BMW
MOTORRAD

RIDER'S MANUAL
CE 02

MAKE LIFE A RIDE

Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

YOUR BMW.

We congratulate you on your choice of a vehicle from BMW Motorrad and welcome you to the community of BMW riders. Familiarise yourself with your new vehicle so that you can ride it safely and confidently in all traffic situations.

About this rider's manual

Read this rider's manual carefully before starting your new BMW. It contains important information on how to operate the controls and how to make the best possible use of all your BMW's technical features.

In addition, it contains information on maintenance and care to help you maintain your vehicle's reliability and safety, as well as its value.

If the time comes to sell your BMW, please remember to hand over this rider's manual to the new owner. It is an important part of the vehicle.

We hope you will enjoy riding your BMW and that all your journeys will be pleasant and safe

BMW Motorrad.

GENERAL INSTRUCTIONS

01

4 GENERAL INSTRUCTIONS

QUICK & EASY REFERENCE

An important aspect of this rider's manual is that it can be used for quick and easy reference. Consulting the extensive index at the end of this rider's manual is the fastest way to find information on a particular topic or item. To first read an overview of your eParkourer, please go to Chapter 2. All maintenance and servicing work on the vehicle is documented in the "Service" section. The record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims.

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.

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

- • 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.
- NV National-market version.

OE Optional equipment. The vehicles are assembled complete with all the BMW Motorrad optional equipment originally ordered.

OA Optional accessories. You can obtain BMW Motorrad optional accessories through your authorised BMW Motorrad dealer; optional accessories have to be retrofitted to the vehicle.

ABS Anti-lock brake system.

ASC Automatic Stability Control.

DWA Anti-theft alarm.

EWS Electronic immobiliser.

RSC Recuperation Stability Control.

EQUIPMENT

When you ordered your eParkourer, you chose various items of custom equipment. This rider's manual describes optional equipment (OE) and selected optional accessories (OA) provided by BMW. This explains why the manual may also contain descriptions of equipment that you might not have selected. Please note, too, that on account of country-specific differences, your vehicle might not be exactly as illustrated.
If your eParkourer was supplied with equipment not described in this Rider's Manual, you will find these features described in separate operating instructions.

TECHNICAL DATA

All dimensions, weights and power ratings stated in the rider's manual are quoted to the standards and comply with the tolerance requirements of the Deutsches Institut für Normung e. V. (DIN).
Technical data and specifications in this rider's manual are guide values. The vehicle-specific data may deviate from these, for example, as a result of selected optional equipment, the national-market version or country-specific measuring procedures. Detailed values can be taken from the vehicle registration documents, or can be obtained from your authorised BMW Motorrad retailer or an-

other qualified service partner or specialist workshop. The specifications in the vehicle documents always have priority over the information provided in this rider's manual.

CURRENCY

The high safety and quality standards of BMW vehicles are maintained by constant development work on designs, equipment and accessories. Because of this, your vehicle may differ from the information supplied in the rider's manual. Nor can BMW Motorrad entirely rule out errors and omissions. We hope you will appreciate that no claims can be entertained on the basis of the data, illustrations or descriptions in these operating instructions.

ADDITIONAL SOURCES OF INFORMATION

Authorised BMW Motorrad retailer

Your authorised BMW Motorrad retailer will be happy to answer any questions you may have.

Internet

The rider's manual for your vehicle, operating and installation instructions for accessories and general information about BMW Motorrad, in relation to technology, for example, are available for download from **bmw-motorrad.com/manuals**.

CERTIFICATES AND OPERATING LICENCES

The certificates for the vehicle and the General Operating Permits for accessories can be downloaded from **bmw-motorrad.com/certification**.

DATA MEMORY

General

Control units are installed in the vehicle. Control units process data that they receive, for example, from vehicle sensors, or that they generate themselves or exchange between each other. Some control units are required for the vehicle to function safely or provide assistance during riding, for example assistance systems. In addition, control units enable comfort or infotainment functions.

Information on data that has been stored or exchanged can be obtained from the manufacturer of the vehicle, for example via a separate booklet.

Personal reference

Each vehicle is identified with a clear vehicle identification number. Depending on the country, the vehicle identification number, the number plate and the corresponding authorities can be referenced to ascertain the registered keeper. There are also other ways to use data obtained from the vehicle to trace the rider or vehicle owner, for example using the ConnectedDrive user account.

Data protection rights

In accordance with applicable data protection laws, vehicle users have certain rights in relation to the manufacturer of the vehicle or in relation to companies which collect or process personal data.
Vehicle users have the right to obtain full information at no cost from persons or entities storing personal data of the vehicle user.
These entities may include:

–Manufacturer of the vehicle
–Authorised BMW Motorrad Retailers
–Specialist workshops
–Service providers

Vehicle users have the right to request information on what personal data has been stored, for what purpose the data is used, and where the data comes from. To obtain this information, proof of ownership or use is required.
The right to information also includes information about data that has been shared with other companies or entities.
The website of the vehicle manufacturer contains the applicable data protection information. This data protection information includes information on the right to have data deleted or corrected.
The manufacturer of the vehicle also provides their contact details and those of the data protection officer on their website.
The registered keeper can also request an authorised BMW Motorrad Retailer or a specialist workshop to read out the data that is stored in the vehicle for a charge.

8 GENERAL INSTRUCTIONS

The vehicle data is read out using the legally prescribed 12 V socket for on-board diagnosis (OBD) in the vehicle.

Legal requirements for the disclosure of data

As part of its legal responsibilities, the manufacturer of the vehicle is obligated to make its stored data available to the relevant authorities. This data is provided in the required scope in individual cases, for example to clarify a criminal offence.
In the context of applicable laws, public agencies are entitled in individual cases to read out data from the vehicle themselves.

Operating data in the vehicle

Control units process data to operate the vehicle.
This includes, for example:
– Status reports of the vehicle and its individual components, for example wheel speed, wheel circumferential velocity, deceleration
– Environmental factors, for example, temperature

The data is only processed in the vehicle itself and is generally non-permanent. The data is not stored beyond the operating period.
Electronic components, for example control units, contain components for storing technical information. Information can be temporarily or permanently stored on the vehicle condition, component loads, incidents or errors.
This information is generally used to document the condition of a component, a module, a system or the surrounding area, for example:
– Operating conditions of system components, for example filling levels, tyre pressure
– Malfunctions and faults in important system components, for example, light and brakes
– Response of the vehicle in special riding situations, for example engagement of the driving dynamics systems
– Information on incidents resulting in damage to the vehicle

The data is necessary for the provision of control unit functions. Furthermore, the data is used to detect and rectify malfunctions and to enable the vehicle manufacturer to optimise vehicle functions.

The vast majority of this data is non-permanent and is only processed in the vehicle itself. Only a small amount of the data is stored in incident or fault memories as required by events.
If services are accessed, for example repairs, service processes, warranty cases and quality assurance measures, this technical information can be read out of the vehicle together with the vehicle identification number.
The information can be read out by an authorised BMW Motorrad Retailer or a specialist workshop. The legally stipulated 12 V socket for on-board diagnosis (OBD) in the vehicle is used to read out the data.
The data is obtained, processed and used by the relevant parts of the retailer network. The data is used to document the technical conditions of the vehicle, to help with error localization, to comply with warranty obligations and to improve quality.
In addition, the manufacturer has various product monitoring obligations arising from product liability legislation. To meet these obligations, the vehicle manufacturer requires technical data from the vehicle. The data from the vehicle can also be used to check warranty claims from the customer.
Fault and event memories in the vehicle can be reset during servicing or repair work by an authorised BMW Motorrad Retailer or a specialist workshop.

Data input and data transfer in the vehicle

General

Depending on the equipment, comfort and customised settings can be stored in the vehicle and can be changed or reset at any time.
If required, data can be entered in the entertainment and communication system of the vehicle, for example using a smartphone.
Depending on the individual equipment, this includes:
- Multimedia data, such as music for playback
- Contacts data for use in connection with a communication system or an integrated navigation system
- Entered destinations
- Data on the use of internet services. This data can be

stored locally in the vehicle or is located on a device that is connected to the vehicle, for example smartphone, USB stick, MP3 player. If this data is stored in the vehicle, the data can be deleted at any time.

This data is transferred to third parties only if personally requested within the context of using online services. This depends on the selected settings when using the services.

Incorporation of mobile devices

Depending on the equipment, mobile devices connected to the vehicle, for example smartphones, can be controlled using the operating elements of the vehicle.
The image and sound of the mobile device can then be output via the multimedia system. At the same time, specific information is transferred to the mobile device. Depending on the type of integration, this includes, for example, position data and additional general vehicle information. This enables optimal use of the selected apps, for example navigation or music playback.

The type of additional data processing is determined by the provider of the respective app. The scope of the possible settings depends on the corresponding app and the operating system of the mobile device.

Services

General

If the vehicle has a wireless connection, this enables the exchange of data between the vehicle and other systems. The wireless connection is enabled by the vehicle's own transceiver unit or using personally integrated mobile devices, for example smartphones. Online functions can be accessed through this wireless connection. These include online services and apps that are provided by the vehicle manufacturer or by other providers.

Services of the vehicle manufacturer

For online services of the vehicle manufacturer, the individual functions are described at suitable points, for example, rider's manual, manufacturer's website. At the same time, information is also provided on the relevant data protection

law. Personal data may be used to provide online services. Data is exchanged using a secure connection, for example with the IT systems provided by the vehicle manufacturer. Obtaining, processing and using personal data outside of the normal provision of services requires legal permission, contractual agreement or consent. It is also possible to have the entire data connection activated or deactivated. Statutory functions are excluded from this.

Services from other providers

When using online services from other providers, these services are subject to the responsibility and the data protection and operating conditions of the individual provider. The vehicle manufacturer has no influence on the content that is exchanged in this instance. Information on the type, scope and purpose of the data capture and use of personal data as part of the services of third parties can be ascertained from the individual provider.

BLUETOOTH

Bluetooth is a short-range wireless technology. Bluetooth devices are short-range devices transmitting on the license-free ISM band (industrial, scientific, medical) between 2.402...2.480 GHz. They can be operated anywhere in the world without a licence being required.

Although Bluetooth is designed to establish and sustain robust connections over short distances, as with every other wireless technology disruptions are possible. Interference can affect connections or connections can sometimes fail. Particularly when multiple devices operate in a Bluetooth network, with wireless technology of this nature it is not possible to ensure fault-free communications in every situation.

Possible sources of interference:

- interference zones due to transmission masts and similar.
- devices with non-compliant Bluetooth implementations.
- proximity of other Bluetooth-compatible devices.

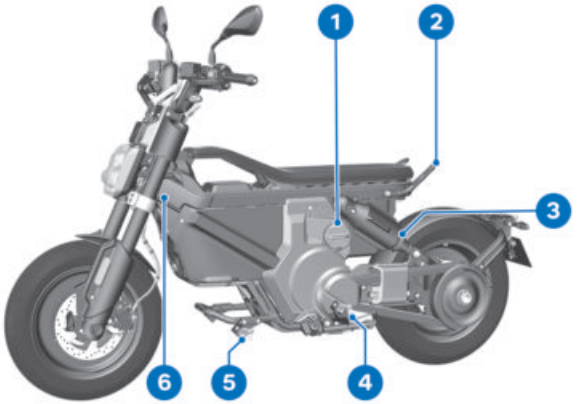
–shielding by metal objects or bodies.

