BMW
MOTORRAD

Operating instructions
GS Carbon Evo helmet



MAKE LIFE A RIDE

WELCOME.

We congratulate you on your choice of a genuine accessory product from our company. We constantly strive to match our accessories product world optimally to customers' needs and preferences and areas of use, so that the products can be of assistance to you on your adventures and in your daily routine.

About these operating instructions

Read these operating instructions before using your new accessory product for the first time. You will find important notes here on operation which will help you to make the most of the technical benefits of our products and to use the products to optimum effect and for the longest possible time.

Suggestions and criticism

If you have questions concerning our products, your authorised BMW Motorrad retailer will be happy to provide advice and assistance.

We hope you enjoy using your new product and that all your journeys will be pleasant and safe

BMW Motorrad.

GENERAL INSTRUCTIONS

01

PREFACE

We congratulate you on your choice of a GS Carbon Evo helmet.

The GS Carbon Evo helmet continues our 30 years of tradition in helmets. Every new generation of helmet incorporates new technologies and design solutions that reflect our high standards for safety, comfort and design. The GS Carbon Evo helmet was tested and perfected in wind tunnels. Consequently, the aerodynamic and acoustic performance of the GS Carbon Evo is outstanding.

Of course, the GS Carbon Evo helmet has all the proven properties you expect of a BMW helmet in terms of safety, comfort and design.

All these properties, our high standards for the quality of the materials used and the care exercised throughout production combine in a premium product designed to meet the highest demands for safety and reliability for riding on public roads.

ABBREVIATIONS AND SYMBOLS

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

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

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

ATTENTION Special notes and precautionary measures. Non-compliance can lead to damage to the vehicle or accessory and, consequently, to voiding of the warranty.

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

- Instruction.

» Result of an activity.

Reference to a page with more detailed information.

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



Tightening torque.



Technical data.

SAFETY INFORMATION

02

SAFETY INFORMATION

This helmet has been manufactured from high-strength materials in accordance with the state of the art. However, no helmet can protect you against all possible injuries.

This BMW motorcycle helmet is designed only for motorcycling – it is not approved for use for other purposes.

Helmet usage and environmental influences give rise to a process of ageing and wear and tear. Consequently, BMW Motorrad recommends replacing the helmet after five years.

If you are involved in a crash or if the helmet is exposed to impact, the helmet's ability to provide its design-base level of protection is no longer ensured. The helmet is designed to absorb impact energy in the event of a crash. Forces are absorbed via complete or partial destruction of the outer or inner helmet shell. This damage can usually not be detected by the observer. Consequently, the helmet always has to be replaced after a crash or impact. For safety reasons, it is important to render a damaged helmet completely unwearable.

This helmet complies with the legal and country-specific regulations in all countries in which it is sold.

Do not attempt to make technical changes to this helmet. To ensure adequate protection, this helmet has to be snugly adjusted and securely fitted.

WARNING

Wrong visor and incorrect use
Higher risk of accident
- With the helmet, use only visors approved for N°22R-050608.
- Do not use visors labelled DAYTIME USE ONLY at night or in conditions of poor visibility.
- Do not apply paint, stickers, petrol or other solvents to the helmet. To maintain the good optical quality of the visor and the coatings, do not use solvents, petrol, abrasive pastes or similar products for cleaning. BMW Motorrad recommends using a soft cloth, cold water and mild soap.

ATTENTION

High temperatures can damage the helmet
Damage due to hot rear silencer
- Do not attach the helmet too close to the exhaust system.

WARNING

Under certain circumstances the visor's transparency with the inner visor installed might be slightly less than the 80 % required by the ECE 22.05 standard.
Increased risk of accident when riding at night with the inner visor fitted (as-delivered condition).
- We recommend removing the inner visor for riding at night.

ATTENTION

Hard worktop
Damage to the surface of the helmet
- Use the assembly ring or a clean, soft pad.

6 SAFETY INFORMATION

The helmet must always be taken off such that it cannot drop to the ground. Any damage arising in such a way is not covered by the warranty. In the case of a repair it is best to contact your authorised BMW Motorrad dealer.

