical information and expertise needed to reliably conduct all preventive maintenance and repair tasks on your BMW.

You will find the nearest authorized BMW Motorrad retailer to you at our website:

bmw-motorrad.com


WARNING
Improperly performed maintenance and repair work

Accident hazard caused by subsequent damage

- BMW Motorrad recommends having corresponding work on the motorcycle carried out by a specialized workshop, preferably by an authorized BMW Motorrad retailer.

To ensure that your BMW is always in optimal condition, BMW Motorrad advises that you observe the recommended

maintenance intervals for your motorcycle.

Have all maintenance and repair tasks confirmed in the Service chapter in this manual. Documented proof of scheduled preventive maintenance is essential for generous treatment of claims submitted after the warranty period has expired (goodwill).

You can obtain information on the contents of the BMW Services from your BMW Motorrad retailer.

BMW MOTORRAD ELECTRONIC SERVICE HISTORY (ESH)
Entries

Maintenance work that has been performed is recorded in the diagnostics and information system. Like a Service Booklet, these entries provide proof of regular maintenance.

If an entry is made in the vehicle's eSH, service-related data is stored on the central IT systems of BMW AG in Munich, Germany.

When there is a change in vehicle owner, the data entered in the eSH can also be viewed by the new vehicle owner. A BMW Motorrad retailer or spe-

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cialist workshop can view the data entered in the electronic Service Manual.

Objection

At the BMW Motorrad retailer or specialist workshop, the vehicle owner can object to the entry of data in the electronic Service Manual with the related storage of data in the vehicle and the transfer of data to the vehicle manufacturer during his time as the vehicle owner. In this case, no entry is made in the vehicle's electronic Service Manual.

BMW MOTORRAD MOBILITY SERVICES

The BMW Motorrad Mobility Services furnish you and your new BMW motorcycle with extra security by offering a wide array of assistance services in the event of a breakdown (mobile service, breakdown assistance, vehicle recovery and retrieval, etc.).

Contact your authorized BMW Motorrad retailer for additional information on available mobility services.

MAINTENANCE WORK

BMW pre-delivery check

The BMW pre-delivery check is carried out by your authorized BMW Motorrad retailer before it turns the motorcycle over to you.

BMW running-in check

The BMW running-in check must be carried out between 300 mi (500 km) and 750 mi (1200 km).

BMW SERVICE

BMW Service is carried out once a year. The scope of the services performed may be dependent on the age of the motorcycle and the distance covered. Your BMW Motorrad retailer confirms that the service has been performed and enters the date for the next service. For riders with high annual mileage, it may be necessary to come in for service before the entered date. In these cases, a corresponding maximum distance covered will also be entered in the confirmation of service. If this distance covered is reached before the next service appointment, service must be performed sooner.

The service display in the multifunction display reminds you of the next service appointment approx. one month or 620 mi (1000 km) before the entered values.

More information on the topic of service is available at:
bmw-motorrad.com/service

The required scope of maintenance work for your motorcycle can be found in the following maintenance schedule:

MAINTENANCE SCHEDULE

	500 - 1200 km 300 - 750 m/s	10 000 km 6 000 m/s	20 000 km 12 000 m/s	30 000 km 18 000 m/s	40 000 km 24 000 m/s	50 000 km 30 000 m/s	60 000 km 36 000 m/s	70 000 km 42 000 m/s	80 000 km 48 000 m/s	90 000 km 54 000 m/s	100 000 km 60 000 m/s	12 months	24 months
1	X												
2												X	
3		X	X	X	X	X	X	X	X	X	X	X ^a	
4			X		X		X		X		X		X ^b
5			X		X		X		X		X		
6			X		X		X		X		X		
7			X		X		X		X		X		
8												X ^c	X ^c

- | | | | |
|----------|--|----------|--|
| 1 | BMW Running-in check (including oil change) | b | every two years or every 12000 mi (20000 km) (whichever comes first) |
| 2 | Standard scope of BMW Service | c | at first after one year, then every two years |
| 3 | Engine oil change using filter | | |
| 4 | Oil change in the rear bevel gears | | |
| 5 | Check valve clearance | | |
| 6 | Replace all spark plugs | | |
| 7 | Replace the air filter insert | | |
| 8 | Change brake fluid in the entire system | | |
| a | annually or every 6000 mi (10000 km) (whichever comes first) | | |

MAINTENANCE CONFIRMATIONS**BMW Service standard scope**

The repair procedures belonging to the BMW Service standard package are listed below. The actual maintenance work applicable for your vehicle may differ.