GENERAL VIEWS

02

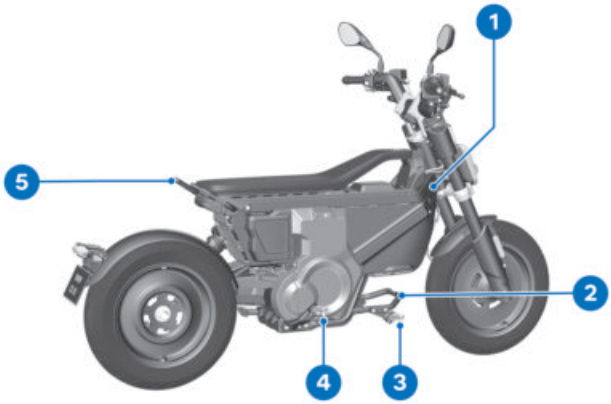
16 GENERAL VIEWS

GENERAL VIEW, LEFT SIDE



1 Charging socket (➠ 95)
2 Passenger grab handle
3 Adjusting spring preload for spring strut (➠ 86)
4 Rear footrest
5 Rider footrest
6 Type plate (on steering head)

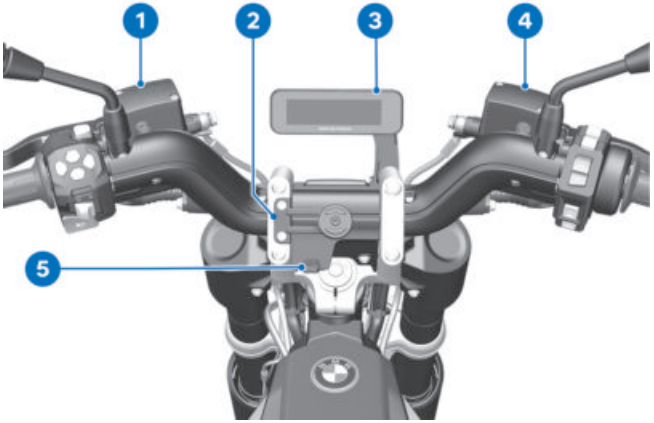
GENERAL VIEW, RIGHT SIDE



1 Vehicle Identification Number
2 Bracket, rider footrests (100)
3 Rider footrest
4 Rear footrest
5 Passenger grab handle

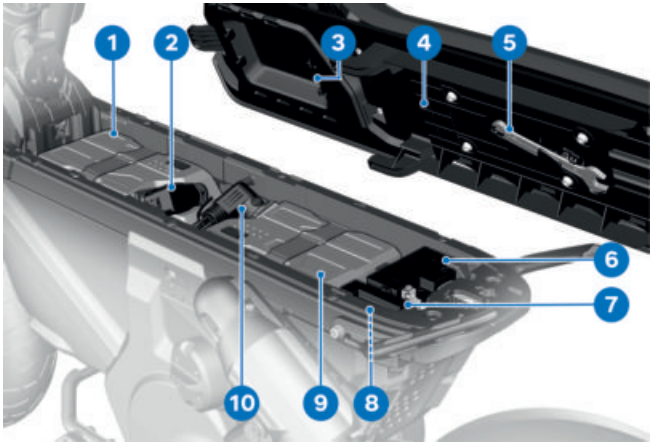
18 GENERAL VIEWS

GENERAL OVERVIEW, TOP



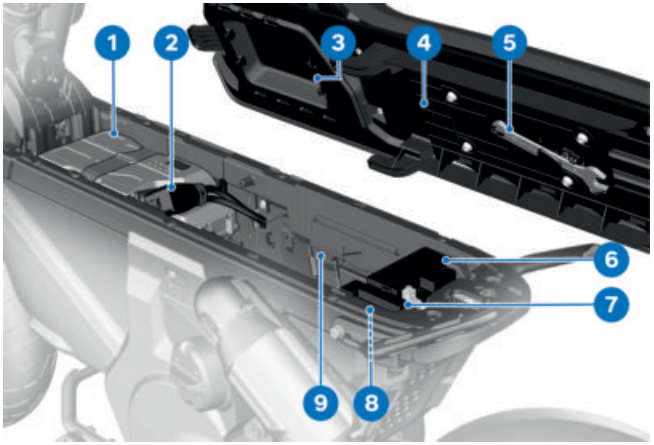
1 Brake-fluid reservoir for the rear-wheel brake (➠ 123)
2 Smartphone holder (➠ 78)
3 Instrument cluster (➠ 53)
4 Brake-fluid reservoir for the front-wheel brake (➠ 123)
5 USB-C socket (➠ 77)

UNDERNEATH THE SEAT WITH TWO TRACTION BATTERIES



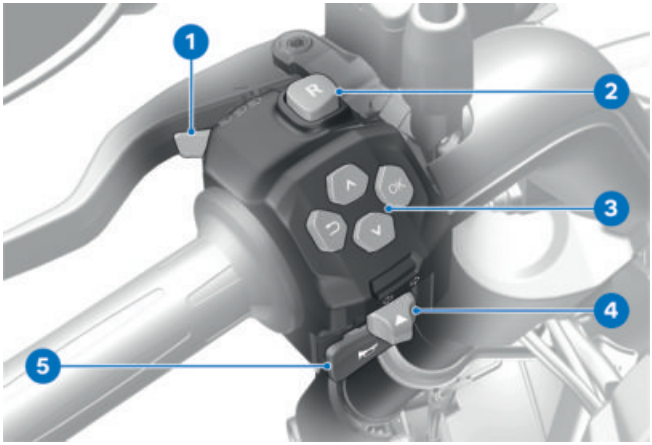
1 Front traction battery
2 Connector, front traction battery
3 Storage compartment for first-aid kit
4 Seat (⇒ 79)
5 Toolkit (⇒ 121)
6 12V battery (⇒ 126)
7 Fuses (⇒ 129)
8 Diagnostic connector (⇒ 130)
9 Rear traction battery
10 Connector, rear traction battery

UNDERNEATH THE SEAT WITH ONE TRACTION BATTERY



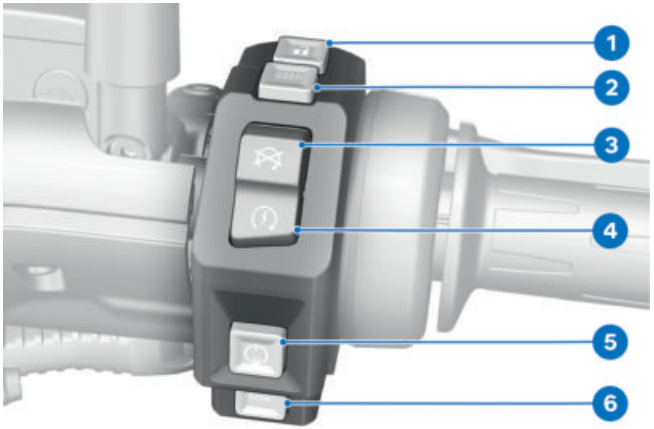
1 Front traction battery
2 Connector, front traction battery
3 Storage compartment for first-aid kit
4 Seat (➠ 79)
5 Toolkit (➠ 121)
6 12V battery (➠ 126)
7 Fuses (➠ 129)
8 Diagnostic connector (➠ 130)
9 Storage compartment

MULTIFUNCTION SWITCH, LEFT



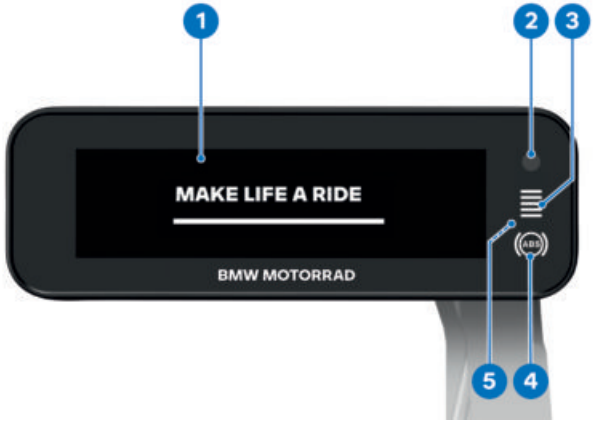
1 High-beam headlight and headlight flasher (➠ 70)
2 Reverser (➠ 69)
3 Button array (➠ 52)
4 Turn indicators (➠ 72)
5 Horn

MULTIFUNCTION SWITCH, RIGHT



1 Seat unlocking (➠ 79)
2 Grip heating (➠ 76)
3 Emergency-off switch (kill switch) (➠ 69)
4 Starter button (➠ 103)
5 Operational readiness (➠ 65)
6 Riding mode (➠ 72)

INSTRUMENT CLUSTER

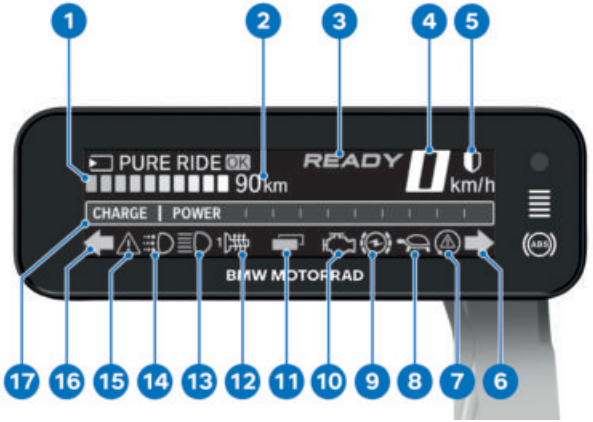


1 Display
2 Charging LED (➠ 96)
3 Anti-theft alarm LED (➠ 73)
Indicator light for the radio-operated key (➠ 64)
4 ABS warning light (➠ 102)
5 Photosensor (for adapting the brightness of the instrument lighting)

STATUS INDICATORS

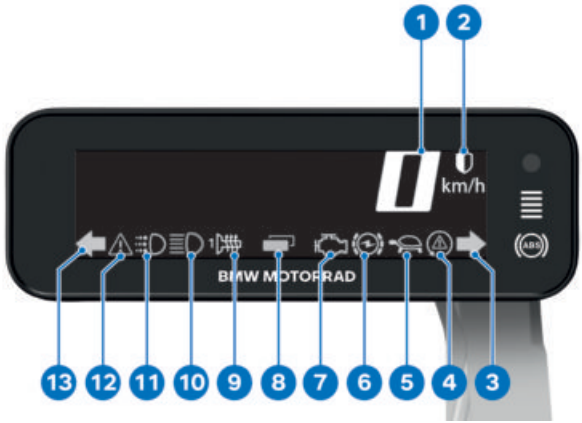
03

RIDE VIEW



1 Battery charge state (➠ 56) (➠ 58)
2 Range
3 Riding readiness indicator (➠ 103)
4 Speedometer
5 Energy saving mode (➠ 55)
6 Turn indicators, right (➠ 72)
7 ASC (➠ 102)
8 Power limitation (➠ 30)
9 Energy recovery limitation (➠ 30)
10 Warning light, drive malfunction
11 Change of operating focus (➠ 79)
12 Heated grips (➠ 76)
13 High-beam headlight (➠ 70)
14 Daytime riding light (➠ 71)
15 General warning light
16 Turn indicators, left (➠ 72)
17 Drive indicator (➠ 30)

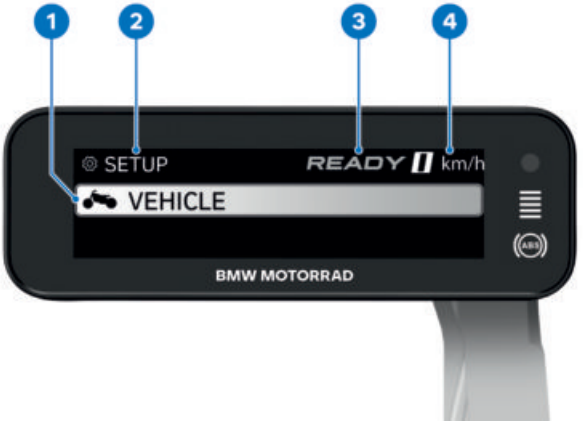
PURE RIDE VIEW



1 Speedometer
2 Energy saving mode (➠ 55)
3 Turn indicators, right (➠ 72)
4 ASC (➠ 102)
5 Power limitation (➠ 30)
6 Energy recovery limitation (➠ 30)
7 Warning light, drive malfunction
8 Change of operating focus (➠ 79)
9 Heated grips (➠ 76)
10 High-beam headlight (➠ 70)
11 Daytime riding light (➠ 71)
12 General warning light
13 Turn indicators, left (➠ 72)