MIPS SAFETY SYSTEM



8 MIPS SAFETY SYSTEM

MIPS SAFETY SYSTEM

MIPS is short for Multi-directional Impact Protection System. This is a safety system for helmets.
This safety system offers extra protection against angled impacts and the resulting rotational forces.
The MIPS low-friction layer decouples the comfort pads to a defined extent from the EPS shell. Elastomer elements permit a defined relative movement between helmet and head to dissipate rotational energy.

AERODYNAMICS

04

10 AERODYNAMICS

AERODYNAMICS

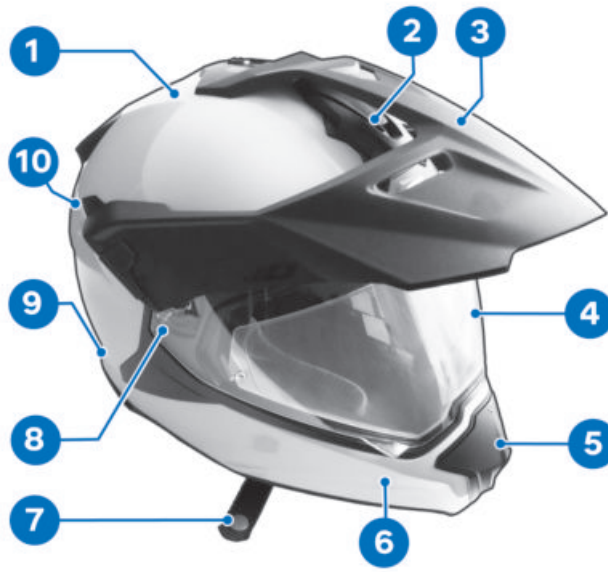
The aerodynamic and aero-acoustic properties of a motorcycle helmet depend heavily on the prevailing airflow conditions. Turbulence can be experienced to a greater or lesser extent, depending on seated position and on the design of the windscreen and the fairing. These fluctuations in air pressure are perceived as sound. If these fluctuations in air pressure occur at the underside of the helmet there is a sharp increase in sound level inside the helmet. The extent to which even an acoustically optimised helmet can reduce this sound is subject to constraints.

OVERVIEWS

05

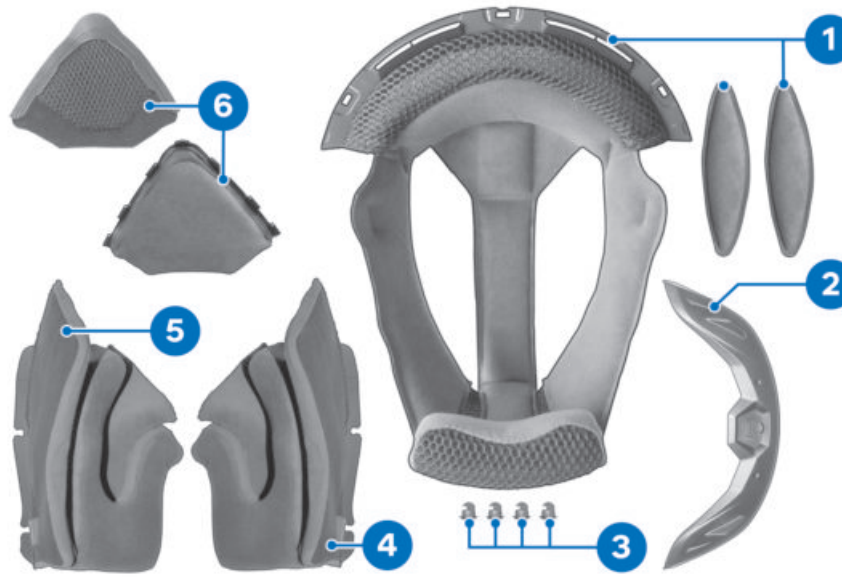
12 OVERVIEWS

EXTERIOR OF THE GS CARBON EVO HELMET



1 GS CarbonEvo helmet
2 Ventilation slider for head ventilation (➠ 17)
3 Helmet peak (➠ 21)
4 Visor with anti-fogging inner visor (➠ 22)
5 Chin/visor ventilation (➠ 22)
6 Visor actuator (➠ 17)
7 Chinstrap with double D-ring buckle (➠ 17)
8 Visor mechanism
9 Charging socket, communication system (➠ 18)
10 Goggles strap holder (➠ 18)