- Performing the vehicle test using the BMW Motorrad diagnostic system
- Visual inspection of the clutch system
- Visual inspection of the brake lines, brake hoses and connections
- Checking the front brake pads and brake discs for wear
- Checking the front wheel brake fluid level
- Checking the rear brake pads and brake disc for wear
- Checking the rear wheel brake fluid level
- Checking coolant level
- Checking side stand for ease of movement
- Checking center stand for ease of movement
- Checking the tire pressure and tread depth
- Checking the lighting and signal system
- Functional check for engine starting suppression
- Final inspection and road safety check
- Set the service date and remaining distance using the BMW Motorrad diagnostic system
- Checking charging state of battery
- Confirming the BMW service in the vehicle literature

262 SERVICE

BMW pre-delivery check
performed

on _____

Stamp, signature

BMW Running-in Check
performed

on _____

Odometer reading _____

Next service

latest

on _____

or, if reached earlier

Odometer reading _____

Stamp, signature

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

264 SERVICE

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

266 SERVICE

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

268 SERVICE

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

270 SERVICE

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

272 SERVICE

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

274 **SERVICE**

BMW Service

performed

on_____

Odometer reading_____

Next service

latest

on_____

or, if reached earlier

Odometer reading_____

Work performed

BMW Service

Yes No

☐ ☐

Engine oil change with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Replacing all spark plugs

☐ ☐

Replacing air cleaner element

☐ ☐

Changing brake fluid in entire system

☐ ☐

Information

Stamp, signature

SERVICE CONFIRMATIONS

The table serves to provide evidence of maintenance and repair work, as well as installed optional accessories and special campaigns performed.

[illegible]

276 SERVICE

[illegible]

CERTIFICATE FOR EWS	279
CERTIFICATE FOR REMOTE CONTROL	281
CERTIFICATE FOR KEYLESS RIDE	285
CERTIFICATE FOR RDC	289
CERTIFICATE FOR TFT	290
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IP NOTICE: HD RADIO™	304
CERTIFICATE FOR CHARGING COMPARTMENT	305



FCC Approval

Ring aerial in the ignition switch



To verify the authorization of the ignition key, the electronic immobilizer exchanges information with the ignition key via the ring aerial. This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. ◀

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage



Pour vérifier l'autorisation de la clé de contact, le système d'immobilisation électronique échange des informations avec la clé de contact via l'antenne annulaire.

Le présent dispositif est conforme à la partie 15 des règles de la FCC. Son utilisation est soumise aux deux conditions suivantes :

- (1) Le dispositif ne doit pas produire d'interférences nuisibles, et
- (2) le dispositif doit pouvoir accepter toutes les interférences extérieures, y compris celles qui pourraient provoquer une activation inopportune.



Toute modification qui n'aurait pas été approuvée expressément par l'organisme responsable de l'homologation peut annuler l'autorisation accordée à l'utilisateur pour utiliser le dispositif. ◀

Certifications

Remote Control for central locking system



Česky

Meta System S.p.A. tímto prohlašuje, že tento PF240009 je ve shodě se základními požadavky a dalšími příslušnými ustanoveními směrnice 1999/5/ES.

Dansk

Undertegnede Meta System S.p.A. erklærer herved, at følgende udstyr PF240009 overholder de væsentlige krav og øvrige relevante krav i direktiv 1999/5/EF.

Deutsch

Hiermit erklärt Meta System S.p.A., dass sich das Gerät PF240009 in Übereinstimmung mit den grundlegenden Anforderungen und den übrigen einschlägigen Bestimmungen der Richtlinie 1999/5/EG befindet.

Eesti

Käesolevaga kinnitab Meta System S.p.A. seadme PF240009 vastavust direktiivi 1999/5/EÜ põhinõuetele ja nimetatud direktiivist tulenevatele teistele asjakohastele sätetele.