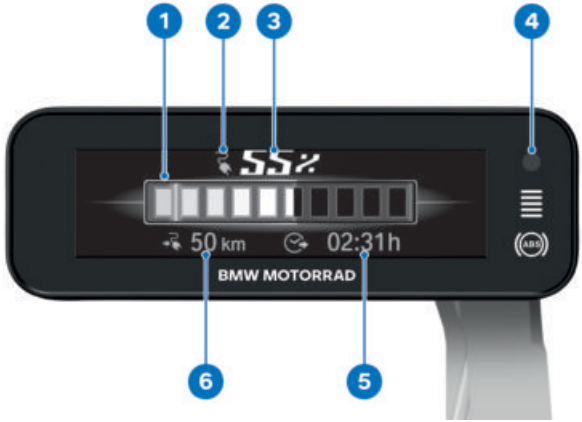
28 STATUS INDICATORS

MENU VIEW



1 Menu selection
2 Menu level
3 Riding readiness indicator
4 Speedometer

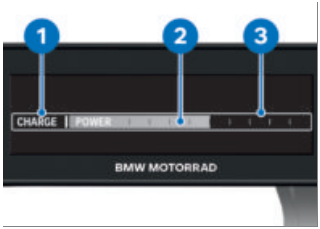
CHARGING VIEW



1 Fill level, batteries (➠ 56) (➠ 58)
2 Status of charging plug
3 State of charge
4 Charging LED
5 Charging time forecast
6 Range forecast

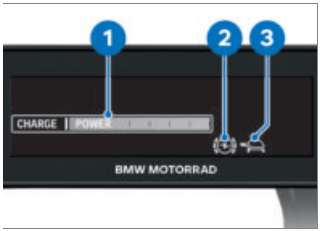
DRIVE INDICATORS

Drive indicator



Range **1**: Energy recuperation torque. Not available in SURF riding mode.
Range **2**: Current energy recuperation torque or drive torque.
Range **3**: Reserve drive torque.

Restrictions



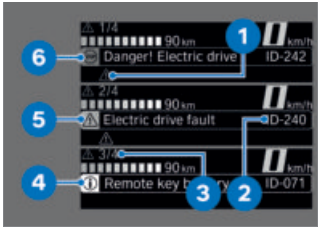
Range **1**: Shortened drive torque indicates that power is restricted.
Symbol **2**: Energy recovery is severely restricted. (➠ 104)
Symbol **3**: Energy saving mode, critical state of charge, drive malfunction and conditions-related overload are possible causes for restricted performance.

WARNING INDICATORS

Mode of presentation

Warnings and information are indicated by the corresponding warning lights and initially appear for 30 seconds in the currently selected view. If two or more messages occur simultaneously they are shown listed by priority until acknowledged with the BACK or OK button. Warnings or information, if present, can be called up in the RIDE view.

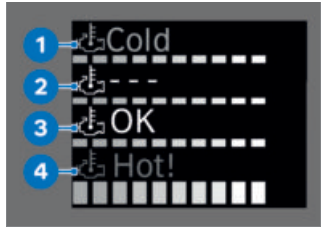
The colour of the 'General' warning light matches the most urgent warning.
The possible warnings and information are listed on the next pages.



Display in Warnings view

The messages differ in how they show on the display. Different colours and symbols are used depending on priority:

–General warning light **1**: Red or yellow, depending on the highest urgency.
–Fault ID **2**: For accurate identification of the message.
–Number of messages **3**.
–White circle with small "i" **4**: Information.
–Yellow warning triangle **5**: Warning message.
–Red "**STOP**" **6**: Critical warning message, do not continue to ride.



Drive temperature

The symbols differ in how they show on the display. The colours used differ and reflect the urgency of the message:

Colour of the symbol

–White: (COLD) **1** Current temperature is too low.
–Grey: (---) **2** No figures available for the current value.
–White: (OK) **3** Current temperature is in the optimum range.
–White: (HOT!) **4** Current temperature is too high.
–Red: (HOT!) **4** The current temperature is dangerously high.

To some extent, individual values can be processed only after the vehicle has covered a certain distance or has reached a certain speed. Dashes are displayed as placeholders for as long as a measured value cannot be displayed because the preconditions for

measurement have still to be met. If there are no valid measured values, there will be no assessment in the form of a coloured symbol.

Warnings, overview

Indicator and warning lights	Display text	Meaning
 flashes regularly.		ABS self-diagnosis not completed (➠ 38)
 flashes.		ASC self-diagnosis not completed (➠ 38)
 quick-flashes.		ASC intervention (➠ 38)
 lights up yellow.	 EWS error ID030	Fault, electronic immobiliser (➠ 38)
 lights up yellow.  shows.	 ABS fault ID051	ABS failed (➠ 39)
 lights up yellow.  shows.	 ABS fault ID052	ABS fault (➠ 39)
 lights up yellow.	 Remote key fault ID060	Radio-operated key out of range (➠ 39)
 lights up yellow.	 Remote key fault ID061	Keyless Ride failed (➠ 40)
 lights up yellow.	 Remote key battery ID070	Replacing battery of radio-operated key (➠ 40)

34 STATUS INDICATORS

Indicator and warning lights	Display text	Meaning
	Remote key battery ID071	Battery condition 50 % (➠ 40)
lights up yellow.	Alarm system battery fault ID080	DWA battery flat (➠ 40)
	Alarm system battery low ID081	Anti-theft alarm battery weak (➠ 41)
lights up yellow.	Alarm system fault ID082	DWA failed (➠ 41)
	is displayed in white. Service due soon ID090	Service due (➠ 41)
lights up yellow.	is displayed in yellow. Service overdue ID091	Service-due date has passed (➠ 42)
lights up yellow.	The faulty bulb is displayed ID110–ID125	Bulb faulty (➠ 42)
lights up yellow.	The vehicle light that has failed is indicated ID117/ID126	Light control failed (➠ 42)
shows yellow.	Drive fault ID150	Drive malfunction (➠ 43)

Indicator and warning lights	Display text	Meaning
 shows yellow. lights up yellow.	Drive fault ID151	Drive malfunction (➠ 43)
 flashes yellow.	Drive fault ID152	Drive malfunction (➠ 43)
 lights up yellow.	Side stand fault ID170	Malfunction, side stand monitor (➠ 44)
 lights up yellow.	Side stand fault ID220	Malfunction, side stand monitor (➠ 44)
 lights up yellow. lights up yellow.	Traction control fault ID221	ASC restricted (➠ 44)
 lights up yellow. lights up yellow.	Traction control fault ID222	ASC failed (➠ 44)
 lights up yellow.	Electric drive fault ID223	Energy recovery restricted (➠ 45)
 lights up yellow. lights up yellow.	Electric drive fault ID230	Communication fault in the electrical machine electronics (➠ 45)

Indicator and warning lights	Display text	Meaning
lights up yellow.	Charging system fault ID231	Fault in the charging system (➠ 45)
lights up yellow.	Low charge level ID232	State of charge low (➠ 46)
lights up yellow. shows yellow.	Critical charge level ID233	State of charge critical (➠ 46)
shows yellow.	Electric drive fault ID240	Drive malfunction (➠ 46)
lights up yellow. shows yellow.	Electric drive fault ID241	Fault in electric drive: Power reduced (➠ 47)
flashes red.	Danger! Electric drive ID242	Serious drive malfunction (➠ 47)
lights up yellow.	Vehicle voltage critical. ID260	Voltage of the vehicle electrical system critical (➠ 47)
lights up red.	12 V charg. voltage crit. ID270	Battery voltage critical (➠ 48)
lights up yellow.	Anti-theft protection ID340	Protection against theft (➠ 48)

Indicator and warning lights	Display text	Meaning
	Electric drive temperature ID357	Temperature of electric drive (➠ 48)
lights up red.	Failure e-drive too hot ID358	Electric drive temperature critical (➠ 48)
	Switch off to charge ID359	Switch operational readiness off to start the charging process (➠ 49)
shows yellow.	Charge level! Drive batt. ID360	Different states of charge of the traction batteries (➠ 49)
flashes red.	Danger battery crit. hot ID362	Drive battery temperature is critical (➠ 49)
lights up red.	Failure e-drive too hot ID363	Electric drive temperature critical (➠ 49)

ABS self-diagnosis not completed


flashes.

Possible cause:

 ABS self-diagnosis not completed
The ABS function is not available, because self-diagnosis did not complete. (The vehicle has to reach a defined minimum speed for the wheel sensor to be checked: min. 5 km/h)

- Pull away slowly. Bear in mind that the ABS function is not available until self-diagnosis has completed.

ASC self-diagnosis not completed


flashes.

Possible cause:

 ASC self-diagnosis not completed
The ASC function is not available, because self-diagnosis did not complete. (The vehicle has to reach a defined minimum speed for the wheel sensors to be checked: min. 5 km/h)

- Pull away slowly. Bear in mind that the ASC function is not available until self-diagnosis has completed.

ASC intervention


quick-flashes.

Possible cause:
The ASC has detected a degree of instability at the rear wheel and has intervened to reduce torque.
The indicator and warning light flashes for longer than ASC intervention lasts. This affords the rider visual feedback on control intervention even after the critical situation has been dealt with.

- You can continue to ride. Ride carefully and think well ahead.

Fault, electronic immobiliser


lights up yellow.


EWS error ID030

Possible cause:
The vehicle key being used is not authorised for starting, or communication between vehicle key and electrical machine electronics is disrupted.

- Remove all other vehicle keys from the same ring as the key used for the vehicle.

- Use second vehicle key.
- Have defective vehicle keys replaced, preferably by an authorised BMW Motorrad retailer.

ABS failed

 lights up yellow.

 shows.

 ABS fault ID051

Possible cause:

The ABS control unit has detected a fault. The ABS function is not available.

- You can continue to ride. Bear in mind the more detailed information on certain situations that can lead to an ABS fault message (➠ 113).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS fault

 lights up yellow.

 shows.

 ABS fault ID052

Possible cause:

The ABS control unit has detected a fault. The ABS function is available, subject to restrictions.

- You can continue to ride. Bear in mind the more detailed information on certain situations that can lead to an ABS fault message (➠ 113).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Radio-operated key out of range

 lights up yellow.

 Remote key fault ID060

Possible cause:

Communication between radio-operated key and propulsion-unit electronics is disrupted.

- Check the battery in the radio-operated key.
- Replace the battery of the radio-operated key. (➠ 67)
- Use the spare key to continue your journey.

- Battery of the radio-operated key is empty or loss of the radio-operated key. (➠ 66)
- Remain calm if the Check Control dialogue appears on the display while you are riding. You can continue your journey, operational readiness will not switch off.
- Have the faulty radio-operated key replaced by an authorised BMW Motorrad retailer.

Keyless Ride failed

 lights up yellow.

 Remote key fault ID061

Possible cause:

The Keyless Ride control unit has diagnosed a communication fault.

- Do not switch off the motor. Proceed as directly as possible to an authorised workshop, preferably an authorised BMW Motorrad retailer.

» Motor start with Keyless Ride can no longer be initiated.

» DWA can no longer be activated.

Replacing battery of radio-operated key

 lights up yellow.

 Remote key battery ID070

Possible cause:

- The integral battery in the radio-operated key has lost a significant proportion of its original capacity. There is no assurance of how long the radio-operated key can remain operational.
- Replace the battery of the radio-operated key. (➠ 67)

Battery condition 50 %

 Remote key battery ID071

Possible cause:

- The state of charge of the battery in the radio-operated key is about 50 %. Operation of the radio-operated key is not yet restricted.

» Replace the battery of the radio-operated key at an early opportunity.

- Replace the battery of the radio-operated key. (➠ 67)

DWA battery flat

–with anti-theft alarm (DWA) OA

 lights up yellow.

 Alarm system battery fault ID080

Possible cause:

The integral battery in the anti-theft alarm (DWA) has lost its entire original capacity. The function of the DWA is retained. The alarm can no longer be activated if the vehicle battery is disconnected.

- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Anti-theft alarm battery weak

–with anti-theft alarm (DWA) OA

Alarm system battery low ID081

This error message is displayed briefly only after the Pre-Ride-Check completes.

Possible cause:

The integral battery in the anti-theft alarm (DWA) has lost a significant proportion of its original capacity.

- Please note that the function of the DWA is only guaranteed for a limited time when the vehicle battery is disconnected.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

DWA failed

–with anti-theft alarm (DWA) OA

lights up yellow.

Alarm system fault ID082

Possible cause:

The DWA control unit has diagnosed a communication fault.

- Note that the anti-theft alarm can no longer be activated or deactivated.

» False alarm possible.

- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Service due

is displayed in white.

Service due soon ID090

Possible cause:

Service is due, because of either distance covered or time expired.

- Have your vehicle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad retailer.

» The vehicle remains operationally reliable and roadworthy.

» The vehicle retains its value.

Service-due date has passed

 lights up yellow.

 is displayed in yellow.

Service overdue ID091
Possible cause:
Service is overdue because of the driving performance or the date.
- Have your vehicle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad retailer.

» The vehicle remains operationally reliable and roadworthy.
» The vehicle retains its value.

Bulb faulty

 lights up yellow.

 The faulty bulb is displayed ID110–ID125:

–Side light fault ID110
–Low-beam headlight fault ID112
–High-beam headlight fault ID113
–Daytime riding light fault ID114
–Front turn indicator fault (left) ID115, Front turn indicator fault (right) ID116
–Rear light fault ID121
–Brake light fault ID122
–Number plate light fault ID123
–Rear turn indicator fault (left) ID124, Rear turn indicator fault (right) ID125

WARNING

Vehicle overlooked in traffic due to failure of the lights on the vehicle
Safety risk
- Always replace a faulty bulb at the earliest possible opportunity. Consult a specialist workshop, preferably an authorised BMW Motorrad Retailer.

Possible cause:
Bulb faulty
- Visually inspect to ascertain which bulb is defective.
- Have LED light sources replaced as complete units; consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Light control failed

 lights up yellow.

 The vehicle light that has failed is indicated ID117/ID126:

–Front light fault ID117
–Rear light fault ID126

WARNING

Vehicle overlooked in traffic on account of failure of the vehicle lighting
Safety risk
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

The vehicle lighting has partially or completely failed.
Possible cause:
Light control has diagnosed a communication fault.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Drive malfunction


shows yellow.


Drive fault ID150

Possible cause:
The drive control unit has diagnosed a fault.
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Drive malfunction


shows yellow.


lights up yellow.


Drive fault ID151

Possible cause:
Communication with drive control has failed.
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Drive malfunction


flashes yellow.


Drive fault ID152

Possible cause:
The drive control unit has diagnosed a fault.
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Malfunction, side stand monitor

 lights up yellow.

 Side stand fault ID170

Possible cause:

 Side-stand switch or wiring damaged
The motor will switch off when speed drops below the minimum threshold. You cannot resume your journey.
min. 5 km/h

- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Malfunction, side stand monitor

 lights up yellow.

 Side stand fault ID220

Possible cause:

 Side-stand switch or wiring damaged
The motor will switch off when speed drops below the minimum threshold. You cannot resume your journey.
min. 5 km/h

- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

ASC restricted

 lights up yellow.

 lights up yellow.

 Traction control fault ID221

Possible cause:

The motor control unit has detected a ASC fault.

- Do not damage the angular rate sensor.
- Bear in mind that the ASC function is restricted.
- You can continue to ride. Bear in mind the more detailed information on situations that can lead to a ASC fault (➠ 115).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ASC failed

 lights up yellow.

 lights up yellow.


Traction control fault ID222

Possible cause:

The motor control unit has detected a ASC fault.

- Do not damage the angular rate sensor.
- Bear in mind that the ASC function is restricted.
- You can continue to ride. Bear in mind the more detailed information on situations that can lead to a ASC fault (➠ 115).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Energy recovery restricted


lights up yellow.


Electric drive fault ID223

Possible cause:

Energy recovery is restricted.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Communication fault in the electrical machine electronics


lights up yellow.


lights up yellow.


Electric drive fault ID230

Possible cause:

The electrical machine electronics have diagnosed a communication fault.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Fault in the charging system


lights up yellow.


Charging system fault ID231

Possible cause:

A fault in the eParkourer has caused the charging process to abort or the charging process could not be started.

- Disconnect the charging cable.
- Wait for two minutes.
- Connect the charging cable.

» Another attempt at charging is started.

- If the fault recurs consult a specialist workshop,

preferably an authorised BMW Motorrad retailer.

Possible cause:

If the fault occurs while the vehicle is on the move: The DC/DC transformer is faulty; the 12V battery cannot be recharged.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

» It is possible to continue riding until the battery is flat, but this is not recommended.

State of charge low

 lights up yellow.

 `Low charge level ID232`

Possible cause:

The state of charge is low.

- Charge the eParkourer.

State of charge critical

 lights up yellow.

 shows yellow.

 `Critical charge level ID233`

WARNING

Unusual driving behaviour during emergency operation of the electric drive

Risk of accident

- Avoid accelerating sharply and overtaking.

Possible cause:

The vehicle's state of charge is critical.

- Charge the eParkourer.

Drive malfunction

 shows yellow.

 `Electric drive fault ID240`

WARNING

Unusual driving behaviour during emergency operation of the electric drive

Risk of accident

- Avoid accelerating sharply and overtaking.

Possible cause:

The drive control unit has diagnosed a fault.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

» You can continue to ride. Maximum drive output is reduced.

Fault in electric drive: Power reduced

 lights up yellow.

 shows yellow.

 `Electric drive fault ID241`

WARNING

Unusual driving behaviour during emergency operation of the electric drive
Risk of accident
- Avoid accelerating sharply and overtaking.

Possible cause:

The drive control unit has diagnosed a fault.
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

» You can continue to ride. Maximum drive output is reduced.

Serious drive malfunction

 flashes red.

 `Danger! Electric drive ID242`

Possible cause:

A serious fault has been detected in the drive. Irregular handling can occur. Continuing to ride can lead to damage.
- Stop immediately.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Voltage of the vehicle electrical system critical

 lights up yellow.

 `Vehicle voltage critical. ID260`

Possible cause:

Consumers with high power consumption are in operation, too many consumers are in operation at one time, or battery faulty.
- Switch off non-essential consumers or disconnect them from the vehicle's electrical system.
- If the fault persists or occurs without consumers connected, have the fault rectified as quickly as possible by a specialist workshop, preferably an

authorised BMW Motorrad retailer.

Battery voltage critical

 lights up red.

 12 V charg. voltage crit. ID270

WARNING

Failure of the vehicle systems

Risk of accident

- Do not continue your journey.

Battery is not being charged. The on-board electronics will drain the battery.

Possible cause:

DC/DC converter malfunction, battery faulty or fuse has blown.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Protection against theft

 lights up yellow.

 Anti-theft protection ID340

Possible cause:

The serial number of the instrument cluster does not match the serial number saved in the control unit's memory.

- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Temperature of electric drive

 Electric drive temperature ID357

Possible cause:

Drive temperature is too high or too low.

- You can continue to ride. Maximum drive output is reduced.

Electric drive temperature critical

 lights up red.

 Failure e-drive too hot ID358

Possible cause:

Drive temperature is critical.

- Stop carefully and shut down the eParkourer until the drive has cooled down.
- If drive overheating is a frequent occurrence, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Switch operational readiness off to start the charging process


Switch off to charge ID359

For the charging process to be started, operational readiness has to be switched off.

Different states of charge of the traction batteries


shows yellow.


Charge level! Drive batt. ID360

The drive control unit has measured different states of charge for the traction batteries. Performance is restricted. Power is drawn from the traction battery with the higher state of charge until the state of charge of the two batteries is equalised.

Drive battery temperature is critical

–With national-market version, India[NV]


flashes red.


Danger battery crit. hot ID362

The eParkourer emits an acoustic warning signal

Possible cause:

The temperature of the drive battery is very critical.

- Stop carefully and shut down the vehicle.
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Electric drive temperature critical

–With national-market version, India[NV]


lights up red.


Failure e-drive too hot ID363

The eParkourer emits an acoustic warning signal

Possible cause:

Drive temperature is critical.

- Stop carefully and shut down the eParkourer until the drive has cooled down.
- If drive overheating is a frequent occurrence, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

INSTRUMENT CLUSTER

04

GENERAL NOTES

Warnings

WARNING

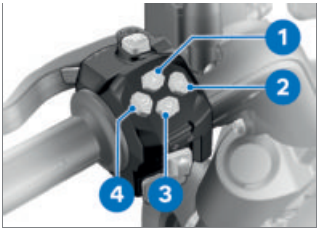
Operation of a smartphone while riding the vehicle
Risk of accident
- Always comply with the road traffic regulations in force where you are riding.
- Do not use a smartphone while riding. This applies with the exception of applications without operation, such as hands-free telephony.

WARNING

Distraction from the road and loss of control
Operating the integrated information system and communication devices while driving results in a risk of accident
- Operate those systems or devices only when the traffic situation allows for it.
- If necessary, stop and operate the systems or devices when stationary.

CONTROLS

Button array



Depending on the context, the following functions are possible.

Press ARROW UP button 1:
–Move the cursor up in lists.

Press and hold down ARROW UP button 1:
–Go to the top of the list.

Press OK button 2:
–Confirm selection.

Press and hold down OK button 2:
–Reset on-board computer values to zero.

Press ARROW DOWN button 3:
–Move the cursor down in lists.

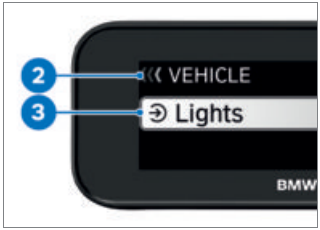
Press and hold down ARROW DOWN button 3:
–Go to the bottom of the list.

Press BACK button 4:
–Exit the selected menu.

Press and hold down BACK button 4:
–Change the operating focus. (➠ 79)

Symbols in display

Symbol **1** indicates that the choice can be confirmed by pressing the OK button.

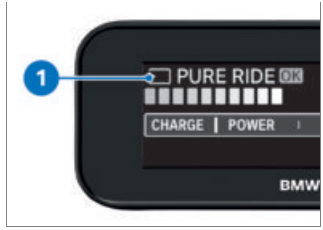


Symbol **2** indicates the level on which you are navigating in the instrument cluster.
Symbol **3** indicates that other menu levels are available.

RIDE VIEW AND PURE RIDE VIEW

RIDE view

The RIDE view is shown after operational readiness is switched on.



Contents, area **1**: PURE RIDE, instrument cluster, messages and SETUP.
–Operate: Press OK button.
–Navigate: ARROW UP, ARROW DOWN.
–Skip to SETUP selection: Long-press ARROW DOWN.
–Skip to PURE RIDE selection: Long-press ARROW UP.

The SETUP menu can be used only when the vehicle is stationary.

Reset the on-board computer
Requirement

RIDE view is selected.

- Use the ARROW UP or ARROW DOWN button to select a value.

» The following values can be reset:

TRIP Trip 1

Consumption

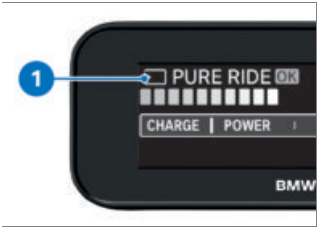
Speed

- Long-press the OK button to reset the selected value.

Call up the PURE RIDE view

Requirement

RIDE view is selected.



- With the ARROW UP or ARROW DOWN keys, select PURE RIDE **1**.
- Press the OK key.

» The PURE RIDE view displays the standby state and speed.

- Press any key to switch to the RIDE view.

GENERAL SETTINGS

Changing system settings

- Navigate to SETUP, SYSTEM.