INTERIOR, GS CARBON EVO HELMET



1 Head cushion, head pads (removable) (➠ 24)
2 Rear plastic part, helmet edging
3 Replacement pins and dummy plugs for inner visor (supplied with the helmet)
4 Cheek pad, left, with Rescue Pull system (removable) (➠ 22)
5 Cheek pad, right, with Rescue Pull system (removable) (➠ 22)
6 Chin spoiler, "low-weight" (pre-installed) (➠ 17)
Chin spoiler, "low-noise" (supplied with the helmet) (➠ 17)

14 OVERVIEWS

EQUIPMENT VARIANTS



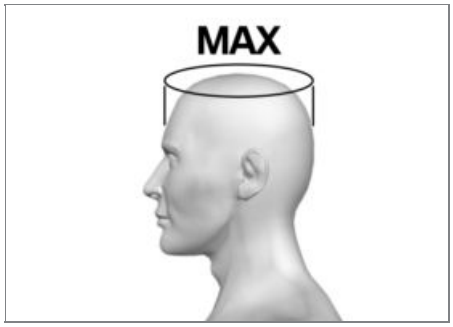
A Helmet with peak and visor
B Helmet with visor (for riding at speed)
C Helmet with peak and GS enduro goggles (GS enduro goggles available from authorised BMW Motorrad retailers)

OPERATING

06

GSCARBONEVO HELMET

Determining helmet size



Only a correctly sized helmet can provide its protective effect to the fullest extent.

Begin by measuring head circumference with a measuring tape (positioned about the width of a finger above the eyebrows, and round where the head is widest).

The BMW GS Carbon Evo helmet is available in the range of sizes from 52/53 to 62/63 (corresponding to the range XS to XXL). The size suitable for you corresponds to measured head circumference. If head measurement results in a value that is between 2 helmet sizes (e.g. 59.5 cm), it is advisable to try the smaller size.



Decisive fit criteria

– The helmet must fit tightly.
– It must not be possible to turn the helmet sideways.
– Helmet motions when turning forward and backward must be directly noticeable on the scalp.
– The adjustment range of the chinstrap must be sufficient.

Donning helmet

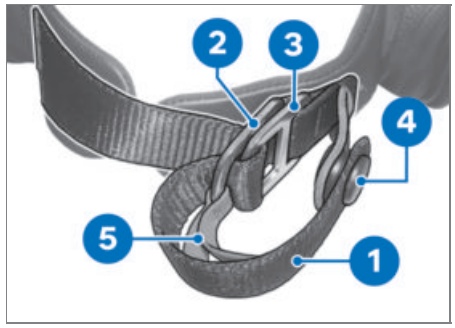
- Hold the helmet by the chin strap at both sides, pull slightly apart and don the helmet.

WARNING

Unfastened or loose chinstrap.
Limited protective effect.
- Adjust the length of the chin strap so that the shin strap fits snugly at the neck.
- Always buckle the chin strap correctly before riding off and keep it buckled at all times while riding.

- Position the chip-strap pad correctly and tighten the chin strap until it fits snugly at the neck.

Adjusting chinstrap



- Slip chinstrap **1** through retaining tabs **2** and **3**.
- Double chinstrap **1** back on itself and pass it over retaining tab **3** and through retaining tab **2**.
- Adjust (tighten) chinstrap **1** until it fits snugly at the neck.
- Close stud fastener **4**.
- Loosen chinstrap **1** by undoing stud fastener **4** and pulling tab **5** down; the chinstrap **1** can be loosened or opened fully.

Operating visor



WARNING

Scratched visor.
Degraded visibility.
- Renew a scratched or matt visor without delay.

- Pull visor **2** down or push it up by gripping it with one hand at one of the grip edges **1**.

» The visor latches in its bottom end position.

Operating ventilation

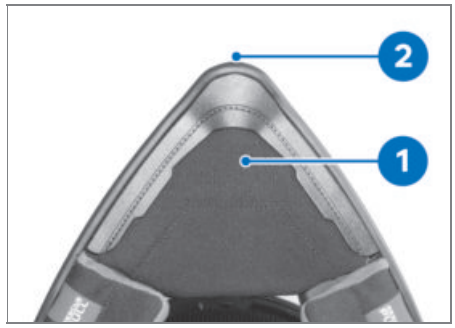
The effect of the ventilation can be perceptibly reduced behind a high windscreen or behind a full fairing on a motorcycle.