English

Hereby, Meta System S.p.A., declares that this PF240009 is in compliance with the essential requirements and other relevant provisions of Directive 1999/5/EC.

Español

Por medio de la presente Meta System S.p.A. declara que el PF240009 cumple con los requisitos esenciales y cualesquiera otras disposiciones aplicables o exigibles de la Directiva 1999/5/CE.

Ελληνική

ΜΕ ΣΗΝ ΠΑΡΟΥΣΑ Meta System S.p.A. ΔΗΛΩΝΕΙ ΟΣΙ PF240009 ΣΥΜΜΟΡΦΩΝΕΤΑΙ ΠΡΟΣ ΤΙΣ ΟΥΣΙΩΔΕΙΣ ΑΠΑΙΤΗΣΕΙΣ ΚΑΙ ΤΙΣ ΛΟΙΠΕΣ ΣΧΕΤΙΚΕΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΟΔΗΓΙΑΣ 1999/5/ΕΚ.

Français

Par la présente Meta System S.p.A. déclare que l'appareil PF240009 est conforme aux exigences essentielles et aux autres dispositions pertinentes de la directive 1999/5/CE.

Italiano

Con la presente Meta System S.p.A. dichiara che questo PF240009 è conforme ai requisiti essenziali ed alle altre disposizioni pertinenti stabilite dalla direttiva 1999/5/CE.

Latviski

Ar šo Meta System S.p.A. deklarē, ka PF240009 atbilst Direktīvas 1999/5/EK būtiskajām prasībām un cietim ar to saistītajiem noteikumiem.

Lietuvių

Šiuo Meta System S.p.A. deklaruoją, kad šis PF240009 atitinka esminius reikalavimus ir kitas 1999/5/EB Direktyvos nuostatas.

Nederlands

Hierbij verklaart Meta System S.p.A. dat het toestel PF240009 in overeenstemming is met de essentiële eisen en de andere relevante bepalingen van richtlijn 1999/5/EG.

Malti

Hawnhekk, Meta System S.p.A., jiddikjara li dan PF240009 jikkonforma mal-htigijiet essenzjali u ma provvedimenti oħrajn relevanti li hemm fid-Direttiva 1999/5/EC.

Magyar

Alulírott, Meta System S.p.A. nyilatkozom, hogy a PF240009 megfelel a vonatkozó alapvető követelményeknek és az 1999/5/EC irányelv egyéb előírásainak.

Polski

Niniejszym Meta System S.p.A. oświadcza, że PF240009 jest zgodny z zasadniczymi wymogami oraz pozostałymi stosownymi postanowieniami Dyrektywy 1999/5/EC.

Português

Meta System S.p.A. declara que este PF240009 está conforme com os requisitos essenciais e outras disposições da Directiva 1999/5/CE.

Slovensko

Meta System S.p.A. izjavlja, da je ta PF240009 v skladu z bistvenimi zahtevami in ostalimi relevantnimi določili direktive 1999/5/ES.

Slovensky

Meta System S.p.A. týmto vyhlasuje, že PF240009 spĺňa základné požiadavky a všetky príslušné ustanovenia Smernice 1999/5/ES.

Suomi

Meta System S.p.A. vakuuttaa täten että PF240009 tyyppinen laite on direktiivin 1999/5/EY oleellisten vaatimusten ja sitä koskevien direktiivin muiden ehtojen mukainen.

Svenska

Härmed intygar Meta System S.p.A. att denna PF240009 står i överensstämmelse med de väsentliga egenskapskrav och övriga relevanta bestämmelser som framgår av direktiv 1999/5/EG.

Íslenska

Hér með lýsir Meta System S.p.A. yfir því að PF240009 er í samræmi við grunnkröfur og aðrar kröfur, sem gerðar eru í tilskipun 1999/5/EC.

Norsk

Meta System S.p.A. erklærer herved at utstyret PF240009 er i samsvar med de grunnleggende krav og øvrige relevante krav i direktiv 1999/5/EF.