» You can change the following settings:

–Date & time
–Language
–Units

- Select the desired settings.
- Confirm settings.

Setting up instrument cluster

- Navigate to SETUP, DISPLAY, On-board computer.

» The following values can be displayed:

TRIP Trip 1

TRIP Trip A (is reset automatically 6 hours after the eParkourer is switched off and the date has changed)

Consumption

Speed

Drive temperature

State of charge

Time

- Select or deselect values.

- Confirm setting.

Viewing service information

- Navigate to SETUP, SERVICE.
- View Date and Service in.
- Arrange the earlier service appointment with an authorised BMW Motorrad retailer.

Resetting setup

- Navigate to SETUP, RESET.
- Confirm that you want to restore the factory defaults.

Setting, display brightness

The brightness of the display is controlled automatically via the photosensor.

Calling up information

- Navigate to SETUP, SYSTEM, Information.

» You can choose between the following information:

–SW Version CCP
–SW Version Cluster
–Battery info

- Select the desired information.

Connect mobile device

Requirement

The BMW Motorrad Connected app is installed on the mobile device.

- Switch on operational readiness. (➠ 65)
- Navigate to SETUP, SYSTEM.
- Call up Connections and switch on Bluetooth.
- Select Pair new device.

» The time remaining until the mobile device is connected is displayed.

- Activate the mobile device's Bluetooth function (see mobile device's operating instructions).
- Call up the BMW Motorrad Connected app.
- Connect a new device in the BMW Motorrad Connected app.
- Select BMW_CR_Control as the device and pair.

» The Bluetooth connection is established.

- To connect a device which is already coupled, switch on Bluetooth.

–with Highline package OE

- Change the operating focus. (➠ 79)◁

ENERGY SAVING MODE

Setting up energy saving mode

The energy saving mode is available only on a vehicle with two traction batteries.

- Navigate to SETUP, VEHICLE, Low Power Mode.

- Switch energy saving mode on or off.

Indicators, energy saving mode

When energy saving mode is active, the following symbol appears:


Energy saving mode

The ride of the eParkourer is energy-optimised and full drive torque is not available.

Additionally, the following warning light shows:


Restricted performance

Reminder, energy saving mode

When the state of charge is low, a message notifying you to switch to energy saving mode is shown.
The change to energy saving mode can be confirmed or rejected by means of the keypad. (➠ 52)

STATUS INDICATORS, TWO TRACTION BATTERIES

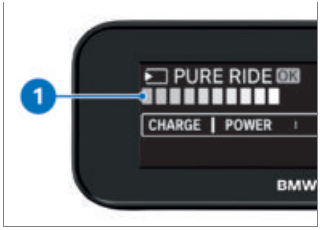
Battery conditions with two traction batteries

The eParkourer draws power from both drive batteries at the same rate. The state of charge is displayed in the RIDE view.

If there is any deviation from normal operation, the charge bar shown on the display splits in two. The top charge bar shows the condition of the front traction battery the bottom charge bar shows the condition of the rear traction battery.

Normal operation

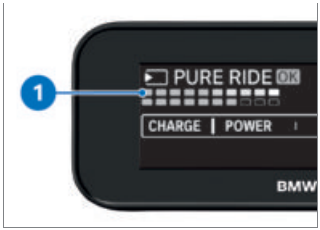
The two traction batteries are at equal state of charge.



–Traction batteries **1** discharge synchronously at the same rate.
–The eParkourer is operational.
–Range and performance are normal.

Different states of charge in traction batteries

The state of charge of the traction batteries differs.

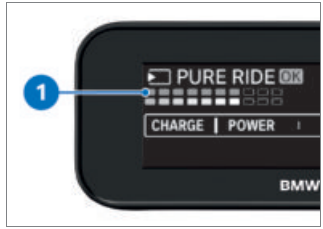


–Performance is restricted.
–Power is drawn from the traction battery with the higher state of charge **1** until the state of charge of the two batteries is equalised.

A message appears on the display. (➠ 30)

Failure, traction batteries

One or both traction batteries not accessible.



–Traction battery shown grey **1** cannot be accessed.

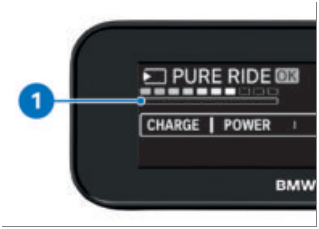
One battery affected:
–Performance is restricted.
–Predicted range is adapted accordingly.

Both batteries affected:
–The eParkourer cannot be started.

A message appears on the display. (➠ 30)

Fault in traction batteries

At least one traction battery has identified a fault.



–Traction battery shown yellow **1** cannot be actuated.

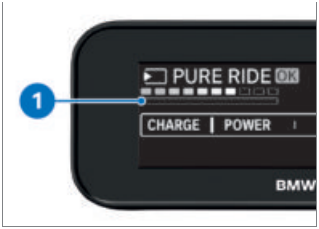
One battery affected:
–Performance is restricted.
–Predicted range is reduced.

Both batteries affected:
–The eParkourer cannot be started.

A message appears on the display. (➠ 30)

Missing traction batteries

At least one traction battery is not installed or not connected.



–Traction battery shown grey **1** is not installed or not connected.
–Under no circumstances can the vehicle be started.

A message appears on the display. (➠ 30)

STATUS INDICATORS, ONE TRACTION BATTERY

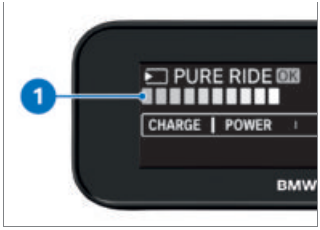
Battery conditions with one traction battery

The state of charge is shown in the RIDE view.

The condition of the traction battery is shown on the display.

Normal condition

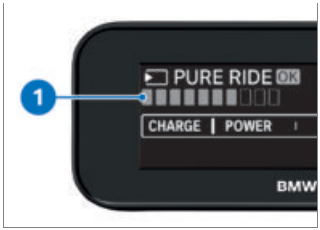
The state of charge of the traction battery is shown.



–Battery condition **1** normal.
–The eParkourer is operational.

Failure, traction battery

The traction battery is not accessible.

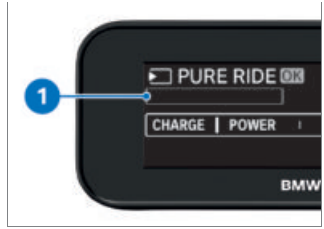


–Traction battery shown grey **1** cannot be accessed.
–The eParkourer cannot be started.

A message appears on the display. (➠ 30)

Fault in traction battery

The traction battery has identified a fault.

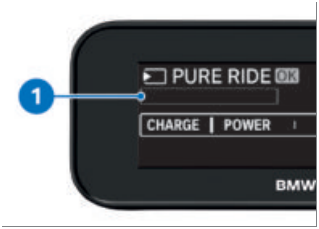


–Traction battery shown yellow **1** cannot be actuated.
–The eParkourer cannot be started.

A message appears on the display. (➠ 30)

Missing traction battery

The traction battery is not installed or not connected.



– Traction battery shown grey **1** is not installed or not connected.
– Operation of the vehicle is not possible.
– The eParkourer cannot be started.

A message appears on the display. (➠ 30)

OPERATION

05

OPERATIONAL READINESS

Keys

The eParkourer is supplied with one radio-operated key and one spare key. If a key is lost or mislaid, consult the information on the electronic immobiliser (EWS) (➠ 66).

The vehicle cannot be started if the radio-operated key is not within range (e.g. key inside one of the side bags or the topcase).

If the radio-operated key is out of range, the standby state is switched off after about 1.5 minutes to protect the battery.

It is advisable to keep the radio-operated key on your person (e.g. in a jacket pocket) and to have the emergency key with you as an alternative.

Range of the Keyless Ride radio-operated key
approx. 1 m

After operational readiness is switched on (➠ 65), connection status is indicated by an indicator light in the instrument cluster.

– Indicator light **1** flashes: Locating radio-operated key.
– Indicator light **1** shows: Radio-operated key or spare key not found.
– Indicator light **1** slow-flashes: Radio-operated key not cleared. Move the radio-operated key and switch operational readiness on again (➠ 65).
– Indicator light **1** goes out: Radio-operated key or spare key found and cleared.

Engaging steering lock

Requirement

The handlebars are turned towards the left. Radio-operated key is within range.

- Press and hold down button **1**.

» The steering lock engages with an audible click.

» Operational readiness, lights and all function circuits switched off.

- Short-press button **1** to disengage the steering lock.

Switching on operational readiness

Requirement

Radio-operated key is within range.

- There are **two** ways of switching on operational readiness.

Version 1:

- Short-press button **1**.

» Side lights and all function circuits are switched on.

» Daytime riding light is switched on.

Version 2:

- Steering lock is engaged; press and hold down button **1**.

» The steering lock disengages.

» Side lights and all function circuits switched on.

» Daytime riding light is switched on.

Switching off operational readiness

Requirement

Radio-operated key is within range.

- There are **two** ways of switching off operational readiness.

Version 1:
- Short-press button **1**.

» Light is switched off.
» Handlebars (steering lock) are not locked.

Version 2:
- Turn the handlebars all the way to the left.
- Press and hold down button **1**.

» Light is switched off.
» The steering lock engages.

Electronic immobiliser (EWS)

The on-board electronics of the eParkourer access the data saved in the vehicle key via a ring aerial in the R/C ignition lock. Riding readiness is not enabled until the electronic control unit has recognised the key as "authorised" for your vehicle.

A second radio-operated key attached to the same ring as the radio-operated key used for starting can "irritate" the electronics, in which case the enabling signal for ride readiness is not issued.
Always keep the radio-operated keys separate from each other.

If you lose a key, you can have it barred by your authorised BMW Motorrad retailer.
If you wish to do this, you will need to bring all other keys for the eParkourer with you to the dealership. The electrical machine cannot be started by a barred key, but a key that has been barred can subsequently be reactivated.
You can obtain spare keys only through an authorised BMW Motorrad retailer. The keys are part of an integrated security system, so the retailer is under an obligation to check the legitimacy of all applications for replacement/extra keys.

Battery of the radio-operated key is empty or loss of the radio-operated key

- If a key is lost or mislaid, consult the notes on the electronic immobiliser (EWS).

- If you happen to lose the radio-operated key on a journey, the eParkourer can be started with the spare key.
- If the battery of the radio-operated key **2** is discharged, the eParkourer can be started by holding the radio-operated key close to the aerial **3**.
- Hold spare key **1** or the discharged radio-operated key **2** against the cover in the recess underneath the rider's seat at the location of aerial **3**.

	Time during which the motor has to be started. The unlocking procedure has to be repeated if this time is allowed to expire.
30 s	

» Pre-Ride-Check is performed.
– Radio-operated key has been recognised.
- Switch on operational readiness. (➠ 65)

Checking battery voltage of radio-operated key

The battery voltage of the radio-operated key is indicated by the colour of LED **2**.
- Press button **1**.
» LED shows green: Battery voltage normal
» LED shows orange: Battery voltage low
» LED shows red: Battery voltage critical

The battery of the radio-operated key has to be replaced when the LED shows red.
- Replace the battery of the radio-operated key. (➠ 67)

Replacing battery of radio-operated key

If the radio-operated key does not react when you short-press or long-press a button:
- Battery of the radio-operated key is not at full capacity.

Remote key battery
ID070

DANGER

Swallowing a battery
Risk of injury or death
- An ignition key contains a button cell as its battery. Batteries or button cells, if swallowed, can cause serious or fatal injury within two hours, for example resulting from internal burns or caustic action.
- Keep ignition keys and batteries out of reach of children.
- If there is any suspicion that a battery or button cell has been swallowed or is inside a part of the body, seek medical assistance immediately.

- Change the battery.

- Press button **3**.
» Key flips open.
- Push battery cover **1** up.
- Remove battery **2**.
- Dispose of the old battery in accordance with all applicable laws and regulations; do not attempt to dispose of batteries as domestic waste.