- Open head ventilation by sliding cover for ventilation slot **1** to the rear; close it by sliding the cover forward.
- Open the flow of air for visor ventilation by pressing cover for chin guard **2 at the bottom**, close the flow of air by pressing the cover **at the top**.
- On hot days and for off-roading, cover for chin guard **2** can be eased forward and removed.

Installing chin spoiler

Helmet acoustics and air flow to the face depend on the chin spoiler used. The "low-noise" version ensures better acoustics. Depending on environmental conditions or individual needs and preferences, the "low-noise" extension can be removed and the "low-weight" extension supplied with the helmet fitted instead.



- Align "low-noise" chin spoiler **1** with helmet outer shell **2** and engage the retaining hooks.
- The "low-weight" chin spoiler can be installed in the same way.

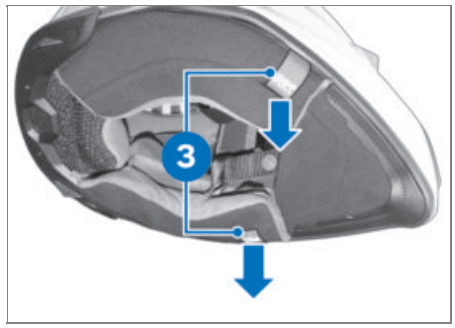
Rescue Pull system

Actuate the Rescue Pull system in a post-accident emergency situation only. It is designed to enable first responders to remove the cheek pads without loss of time.
The mechanism is actuated by the two red loops under the cheek pads, which are connected to the stud fasteners holding the cheek pads to the polystyrene shell. Pulling the loops snaps the stud fasteners out of engagement. Each cheek pad can then be pulled out, making it easier for first responders to remove the wearer's helmet.

Operating Rescue Pull system

Requirement

The helmet wearer is lying on their back on the ground.



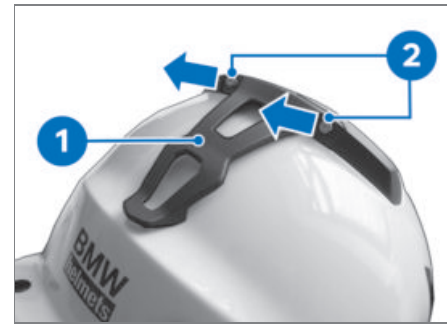
- Pull loop **1** until the stud fastener perceptibly snaps out of engagement.

» Cheek pad is disengaged.

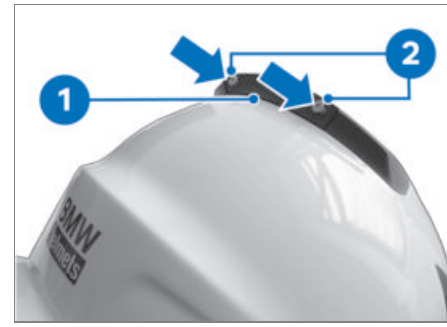
- Disengage the cheek pad on the other side in the same way.

It is not permissible to actuate the Rescue Pull system while the motorcycle is on the move.
Actuate the Rescue Pull system in an emergency situation only.

Removing goggles strap holder



- Remove screws **2** and remove goggles strap holder **1**.

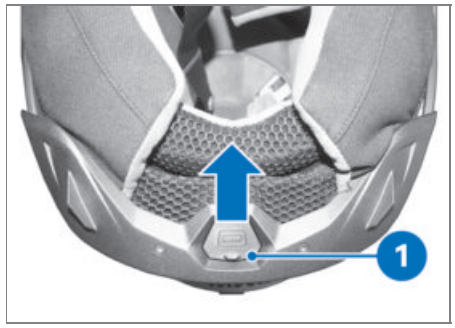


- Hold cover **1** in position and tighten screws **2**.

Charging communication system

Requirement

Communication system is installed.