USA, Canada

Product name: TX BMW
MR FCC ID: P3O98400
IC:4429A - TXBMWMR

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Declaration Of Conformity

R&TTE Declaration Of Conformity (DoC)

CE 0470

We: **Meta System S.p.A.**

with the address: Via Majakovskij 10 b/c/
d/e 42124 Reggio
Emilia -Italy

Declare

Under own responsibility that the product:

TX BMW MR

To which this declaration relates is in conformity with the essential requirements and other relevant requirements of the R&TTE Directive (1999/5/EC).

This product is in conformity with the following standards:

Health & Safety (art.3.1)	EN 60950-1
EMC (art.3.2) Spectrum	ETSI EN 301 489-1/-3
Human exposure	ETSI EN 300 220 - 2
	EN 62311

According to Directive 1999/5/

CE Reggio Emilia , 14/07/2010

Technical
Director Lasagni
Cesare



Certifications

BMW Keyless Ride ID Device



USA, Canada:

Product name: BMW Keyless Ride ID
Device FCC ID: YGOHUF5750
IC: 4008C-HUF5750



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Canada:

Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

USA:

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Argentina:

CNC COMISIÓN NACIONAL
DE COMUNICACIONES
H-17115

Declaration Of Conformity

We declare under our responsibility that the product

BMW Keyless Ride ID Device (Model: HUF5750)

complies with the appropriate essential requirements of the article 3 of the R&TIE and the other relevant provisions, when used for its intended purpose. Applied Standards:

1. Health and safety requirements contained in article 3 (1) a)
 - EN 60950-1:2006+A11:2009+A1:2010+A12:2011; Information technology equipment-Safety
2. Protection requirements with respect to electromagnetic compatibility article 3 (1) b)
 - EN 301 489-1 (V1 .9.2, 09/2011), Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 1: Common technical requirements
 - EN 301 489-3 (V1.4.1, 08/2002) Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 3: Specific conditions for short range devices (SRD) operating on frequencies between 9 kHz and 40 GHz
3. Means of the efficient use of the radio frequency spectrum article 3 (2)
 - EN 300 220-1 & -2 (V2.4.1, 05/2012), electromagnetic compatibility and radio spectrum matters (ERM); Short range devices (SRD); Radio equipment to be used in the 25 MHz to 1000 MHz frequency range with power levels ranging up to 500 mW; Part 1: Technical characteristics and test methods. Part 2: Harmonized EN covering essential requirements under article 3.2 of the R&TIE directive

The product is labeled with the CE marking:



Velbert, October 15th, 2013

A handwritten signature in black ink, appearing to read 'Benjamin A. Müller', written over a horizontal line.

Benjamin A. Müller

Product Development Systems
Car Access and Immobilization -
Electronics Huf Hülsbeck & Fürst
GmbH & Co. KG
Steege Straße 17, D-42551
Velbert

Certification Tire Pressure Control (TPC)

FCC ID: MRXBC54MA4
IC: 2546A-BC54MA4

This device complies with Part 15 of the FCC Rules and with Industry Canada license-exempt RSS standard(s).

Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) This device must accept any interference received, including interference that may cause undesired operation.

WARNING: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

FCC ID: MRXBC5A4
IC: 2546A-BC5A4

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

- (1) l'appareil ne doit pas produire de brouillage, et
- (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

WARNING: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

Declaration of Conformity

Radio equipment TFT instrument cluster

For all Countries without EU

Model name: ICC10in

Technical information

The ICC10in can operate in one of two operating modes:

1. Normal mode, with Bluetooth and WLAN on, and
2. Radio off mode (only available during vehicle manufacturing).

BT operating frq. Range:

2402 – 2480 MHz

BT version: 4.2 (no BTLE)

BT output power:

< +4 dBm (internal antenna)

WLAN operating frq. Range:

2402 – 2472 MHz

WLAN standards:

IEEE 802.11 b/g/n

WLAN output power:

< +14 dBm (internal antenna)

Manufacturer and Address

Manufacturer:

Robert Bosch GmbH

Address:

Robert-Bosch-Platz 1,
70839 Gerlingen, GERMANY

Turkey

Robert Bosch GmbH, ICC10in tipi telsiz sisteminin 2014/53/EU nolu yönetmeliğe uygun olduğunu beyan eder. AB Uygunluk Beyanı'nın tam metni, aşağıdaki internet adresinden görülebilir: <http://cert.bosch-carmultimedia.net>

Brazil

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL www.anatel.gov.br

Thailand

เครื่องโทรคมนาคมและอุปกรณ์นี้

มีความสอดคล้องตามข้อกำหนดของ กทท.