ATTENTION

Unsuitable or incorrectly inserted batteries
Component damage
- Use a battery compliant with the manufacturer's specifications.
- When inserting the battery, always make sure polarity is correct.

- Insert the new battery with the positive terminal up.

Battery type
For Keyless Ride radio-operated key
CR 2032

- Install battery cover **1**.
» Red LED in the instrument cluster flashes.
» The radio-operated key is again ready for use.

EMERGENCY-OFF SWITCH (KILL SWITCH)

1 Emergency-off switch (kill switch)

The emergency-off switch **1** can be used to quickly switch off the drive.

A eParkourer ready to ride

B Drive switched off

REVERSING

Operating reversing function

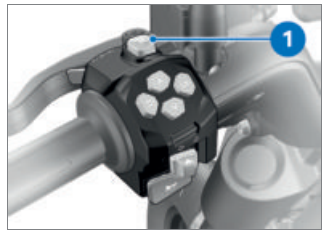
WARNING

Less perceptibility of electric propulsion.

Risk of accident

- When you use electric propulsion, you must always bear in mind that the absence of engine noise means that pedestrians and other road users might not be aware of your approach on the vehicle.
- Exercise special care and attention when riding.

- Switch on riding readiness. (➠ 103)



- Keep button **1** pressed down throughout the reversing manoeuvre.

- Enabling is indicated in the display by an R accompanied by an arrow down symbol **1**.
- Gently turn the electronic throttle grip and reverse the vehicle.

» The eParkourer reverses at no more than 3 km/h.

- Arrow symbol **1** gets bigger as reversing speed increases.

LIGHTING

Low-beam headlight and sidelights

The side lights switch on automatically as soon as the eParkourer reaches operational readiness. The side lights then remain on for a short time.

The low-beam headlight switches on automatically as soon as the eParkourer reaches ride readiness.

In daytime the automatic daytime riding light can be activated as an alternative to the low-beam headlight in the SETUP. (➠ 71)

High-beam headlight and headlight flasher

- Switch on operational readiness. (➠ 65)

- Push switch **1** forward to switch on the high-beam headlight.

- Pull switch **1** back to operate the headlight flasher.

Headlight courtesy delay feature

- Switch off operational readiness.

- Immediately after switching off operational readiness, pull switch **1** back and hold it in that position until the headlight courtesy delay feature switches on.

» The vehicle's lights come on for one minute and then switch off automatically.

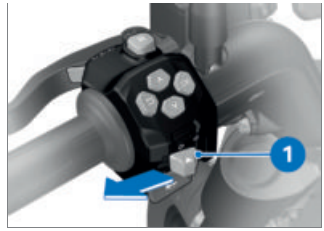
– This can be used to light up the path to the house door after the vehicle has been parked, for example.

Parking lights

Requirement

Turn indicators deactivated.

- Switch off operational readiness. (➠ 65)



- Immediately after switching off operational readiness, push button **1** to the left and hold it in that position until the parking lights come on.
- Switch operational readiness on and off again to switch off the parking lights.
- When the parking situation ends, press button **1** to deactivate the turn indicators.

Automatic daytime riding light

The changeover between daytime riding light and low-beam headlight including side lights can be set to automatic.

WARNING

The automatic daytime riding light is not a substitute for the rider's personal judgement of the light conditions

Risk of accident

- Switch off the automatic daytime riding light in poor light conditions.

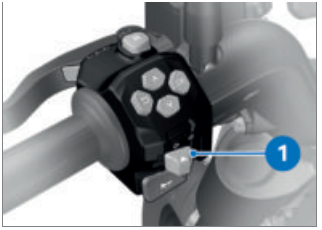
- Navigate to SETUP, VEHICLE, Lights and switch on the Auto function.

» If ambient brightness drops below a certain value, the low-beam headlight is automatically switched on (e.g. in a tunnel). When sufficient ambient brightness is detected, the daytime riding light is switched back on.

The indicator light for the daytime riding light shows if the daytime riding light is active.

Operate the turn indicators

- Switch on operational readiness. (➠ 65)



- Push button **1** to the left to switch on the left turn indicators.
- Push button **1** to the right to switch on the right turn indicators.
- Press button **1** to cancel the turn indicators.

RIDING MODE

Using riding modes

BMW Motorrad has developed three riding modes for your eParkourer and the characteristics of the individual riding modes are as follows:

–FLOW: Comfortable riding; normal energy recovery by deceleration of the vehicle.

–SURF: Dynamic riding; energy recovery inactive.

–with Highline package OE
–FLASH: Dynamic riding; higher energy recovery by sharper deceleration of the vehicle.

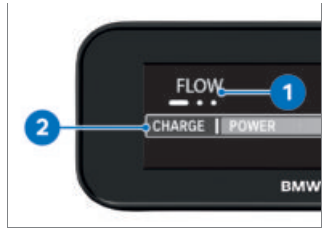
The respective optimum interplay of propulsion characteristic, ASC control and recuperation stability control (RSC) is provided for each of these scenarios.

Select the riding mode

- Switch on operational readiness. (➠ 65)

- Press the MODE **1** key.

See the section entitled "Engineering details" for more information on the selectable riding modes.



A pop-up **1** appears on the screen. The riding mode and the corresponding drive indicator **2** change in the selection.

ANTI-THEFT ALARM (DWA)

–with anti-theft alarm (DWA) OA

Automatic activation

- Switch on operational readiness. (➠ 65)
- Customise the anti-theft alarm settings. (➠ 75)
- Switch off operational readiness. (➠ 65)

» If `Auto` the DWA anti-theft alarm is activated, the alarm system is armed automatically when you switch the ignition off.
» Activation takes approximately 30 seconds to complete.
» Turn indicators flash twice.
» Confirmation tone sounds twice (if activated).
» Anti-theft alarm (DWA) is active.

Activation with radio-operated key

- Switch off operational readiness. (➠ 65)

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

» Activation takes approximately 30 seconds to complete.
» Turn indicators flash twice.
» Confirmation tone sounds twice (if activated).
» Anti-theft alarm is active.

Activating transport mode

- If the eParkourer is transported with a train or trailer, forceful movements can trigger an alarm. To activate the transport mode, press key **1** of the radio-operated key again during the activation phase.
- Alternatively, the transport mode can be activated in menu `SETUP`, `VEHICLE`, `Anti-theft alarm (DWA)`, `Transport mode`. (➠ 75)

» Turn indicators flash three times.
» Confirmation tone sounds three times (if activated).
» Transport mode is activated.

Alarm signal

A DWA alarm can be triggered by:
– Motion sensor
– Switch-on attempt with an unauthorised vehicle key.
– Disconnection of the DWA anti-theft alarm from the vehicle's battery (DWA internal battery in the anti-theft alarm provides power - acoustic alarm only, the turn indicators do not flash)

All functions are sustained even if the internal battery of the DWA anti-theft alarm system is flat; the only difference is that an alarm cannot be triggered if the system is disconnected from the vehicle's battery.

An alarm lasts for approximately 26 seconds. While an alarm is in progress an alarm tone sounds and the turn indicators flash. The type of acoustic alarm tone can be set by an authorised BMW Motorrad retailer.

You can cancel an alarm at any time by pressing button **1** on the radio-operated key; this does not deactivate the DWA.

If an alarm was triggered while the vehicle was unattended, the rider is notified accordingly by an alarm tone sounding once when operational readiness is switched on. The DWA LED then indicates the reason for the alarm for one minute.

Light signals issued by the indicator light:

– Flashes 1x: Motion sensor 1
– Flashes 2x: Motion sensor 2
– Flashes 3x: Operational readiness switched on with unauthorised key
– Flashes 4x: Disconnection of the DWA anti-theft alarm from the motorcycle's battery
– Flashes 5x: Motion sensor 3

Deactivation

If the alarm function is deactivated by the radio-operated key and operational readiness is not subsequently switched on, the alarm function is automatically reactivated after approx. 30 seconds if `Auto` is switched on.

- Switch on operational readiness. (➠ 65)

- Alternatively, press key **1** of the radio-operated key once.

» Turn indicators flash once.
» Confirmation tone sounds once (if activated).
» DWA is switched off.

Customise the anti-theft alarm settings

- Switch on operational readiness. (➠ 65)
- Navigate to `SETUP`, `VEHICLE`, `Anti-theft alarm (DWA)`.

» The following settings are available:

–Switch Transport mode on and off.
–Switch Signal on and off.
–Switch Auto on and off.
–Adapt Alarm tone.
» Possibilities for adjustment (➠ 76)

Possibilities for adjustment

Alarm tone: Set the rising and falling or intermittent alarm tone.

Transport mode: Activate transport mode. The inclination of the vehicle is no longer monitored in transport mode.

When the vehicle is going to be transported, deactivate the tilt sensor to prevent the anti-theft alarm (DWA) from being triggered.

Signal: In addition to turn indicators flashing, alarm tone sounds as confirmation of activation/deactivation of the DWA.

Auto: Automatic activation of the alarm function after the ignition is switched off.

GRIP HEATING

Grip heating not installed

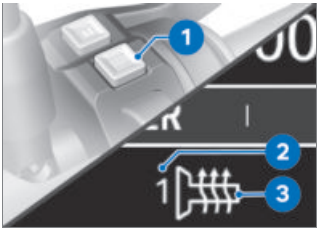
If grip heating is not installed and the button for this function is pressed, a message to the effect that the function is not available appears on the display.

Operating heated handlebar grips

–with Highline package OE

The heating in the heated handlebar grips can be activated only when the ride-ready state is switched on.

- Switch on riding readiness. (➠ 103)



- Repeatedly press button **1** until desired heating stage **2** appears in from of heated grip symbol **3**.

The handlebar grips have three-stage heating:

Low heating power

Medium heating power

High heating power

» The high stage is for heating the grips quickly: it is advisable to switch back to stage 1 as soon as the grips are warm.
» The selected heating stage will be saved if you allow a certain length of time to pass without making further changes.
- To switch off the heated grips, repeatedly press button **1** until heated grip symbol **3** disappears.

USB CHARGING INTERFACE

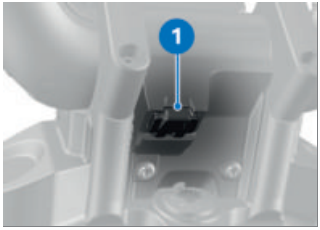
Notes on use of the USB charging socket

WARNING

Obstruction of the steering angle and risk of fire due to improperly routed cables
Driving safety is impaired
- Do not wind cables around the handlebars, and ensure that the handlebars can move freely.
- When routing the cable, ensure that the cable does not come into contact with hot components.

ATTENTION

Vibrations when vehicle is moving
Damage to mobile phones carried on the vehicle
- Make sure that the mobile phone carried on the vehicle is suitable for use on the vehicle. Ask the manufacturer about related usage restrictions and comply with the information provided.



Charge current

This is a 5 V USB-C charging socket **1** that provides a maximum charge current of 3 A (15 W charging power).

Automatic shutdown

The USB charging socket is switched off if the maximum load capacity is exceeded.

Connection of electrical devices

You can start using electrical devices connected to the USB charging socket only when operational readiness is switched on. The power supply to the USB charging socket is switched off 60 seconds after operational readiness is switched off, in order to prevent overloading of the on-board electrics.

While riding in the rain, you should disconnect the device from the interface in order to protect against damage.

To prevent dirtying, keep the protective cover closed when no device is connected.

Cable routing

Note the following with regard to the routing of cables from the USB charging socket to items of electronic equipment:

– Make sure that the cable does not impede the rider.
– Make sure that the cable does not restrict the steering angle or obstruct handling.
– Make sure that the cable cannot be trapped.

CONNECTEDRIDE CONTROL

– with Highline package OE

Securing smartphone in holder

ATTENTION

Vibrations when vehicle is moving

Damage to mobile phones carried on the vehicle

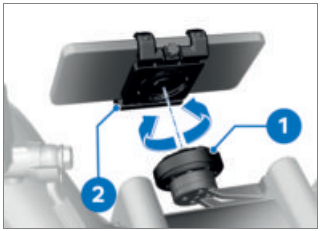
- Make sure that the mobile phone carried on the vehicle is suitable for use on the vehicle. Ask the manufacturer about related usage restrictions and comply with the information provided.