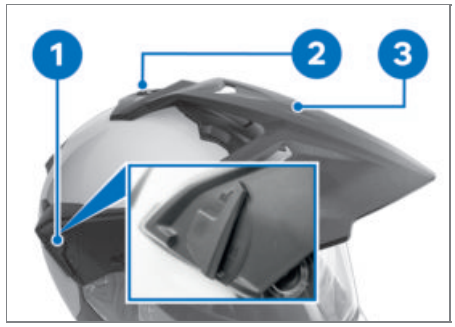
- To charge the communication system, slide cover of charging socket **1** forward.

MAINTENANCE

07

HELMET PEAK

Removing helmet peak



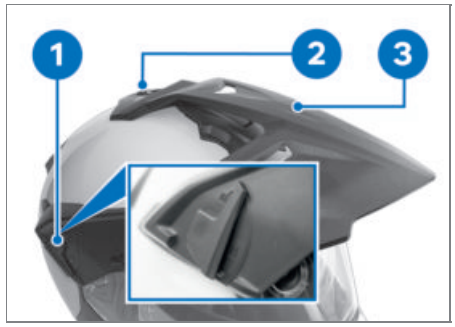
- Turn lever **1** 90° up to the position corresponding to the "padlock open" symbol and remove.

The position of the lever must match the mark on the helmet peak.

Perform the work step on both sides.

- Remove screw **2** with washer.
- Remove helmet peak **3**.

Installing helmet peak



- Hold helmet peak **3** in position.
- In the position corresponding to the "padlock open" symbol, work lever **1** into the opening.

The position of the lever must match the mark on the helmet peak.

- Turn lever **1** down to the position corresponding to the "padlock closed" symbol.

Perform the work step on both sides.

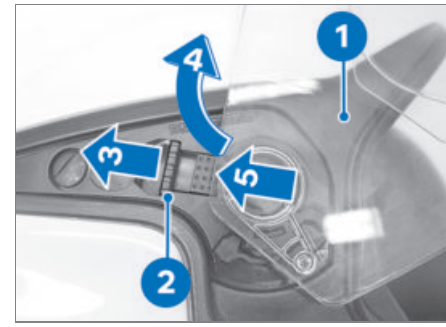
- Install screw **2** with washer.

VISOR

Removing visor

Requirement

Helmet peak removed.

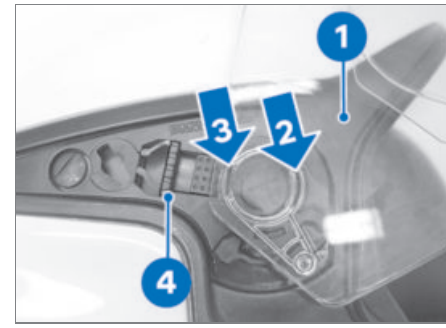


- Open visor **1** to the end stop.
- Push release slider **2** all the way back **3** and hold it in this position.
- Disengage visor **1** on slider side **4** first.
- Angle visor **1** back to disengage **5**.
- Disengage the visor in the same way on the other side and remove.

Installing visor

Requirement

Do not move the release slider out of position when installing.



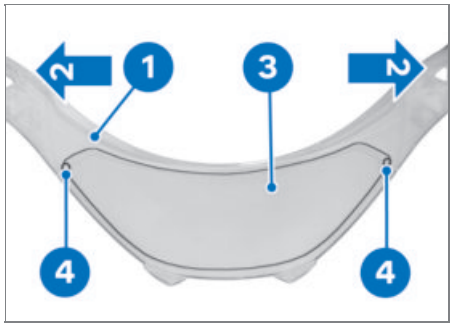
- Hold visor **1** in place in the end-stop position (fully open).
- Engage visor **1** at the front **2**.

- Press the release-slider side of the visor into lock **3**.
- Make sure that release slider **4** is in the fully forward position.
- Secure the visor in the same way on the other side.
- Check that the visor is movable and that the retainers hold it correctly in position.