(This telecommunication equipments is in compliance with NTC requirements)

Argentina



Canada

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

Radiofrequency radiation exposure Information: This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 centimeters between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

- (1) L'appareil ne doit pas produire de brouillage;
- (2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Informations sur l'exposition aux radiofréquences:
Cet équipement est conforme aux limites d'exposition aux radiations fixées par le Canada pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec une distance minimale de 20 centimètres entre le radiateur et votre corps. Cet émetteur ne doit pas être co-localisée ou opérant en conjonction avec autre antenne ou émetteur.

United States (USA)

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications made to this equipment not expressly approved by Robert Bosch GmbH may void the FCC authorization to operate this equipment.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Japan

This device is granted pursuant to the Japanese Radio Law (電波法) and the Japanese Telecommunications Business Law (電気通信事業法)

本製品は、電波法と電気通信事業法に基づく適合証明を受けております。

This device should not be modified (otherwise the granted designation number will become invalid)

本製品の改造は禁止されています。
(適合証明番号などが無効となります。)



R 201-200559

T 20 0138 201

Korea

Equipment Name: BMW A-Kombi

Basic model number: ICC10in

Manufacturer/Country of Origin:

Robert Bosch GmbH / 포르투갈

Zertifikatsnummer:

R-R-BO2-ICC10in

Serbia



ID: И011 20

Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:

- (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
- (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.



IFETEL

Taiwan, Republic of

根據 NCC 低功率電波輻射性電機管理辦法 規定:第十二條

經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條

低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。

前項合法通信，指依電信法規定作業之無線電通信。

低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Declaration of Conformity

Radio equipment anti-theft alarm (DWA)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period



Technical information

Frequency Band:
433.05-434.79 MHz
Output Power: 10 mW e.r.p.

Manufacturer and Address

Manufacturer: Meta System S.p.A.
Address: Via Galimberti 5 42124
Reggio Emilia - Italy

Austria

Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp TXBMWMMR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://docs.metasystem.it/>

Belgium

Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMMR est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: <https://docs.metasystem.it/>

Bulgaria

С настоящото Meta System S.p.A. декларира, че този тип радиосъоръжение TXBMWMMR е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: <https://docs.metasystem.it/>

Cyprus

Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMMR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <https://docs.metasystem.it/>

Czech Republic

Tímto Meta System S.p.A. prohlašuje, že typ rádiového zařízení TXBMWMMR je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <https://docs.metasystem.it/>

Germany

Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp TXBMWMMR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://docs.metasystem.it/>

Denmark

Hermed erklærer Meta System S.p.A., at radioudstyrstypen TXBMWMMR er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <https://docs.metasystem.it/>

Estonia

Käesolevaga deklareerib Meta System S.p.A., et käesolev raadioseadme tüüp TXBMWMMR vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <https://docs.metasystem.it/>

Spain

Por la presente, Meta System S.p.A. declara que el tipo de equipo radioeléctrico TXBMWMMR es conforme con la Directiva 2014/53/UE. El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: <https://docs.metasystem.it/>

Finland

Meta System S.p.A. vakuuttaa, että radiolaitetyyppi TXBMWMMR on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <https://docs.metasystem.it/>

France

Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMMR est conforme à la Directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante : <https://docs.metasystem.it/>

United Kingdom

Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMMR is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: <https://docs.metasystem.it/>

Greece

Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMMR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <https://docs.metasystem.it/>

Croatia

Meta System S.p.A. ovime izjavljuje da je radijska oprema tipa TXBMWMMR u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <https://docs.metasystem.it/>

Hungary

Meta System S.p.A. igazolja, hogy a TXBMWMMR típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <https://docs.metasystem.it/>

Ireland

Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMMR is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: <https://docs.metasystem.it/>

Italy

Il fabbricante, Meta System S.p.A., dichiara che il tipo di apparecchiatura radio TXBMWMMR è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <https://docs.metasystem.it/>

Lithuania

Aš, Meta System S.p.A., patvirtinu, kad radijo įrenginių tipas TXBMWMMR atitinka Direktyvą 2014/53/ES.

Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <https://docs.metasystem.it/>

Luxembourg

Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMMR est conforme à la directive 2014/53/UE.

Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: <https://docs.metasystem.it/>

Latvia

Ar šo Meta System S.p.A. deklarē, ka radioiekārta TXBMWMMR atbilst Direktīvai 2014/53/ES.

Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <https://docs.metasystem.it/>

Malta

B'dan, Meta System S.p.A., niddikjara li dan it-tip ta' tagħmir tar-radju TXBMWMMR huwa konformi mad-Direttiva 2014/53/UE.

It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: <https://docs.metasystem.it/>

Netherlands

Hierbij verklaar ik, Meta System S.p.A., dat het type radioapparatuur TXBMWMMR conform is met Richtlijn 2014/53/EU.

De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <https://docs.metasystem.it/>

Poland

Meta System S.p.A. niniejszym oświadcza, że typ urządzenia radiowego TXBMWMMR jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <https://docs.metasystem.it/>

Portugal

O(a) abaixo assinado(a) Meta System S.p.A. declara que o presente tipo de equipamento de rádio TXBMWMMR está em conformidade com a Diretiva 2014/53/UE.

O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: <https://docs.metasystem.it/>

Romania

Prin prezenta, Meta System S.p.A. declară că tipul de echipamente radio TXBMWMR este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <https://docs.metasystem.it/>

Sweden

Härmed försäkrar Meta System S.p.A. att denna typ av radioutrustning TXBMWMR överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: <https://docs.metasystem.it/>

Slovenia

Meta System S.p.A. potrjuje, da je tip radijske opreme TXBMWMR skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <https://docs.metasystem.it/>

Slovakia

Meta System S.p.A. týmto vyhlasuje, že rádiové zariadenie typu TXBMWMR je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <https://docs.metasystem.it/>

Declaration of Conformity

Mid Range Radar

For all Countries without EU

Model name: MRRe14FCR

Technical information

Frequenzy band: 76 - 77 GHz

Nominal radiated power:

e.i.r.p. (peak detector): 32 dBm

Nominal radiated power:

e.i.r.p. (RMS detector): 27 dBm

Manufacturer and Address

Manufacturer:

Robert Bosch GmbH

Address:

Robert-Bosch-Platz 1, 70839

Gerlingen, GERMANY



AGREE PAR L'ANRT MAROC
Numéro d'agrément: MR 13900 ANRT 2017
Date d'agrément: 04/05/2017



CNC COMISIÓN NACIONAL
DE COMUNICACIONES
C-20030



NTC

Type Approved

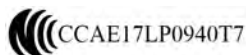
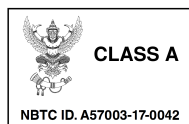
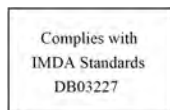
No. ESD-1716172C

IFETEL: RCPBOMR17-0598

TRC No. TRC/LPD/2017/254



CIDF15000490



Canada**NOTICE:**

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

Radiofrequency radiation exposure Information:

This equipment complies with FCC and IC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

- (1) L'appareil ne doit pas produire de brouillage;
- (2) L'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Informations sur l'exposition aux radiofréquences:

Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps. Ce transmetteur ne doit pas être placé au même endroit ou utilisé simultanément avec un autre transmetteur ou antenne.

United States (USA)

NOTICE:

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications made to this equipment not expressly approved by Robert Bosch GmbH may void the FCC authorization to operate this equipment.

This equipment has been tested and found to comply with the limits for a Class A digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a commercial environment. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications. Operation of this equipment in a residential area is likely to cause harmful interference in which case the user will be required to correct the interference at his own expense.

Radiofrequency radiation exposure Information:

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Japan

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。

Translation: This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）

Translation: This radio device should not be modified (otherwise the granted designation number will become invalid)

Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:

- (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
- (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Hong Kong

HKCA 1035: automotive radar: radio equipment exempted from licensing!

South Korea

[Class B Equipment]

B급 기기 (가정용 방송통신기자재)
이 기기는 가정용(B급) 전자파적합기기로서 주로 가정에서 사용하는 것을 목적으로 하며,
모든 지역에서 사용할 수 있습니다.