- Pull adjuster knob **1** out of holder **2**.
- Turn adjuster knob **1** counterclockwise to open holder **2**.
- Place smartphone **3** centred in holder **2**.
- Turn adjuster knob **1** clockwise to close holder **2**.

» Smartphone is secure in the holder.

- Push adjuster knob **1** into holder **2**.

Attaching smartphone holder

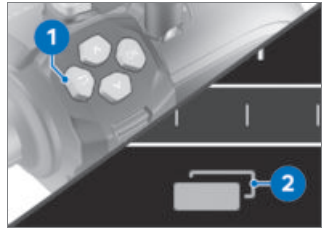


- Insert smartphone holder **2** into base plate **1**.
- Turn smartphone holder **2** through 90°.

» Smartphone holder engages in base plate.

- Follow the instructions for charging via the USB charging interface (➠ 77).

Change the operating focus



- Connect a mobile device. (➠ 55)
- To toggle the operating focus between the display and the mobile device, press and hold down BACK button **1**.

» The BMW Motorrad Connected app can be operated by means of the keypad.

» The current operating focus is indicated by symbol **2**.

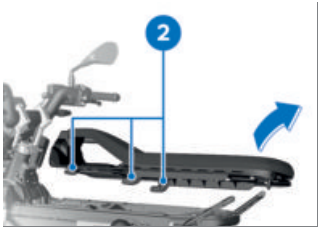
SEAT

Removing seat

Requirement

Operational readiness is switched on.

- Press key **1** to unlock the seat.

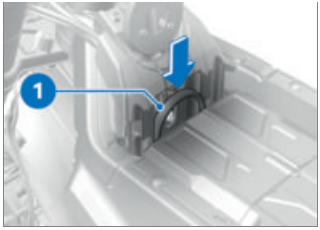


- Lift the seat in the area of the lock and pull it to the rear. In this process, note retaining lugs **2**.
- Switch off operational readiness.

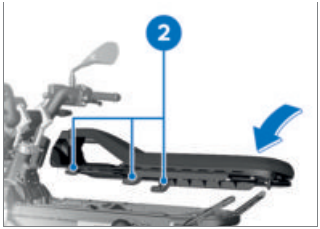
Unlocking seat when 12V battery flat

If the 12V battery is flat, operational readiness can be restored by recharging the 12V battery via an external supply. (➠ 127)
Switch on operational readiness and unlock the seat.

Installing seat



- Fold the retaining tab **1** inwards.



- Position the seat and slide it forward into retaining lugs **2**.
- Push down on the seat, applying pressure in the area of the lock.

» The seat engages with an audible click.

ADJUSTMENT

06

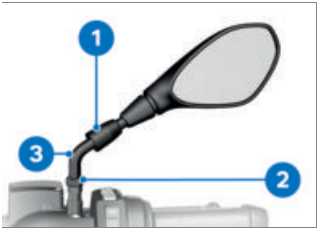
MIRRORS

Adjusting mirrors

- Pivot the mirror to the correct position by pressing gently at the edge.

If the mirror's range of adjustment is not enough to permit correct alignment, the position of the mirror arm has to be changed accordingly.

Adjusting mirror arm



- Push protective cap **1** over the threaded fastener of the mirror arm up to expose the threaded fastener.
- Use the tool from the on-board toolkit to slacken nut **2**.
- Turn mirror arm **3** to the appropriate position.
- Tighten nut **2** to the specified torque, while holding mirror arm **3** to ensure that it does not move out of position.

	Mirror (lock nut) to adapter
M10 x 1.25	
22 Nm (Left-hand thread)	

- Push protective cap **1** back into position over nut **2**.

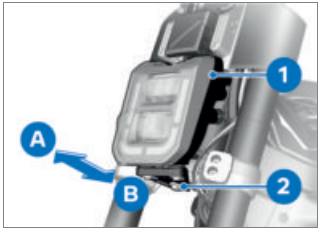
HEADLIGHT

Headlight beam throw and spring preload

Headlight beam throw is generally kept constant when spring preload is adjusted to suit load.

If there are doubts about the correct headlight beam throw, have the setting checked by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Correcting headlight beam angle



When the vehicle is heavily loaded, spring preload has to be adjusted to prevent the headlight from dazzling oncoming traffic. If adjustment of spring preload is not enough, beam throw has to be corrected at the headlight.

- Slacken screw **2** and adjust the beam throw of the headlight **1** by swivelling headlight in direction **A** or **B**.
- Tighten screw **2**.

	Bracket for headlight to fork bridge
8 Nm	

BRAKES

Adjusting handbrake lever

WARNING

Adjusting the handbrake lever while riding

Risk of accident

- Do not attempt to adjust the handbrake lever unless the vehicle is at a standstill.

- Turn adjuster knob **1** to the desired position.

» Adjustment options:

– Position 1: Narrowest span between handlebar grip and handbrake lever

– Position 5: Widest span between handlebar grip and handbrake lever

SPRING PRELOAD

Adjustment

The spring preload of the rear wheel must be adapted to the load. Increase spring preload when the vehicle is heavily loaded and reduce spring preload accordingly when the vehicle is lightly loaded.

Effects of spring preload on handling.

The aim of adjusting the setting is, by adapting the spring preload, to bring the eParkourer into a driving position in which the steering and frame geometry achieve the intended values, such as the steering head angle, for example.
If adjusting the spring preload changes the riding position, the handling will also change.

Spring preload on suspension strut too low

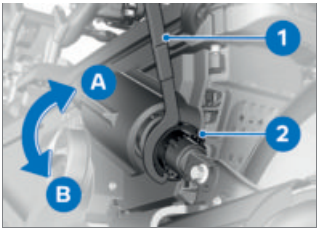
–Low rear riding position.
–Seat height and centre of gravity are lowered.
–Steering head angle (rake) and castor angle (trail) result in excessively high stability.
–Handling will feel awkward when cornering.
–The suspension strut may lock when the suspension is fully compressed due to bumps or unevenness in the road.

Spring preload on suspension strut too high

–High rear riding position.
–Seat height and centre of gravity are raised.
–Steering head angle (rake) and castor angle (trail) result in reduced stability.
–Handling in curves feels more agile but less stable.
–The rear wheel may lose contact with the road surface due to bumps or unevenness in the road surface.

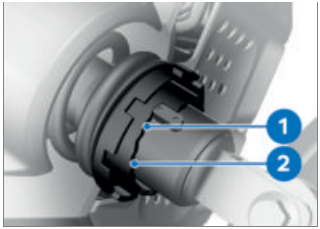
Adjusting spring preload for spring strut

- Make sure the ground is level and firm and place the eParkourer on its stand.



- To increase spring preload, turn adjuster **2** with tool **1** from the onboard toolkit in direction of arrow **A**.

- To reduce spring preload, turn adjuster **2** with tool **1** from the onboard toolkit in direction of arrow **B**.



- Select notch **1** or **2**, depending on the load carried by the vehicle.

Basic setting of the rear spring preload
Second notch (One-up without luggage)
Fourth notch (One-up with luggage)
Fourth notch (Two-up with luggage)

BMW EPOWER

07

PRINCIPLE

The drive battery supplies energy to the electrical machine. The drive battery is charged via standard household sockets, e.g. in residential buildings.

Energy recovery

Energy recovery is active in all riding modes except SURF.

The traction battery is partly recharged by energy recovery while the vehicle is on the move. Energy recovery ensures that very little energy is lost by deceleration. When the vehicle decelerates the electrical machine acts as a generator, converting kinetic energy partly into electricity. This partly recharges the traction battery, helping to maximise range. This recharging can take place while the vehicle is on the move with the e-throttle grip closed or in energy recovery mode.

Energy recovery is displayed in the CHARGE area. Anticipatory driving and timely speed reduction lead to optimum energy recovery.

For more information on energy recovery by deceleration see the section entitled "Riding" (➠ 104).

GENERAL NOTES

DANGER

Handling of electrical current not in compliance with correct procedure

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

- Comply with the safety regulations.

ATTENTION

No check of charging equipment prior to initial use

Damage to property and overloading of the electricity supply system

- Before charging for the first time, have your charging equipment checked at the place of use by a duly trained and qualified electrical specialist.

ATTENTION

Charging equipment in poor condition

Risk of fire, e.g. due to worn contacts or damage

- Use only charging equipment that is in perfect condition.

DANGER

Cleaning of charging socket not in compliance with correct procedure

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

- Have cleaning undertaken only by appropriately trained persons.

To charge the traction battery, use a standard-complaint household socket earthed via a residual current circuit breaker.

What to do after an accident

CAUTION

Fluid escaping from the traction battery

Risk of caustic burns

- Do not touch fluids escaping from the traction battery.

If you and your vehicle are involved in an accident, the following additional safety precautions apply in relation to the traction battery:

– Secure the scene of the accident.
– Immediately notify rescue workers, police or fire service that they are dealing with a vehicle with electric drive.
– Switch off operational readiness.
– Do not inhale gases escaping from the traction battery; if necessary, remain a safe distance from the vehicle.

CHARGER

DANGER

Use of a damaged battery charger

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

- Do not use a damaged battery charger.
- Immediately remove a damaged battery charger (housing or cable) from service.

WARNING

Corrosion and contamination on connections
Risk of fire
- Always fit the protective cap to the high-voltage charging socket to keep out moisture and dirt.
- Check the high-voltage charging socket on the vehicle and the connections on the battery charger for contamination and corrosion on a regular basis.

ATTENTION

Extreme environmental conditions
Risk of damage
- Protect the battery charger from extreme environmental or weather conditions, such as heavy rain, hail and extreme heat.

ATTENTION

Improper use of the battery charger
Damage to property, e.g. due to cable fire
- Use the battery charger for charging the vehicle only.
- Connect the battery charger on the domestic socket outlet with protective conductor only.
- Do not attempt to extend the battery charger by connecting other cables or adapters.

Opening the charger causes irreparable damage and voids the warranty. Have the charger repaired and components (connecting cable, charging cable, housing parts) replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Different chargers are required depending on national-market version; the appropriate charger is included in the scope of delivery.

Depending on the vehicle version, the charger can be stowed in the compartment that accommodates the traction battery.

TRACTION BATTERY

Two traction batteries

The eParkourer can be operated only when the following conditions are satisfied:
– Correct number of traction batteries connected
– Correct installation of the connectors

One traction battery

The eParkourer can be operated only when the following conditions are satisfied:
– Correct number of traction batteries connected
– Correct position of the traction battery in the front battery compartment
– Correct installation of the connectors and dummy connectors

Notes on the traction battery

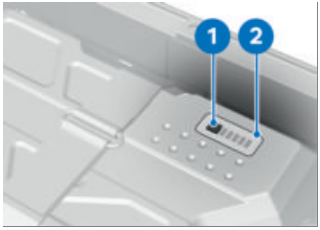
Opening the traction battery causes irreparable damage and voids the warranty.

Overheating of the traction battery has an effect on service life.
The traction battery is developed for ambient temperatures up to 50 °C.

Optimum usage of the vehicle is in the temperature range between 10 °C and 40 °C.
At extremely low temperatures, the vehicle can no longer be used.

Do not leave the vehicle out of use for a lengthy period with the battery in a low state of charge.
Before leaving the vehicle out of use for a lengthy period, check the charge status indicator and make sure that the traction battery is between 30 % and 50 % charged.
Deep discharge will damage the traction battery.

If the drive battery is exposed to ambient temperatures below -20 °C or above 45 °C for longer periods of time, it can cause damage.



Charge status indicator

The traction battery's state of charge can be viewed in either of two ways.

–Directly at the traction battery: Press button **1** to view the state of charge in bar display **2**.