INNER VISOR

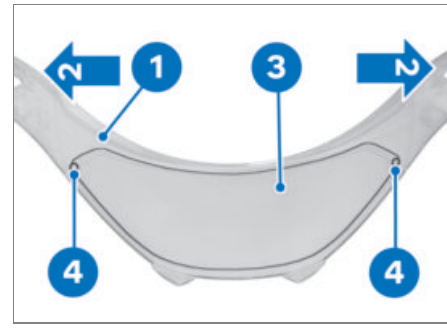
Removing inner visor

Approximately 4 % of light passing through a medium of a different density is reflected. This effect occurs at the outer visor and also at the inner visor. Increased inward reflection is the result. This can be a source of irritation for the rider, particularly in the rain. It is advisable to dispense with the inner visor if this effect is irritating. Under these circumstances, fit the blanking plugs in place of the pins in the visor.



- Apply enough pressure to visor **1** to overtension it slightly **2**.
- Ease inner visor **3** up slightly at one side and disengage it from pins **4**.
- Disengage the other side in the same way.

Installing inner visor



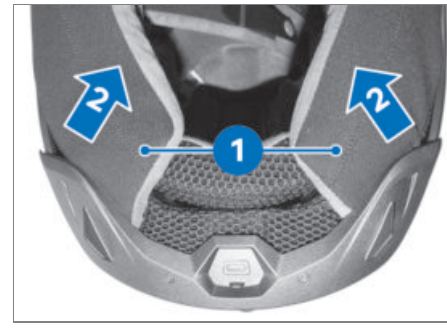
- Thoroughly clean visor **1**.
- Apply enough pressure to visor **1** to overtension it slightly **2**.
- Seat inner visor **3** on one of the pins **4**, then secure the other side as well. Make sure that the silicone seal is neatly seated against the visor.

» Silicone seal is not neatly seated against the visor:

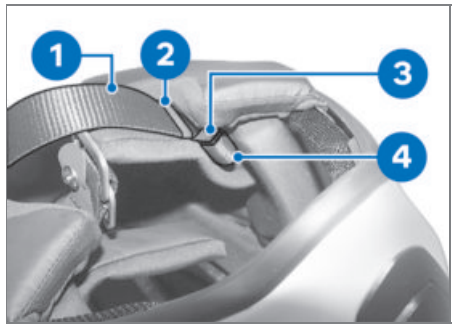
- Remove the pins (push them through toward the outside) and **carefully** re-install turned to different position.

INTERIOR

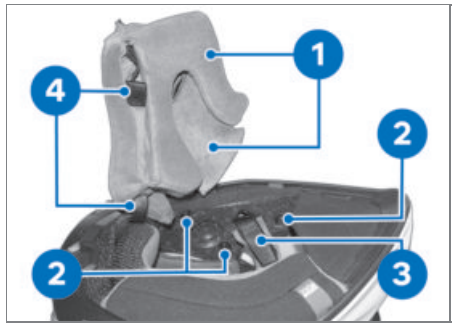
Removing cheek pad



- At the rear, ease cheek pads **1** out in the direction indicated by the arrow **2**.

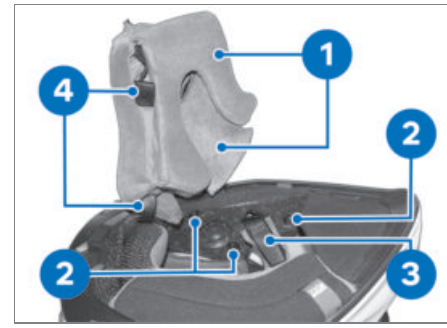


- Work chinstrap **1** out of strap pad **2**, cheek pad **3** and the loop of neck band **4**.
- Disengage the chinstrap on the left in the same way.

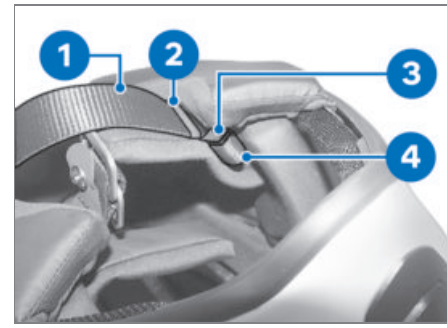


- Disengage cheek pad **1** from stud fasteners **2**.
- Work chinstrap **3** out of cheek pad **1**.
- Pull neck band **3** out of cheek pad **1**.
- Remove the cheek pad on the left in the same way.