Translation: This equipment has been approved under EMC Registration as a Class B device (for domestic use) and can be used in both residential and commercial areas.

[RF Warnings]

해당 무선 설비는 운용 중 전파혼신 가능성이 있음

Translation: This radio equipment has potential for interference during operation.

Taiwan, Republic of

注意!

依據低功率電波輻射性電機管理辦法第十二條經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。
第十四條低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前項合法通信，指依電信規定作業之無線電信。低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Thailand

เครื่องโทรคมนาคมและอุปกรณ์ที่มีคว
ามสอดคล้องตามมาตรฐานหรือข้อกำหนดทางเทคนิคของ กสทช

เครื่องวิทยุคมนาคมนี้มีระดับการแผ่ค
ลื่นแม่เหล็กไฟฟ้าสอดคล้องตามมาตรฐานความปลอดภัยต่อสุขภาพของมนุษย์จากการใช้เครื่องวิทยุคมนาคมที่ค
ณะกรรมการกิจการกระจายเสียง
กิจการโทรทัศน์
และกิจการโทรคมนาคมแห่งชาติประกาศกำหนด

Israel

10. תנאים מיוחדים והערות המשרד :

Mid-range Radar Sensor

לפני השייך דאג היבואן שעל אריזה חיצונית
של המוצר יודבק מדבקה, בה יהיה רשום כי :
א. השימוש במכשיר הינו על בסיס "משני"
ופטור מרשיון הפעלה אלוטרי.

כלומר - לא מוגן מהפרעות וללא הפרעה
למכשירים אחרות הפועלות כדין.
ב. רק "בפעולת בזק" לשימוש עצמי של
הלקוח בלבד, הצידוד פטור מרשיון הפעלה
אלוטרי.

מתן "שרות בזק" לצד ג' מחייב רשיון
מיוחד ממשרד התקשורת.

ג. אסור להחליף את האנטנה המקורית של
המכשיר ולא לעשות בו כל שינוי טכני אחר.

Declaration of Conformity

Radio equipment audio system

Model name: MCR001

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

FCC CAUTION

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Cet appareil est conforme à la partie 15 des règles FCC. Son fonctionnement est soumis aux deux conditions suivantes :

- (1) Cet appareil ne doit pas causer d'interférences nuisibles, et
- (2) cet appareil doit accepter toute interférence reçue, y compris les interférences pouvant entraîner un fonctionnement indésirable.

ATTENTION FCC

Les changements ou modifications non expressément approuvés par la partie responsable de la conformité peuvent annuler le droit de l'utilisateur à faire fonctionner l'équipement.

IP notice: HD Radio™

HD Radio Technology manufactured under license from iBiquity Digital Corporation. U.S. and Foreign Patents.

For patents see <http://dts.com/patents>.

HD Radio, Artist Experience, and the HD, HD Radio, and "ARC" logos are registered trademarks or trademarks of iBiquity Digital Corporation in the United States and/or other countries.

Declaration of Conformity

Radio equipment Wireless charging device

For all Countries without EU

**Model name: WCA
Motorrad-Ladestaufach**

Technical information:
Wireless charging operates in
the frequency range from 110
kHz to 115 kHz with a
maximum power of 6 W.

Manufacturer and Address

Manufacturer:
Bury Sp. z o.o.
Address:
ul. Wojska Polskiego 4,
39-300 Mielec, Poland

UAE

TRA
REGISTERED No:
ER88980/ 20
DEALER No:
DA0132302/14

Singapore

Complies with
IMDA Standards
DA103787

Argentina



Belarus



Marocco

AGREE PAR L'ANRT MAROC
Numéro d'agrément :
MR 00025359 ANRT 2020
Date d'agrément :
01/09/2020

USA

FCC ID: QZ9-LADESTAUFACH

NOTICE:

Changes or modifications made to this equipment not expressly approved by Bury Sp. z o.o. may void the FCC authorization to operate this equipment.

NOTE:

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 and to Part 18 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiation Exposure:

This device has been tested for human exposure limits and found compliant at a minimum distance of 9 cm during operation. Thus during the operation of device a distance of 9 cm must be respected in every direction.

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