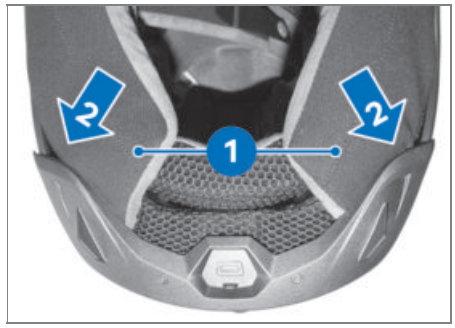
Installing cheek pad



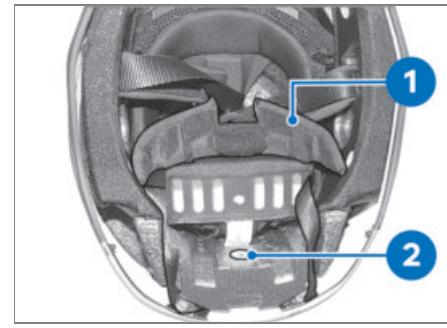
- Work neck band **3** through cheek pad **1**. Make sure that the neck band is not twisted.
- Work chinstrap **3** and strap pad through cheek pad **1**.
- Secure cheek pad **1** in stud fasteners **2** and tuck the edge between the inner and outer shells of the helmet.
- Install the cheek pad on the left in the same way.



- Pull chinstrap **1** through loop of neck band **4**, cheek pad **3** and strap pad **2**.
- Secure the chinstrap on the left in the same way.

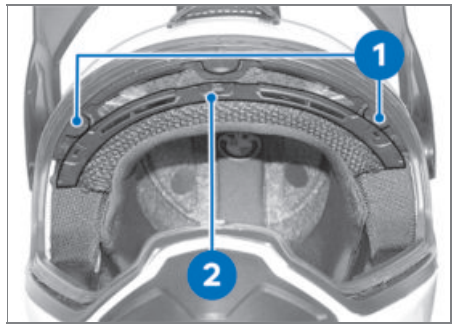


- Work cheek pad **1** in the direction indicated by the arrow **2** into position under the cover and secure it in position.



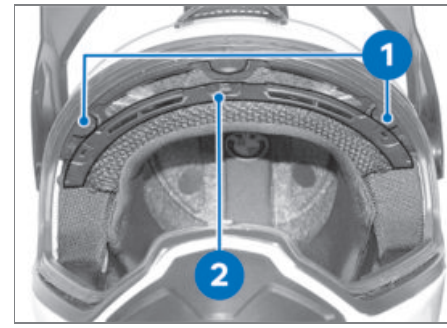
- Disengage head pad **1** from the burr fastener elements and stud fastener **2** and remove.

Removing head pad

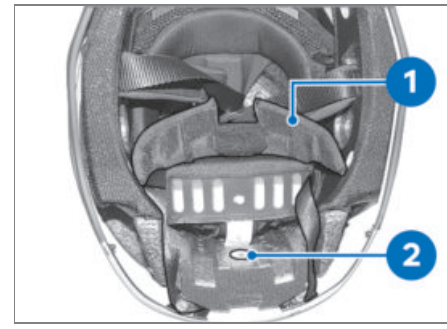


- Carefully ease up retainers **1** and disengage head pad **2**.
- Disengage the burr fastener elements from the centre ridge and remove the head pad.
- Disengage head pad **2** from the burr fastener element on the centre ridge and remove.

Installing head pad



- Insert head pad **2**.
- Secure head pad **2** in retainers **1**.
- Secure the burr fastener elements to the centre ridge.



- Secure head pad **1** in stud fastener **2** and in the burr fastener elements.

ACCESSORIES

08

26 ACCESSORIES

SPARE PARTS AND COMMUNICATION SYSTEM

Spare parts

Cheek/head pads are available in various sizes.
Your authorised BMW Motorrad retailer will be happy to provide the latest information about tested equipment complying with the standards and approved by BMW for your BMW Motorrad GS Carbon Evo helmet.

BMW Motorrad communication system

The GS Carbon Evo helmet can be fitted with a fully integrated wireless Bluetooth communication system by your authorised BMW Motorrad retailer.
The helmet's ECE 22/05 homologation applies also with the communication system installed, so the helmet is compliant with all the safety criteria set out in this standard.
Details on the BMW Motorrad communication system are available on request from your authorised BMW Motorrad retailer, or you can visit **bmw-motorrad.com**.

Action-cam holder

You can buy the action-cam holder as an option for your helmet. This holder was developed to ensure the best possible on-helmet mount for an action cam, without impairing your helmet's safety performance.

CARE

09

CLEANING THE OUTER HELMET SHELL

ATTENTION

Use of unsuitable cleaning agents
Paint damage
- Do not apply fuel or solvents to the helmet outer shell.

- Clean the helmet outer shell with a mild solution of soap in water or with BMW helmet cleaner.

It is possible to use cleaning agents that contain alcohol.

CLEANING THE INTERIOR

- Hand-wash the head pad at max. 30 °C.
- Use only a mild solution of soap in water and then allow to dry slowly in the air.

CLEANING VISOR

ATTENTION

Use of unsuitable cleaning agents
Damage to the scratch protection (Anti-scratch coating)
- Do not use fuel, solvents, window/glass cleaners or any other cleaning agents containing alcohol on the visor.

- Clean the visor with a soft cloth and a mild solution of soap in water or with BMW visor cleaner.
- Remove stubborn foreign matter (e.g. dried remains of insects) from the visor by laying a wet cloth on the surface to soften the deposits and then wiping off.
- Use a lint-free cloth for drying.

CLEANING INNER VISOR

- Use only water or a mild solution of soap in water to clean the inner visor. Never attempt to apply an anti-fogging gel or spray or other, similar products, as they would cause irreparable damage.

MAINTAINING THE VISOR SEAL

- Apply talc to the visor seal yearly at the beginning and the end of the season.

Installation tool
Talcum powder

STORING GS CARBON EVO HELMET

- After intensive cleaning, a ride in the wet or a lengthy trip in cold weather, the inner visor needs a certain length of time to regenerate. During this time the inner visor can absorb only a very small amount of moisture, if any, from the wearer's exhalations. Leaving the inner visor in a dry, airy place helps speed up the reactivation process. When the helmet is not in use (storage) the visor has to be left open at all times to allow moisture to escape from inside.
- A milky coating that can form during a lengthy period of disuse can be wiped off with a slightly damp, fine microfibre cloth.

TECHNICAL DATA

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30 TECHNICAL DATA

HELMET	
Helmet outer shell	Outer shell made of multiple layers of carbon fibre reinforced plastic (CFRP), extra reinforcing layers at critical load zones
Helmet inner shell	Energy-absorbing EPS (expanded polystyrene) inner shell, consisting of 2 cheek pads and a two-part main shell made of 2 different-density foams (multidensity shell) for optimum energy absorption.
Interior	Fully removable interior made of moisture-transporting material
	Chinstrap with double D-ring buckle and neck bands
	Adjustable chin spoiler extension
Visor	Outer visor has scratch-proof coating on both sides
	Curved three-dimensionally, optical quality class 2
	Inner visor made from hydrophilic material with anti-fogging properties
Ventilation	Visor ventilation via centrally arranged rocker switch
	Fresh air to front or head through sliders, ventilation via opening in the neck area
Helmet sizes	52/53
	54/55
	56/57
	58/59
	60/61
	62/63

NATIONAL-MARKET VERSIONS AND ECE LABEL

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32 NATIONAL-MARKET VERSIONS AND ECE LABEL

ECE R 22/05

The BMW GS Carbon Evo helmet is approved in accordance with the currently valid standard ECE R 22/05. This standard also applies for the UK.

The helmet does not comply with US regulations and requirements. Its use is permitted only in countries in which the European ECE standard applies. Use in other countries does not justify claims before courts in the USA or other countries not bound by the ECE standard.

ECE R 22/05 FRANCE

The BMW GS Carbon Evo helmet offered in France is compliant with ECE R 22/05. Reflective stickers for application to the helmet for use in France are available from your authorised BMW Motorrad retailer.

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Disclaimer

Depending on the scope of equipment or accessories of your product from BMW Motorrad but also in the case of country-specific versions, deviations from the details described or illustrated in this booklet may occur. No claims will be entertained as a result of such discrepancies. Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.
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bmw-motorrad.com/equipment

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