–State of charge indicator on the display (➠ 56)

Hibernation mode of the traction battery

If the state of charge drops to a critical level, for protection the traction battery is put into hibernation mode.

In hibernation mode, operational readiness cannot be established.

The normal state is restored when recharging commences.

Recommendations for care of the traction battery

To ensure optimum utilisation and service life of the traction battery, follow the recommendations set out below:

–Immediately recharge a discharged traction battery

–Optimum state of charge for the eParkourer when in regular use is between 20 % and 80 %.

–During a long stationary period of the eParkourer, for example in winter, maintain the state of charge between 30 % and 50 %.

–Optimum ambient temperature during prolonged storage of the eParkourer is between 0 °C and 25 °C.

CHARGING PROCESS

Before charging

DANGER

Non-compliance with the safety information for the electricity outlet

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

- Comply with the safety instructions for the electricity outlet you are using.

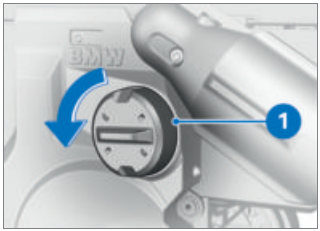
You can interrupt charging at any time and resume later, for example if other power supply is needed for other consumers in the interim, or if you prefer to avoid a high power draw with several consumers all connected at the same time.

Charging is slowed at extreme ambient temperatures in order to protect the traction battery.

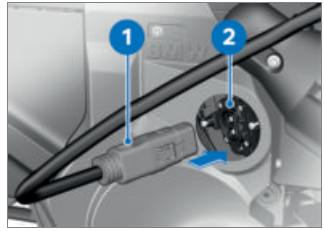
Charging of the traction battery does not work at temperatures lower than 0 °C or higher than 50 °C.

Starting charging process

- Switch off operational readiness. (➠ 65)



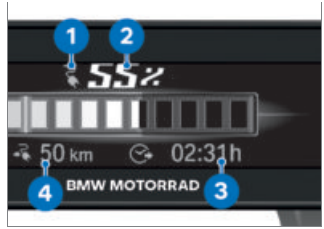
- Turn charging interface cap **1** in direction of arrow and remove.
- Remove the protective cap from the charging plug.
- Connect the charger to the household socket.



- Connect charging cable **1** to charging socket **2**.

» Make sure that the charging cable is correctly latched.

Charging LED **1** flashes.



Symbol **1** for the status of charging plug detection

appears. State of charge **2** is displayed. The charge time forecast **3** indicates how long the eParkourer has to be charged to fully charge the drive battery. Range forecast **4** shows the current forecast range. After a certain time the display is automatically switched to stand-by mode. The charging process continues. Pressing an arrow button reactivates the display.

» Charging process starts. The charging LED flashes blue.

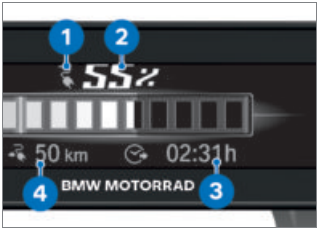
Charging process does not start.

- Ensure the charger power supply.
- Disconnect the charger from the vehicle, wait ten seconds and re-insert the plug.

» If the fault persists:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Indicators during the charging process



State of charge

–Charging plug identification **1**
–State of charge **2**
–Charging time forecast **3**
–Range forecast **4**

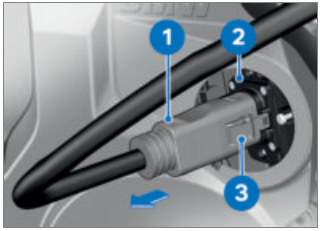
After a certain time the display is automatically switched to stand-by mode. The charging process continues.

Charging LED

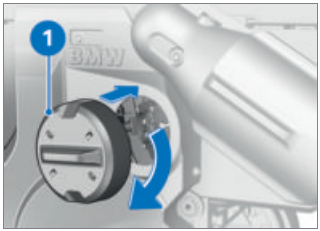
With the charging cable connected, charging LED **1** indicates the status of the charging process.

– Charging LED flashes blue: Traction battery is charging
– Charging LED is inactive: Traction battery fully charged or charging process aborted

Ending charging process



- Press release button **3** and disconnect charging cable **1** from charging interface **2** on the eParkourer.



- Place charging interface cap **1** in position and turn it in direction of arrow to lock.
- Disconnect the charger from the household socket.
- Seat the protective cap on the charging plug.
- Stow the charger.

RIDING

08

SAFETY INFORMATION

Rider's equipment

Do not ride without the correct clothing! Always wear
–Helmet
–Suit
–Gloves
–Boots

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

WARNING

Loose textiles, items of luggage or straps snagged by open rotating parts of the vehicle (wheels, drive shaft)
Risk of accident
- Make sure that loosely worn or carried textiles cannot be snagged by openly rotating parts of the vehicle.
- Keep all items of luggage and straps well clear of openly rotating parts of the vehicle.

Load

WARNING

Handling adversely affected by overloading and imbalanced loads
Risk of falling
- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading.

- Adjust spring preload and tyre pressures to suit total weight.

–with topcase Light OA
- Note the maximum permissible payload of the topcase.

	Payload of topcase
max. 5 kg◁	

–with rear softbag OA
- Note the maximum permissible payload of the rear bag.

	Payload of rear softbag
max. 5 kg◁	

- Do not use bracket for rider footrests **1** for stowing items of luggage.

Speed

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

– Settings of the spring-strut and shock-absorber system
– Imbalanced load
– Loose clothing
– Insufficient tyre pressure
– Poor tyre tread
– Mounted luggage systems such as a topcase

Risk of poisoning

WARNING

Inhalation of harmful vapours

Health hazard

- Do not inhale vapours from operating fluids and plastics.
- Use the vehicle only outdoors.

Tampering

ATTENTION

Tampering with the vehicle

Damage to the affected parts, failure of safety-relevant functions. Damage due to tampering voids the warranty.

- Do not tamper with the vehicle in any way.

COMPLY WITH CHECKLIST

- Use the checklist below to check your eParkourer at regular intervals.

ALWAYS BEFORE RIDING OFF

Requirement

Always before riding off:

- Check the state of charge of the traction battery.

- Check operation of the brake system.
- Check operation of the lights and signalling equipment.
- Check the tyre tread depth. (➠ 125)
- Check the tyre pressures. (➠ 124)
- Check that topcase and luggage are securely fastened.

EVERY 10TH RECHARGE

Requirement

Every 10th recharge:

- Check the brake pad thickness, front brakes. (➠ 121)
- Check the brake pad thickness, rear brakes. (➠ 122)
- Check the brake-fluid level, front and rear wheel brakes. (➠ 123)

ESTABLISHING RIDING READINESS

Pre-Ride-Check and self-diagnosis

The instrument cluster runs a test of the instruments and the indicator and warning lights when the ignition is switched on. During the Pre-Ride-Check, all indicator and warning lights show temporarily.

» Self-diagnosis checks the functional readiness of the BMW Motorrad ABS and the BMW Motorrad ASC.

flashes.


slow-flashes.

» The indicator and warning lights go out when a speed of 5 km/h is reached.
» Self-diagnosis has completed.

If an error message appears when self-diagnosis completes:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

eParkourer operationally ready

When the Pre-Ride-Check and the self-diagnoses have completed, the eParkourer and all electrical consumers are operationally ready.

To preserve the 12 V battery, only use active electrical consumers for as long as is absolutely necessary and switch off operating readiness.

RIDING THE EPARKOURER

eParkourer ready to ride

The eParkourer is ready to ride when you press starter button **1** with the front or rear brake applied. Drive indicator **3** becomes visible and READY **2** is displayed. All systems are operational. If you press the emergency-off switch the eParkourer is no longer ready to ride.

Power output and power draw are adversely affected by low temperatures.

In exceptional cases it is possible for the traction battery to warm up to a high temperature while the vehicle is at a standstill (e.g. in extreme ambient temperatures and direct sunlight). If the traction battery overheats the eParkourer is not in ride-ready state.

Very high temperatures adversely affect the service life of the battery cells. If the traction battery overheats while you are riding, drive power is reduced step by step to allow the traction battery to cool. The reading shown by the POWER indicator in the instrument cluster drops. If the temperature continues to rise, shut down the eParkourer until the drive battery has cooled down. If the reading of the power indicator drops to 0, the eParkourer is no longer in the ride-ready state and the vehicle will come to a stop.

Switching on riding readiness

- Switch on operational readiness. (➠ 65)

» Pre-Ride-Check and self-diagnoses are performed. (➠ 102)

- Apply the brake.

- Press the starter button **1**.

Riding readiness cannot be established while the side stand is extended. Extending the side stand while riding readiness is switched on cancels riding readiness.

A message is issued if the seat is not fully locked.

» The eParkourer is drive-ready.
» Try working through the troubleshooting chart if the eParkourer does not achieve riding readiness. (➠ 148)

Riding with ePOWER

WARNING

Less perceptibility of electric propulsion.
Risk of accident
- When you use electric propulsion, you must always bear in mind that the absence of engine noise means that pedestrians and other road users might not be aware of your approach on the vehicle.
- Exercise special care and attention when riding.

Energy recovery by deceleration

Energy recovery is active in all riding modes except SURF.

The traction battery is partly recharged by energy recovery. When the vehicle decelerates the electrical machine acts as a generator, converting kinetic energy to electricity. Deceleration depends on the riding mode you select, and on the position of the electronic throttle twistgrip. The less you twist the electronic throttle twistgrip, the sharper the vehicle decelerates. Energy is recovered and the traction battery recharges. Deceleration with the electronic throttle twistgrip in the closed position is similar to light braking. Energy can be recovered when the following conditions are satisfied:
– eParkourer is moving and speed is above approx. 5 km/h

If energy recovery is restricted, the following warning light shows:

 Energy cannot be recovered in the following situations:

– The traction battery is at a very high or very low temperature. In winter or summer there is a possibility of energy recovery being temporarily unavailable just after you pull away.
– The traction battery is fully charged.

WARNING

Without energy recovery there is no braking effect from the electric drive. The vehicle could coast farther than usual.
Risk of accident
- Always be prepared to brake.

Riding situations for deceleration

Whenever you know that you are about to decelerate as you ride, you can make use of the deceleration phase for energy recovery. The following are typical riding situations suitable for use for this purpose:

– Deceleration on a descent
– Deceleration approaching a red traffic light

Avoid late or sharp braking. Instead, decelerate the eParkourer with energy recovery.

RUNNING IN

Brake pads

New brake pads have to be run in before they can achieve their optimum frictional force. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.

WARNING

New brake pads
Longer stopping distance, risk of accident
- Apply the brakes in good time.

Tyres

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in. This running in procedure is essential if the tyres are to achieve maximum grip.

WARNING

New tyres losing grip on wet roads and at extreme bank angles
Risk of accident
- Ride carefully and avoid extremely sharp inclines.

BRAKES

How can stopping distance be minimised?

WARNING

Rear wheel blocks due to heavy braking
Risk of falling
- Because the ABS function is only active on the front wheel, avoid heavy deceleration with the rear wheel brake to prevent blocking of the rear wheel.

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the motorcycle decelerates, the more load is shifted to the front wheel. The higher the wheel load, the more braking force can be transmitted without the wheel locking. To optimise stopping distance, apply the front brakes rapidly and keep on increasing the force you apply to the brake lever. This makes the best possible use of the dynamic increase in load at the front wheel. When high braking pressure is applied sharply the dynamic shift in load distribution cannot keep pace with the increase in deceleration and the tyres cannot transmit the full braking force to the surface of the road.

Descending mountain passes

WARNING

Braking only with the rear brake on mountain descents.
Brake fade. Destruction of the brakes due to overheating.
- Use both front and rear brakes, and make use of the energy recovery function as well.

For further information about energy recovery see the section entitled "Engineering details" from page (➠ 116) onward.

Wet and dirty brakes

WARNING

Wetness and dirt result in diminished braking efficiency
Risk of accident
- Apply the brakes lightly while riding to remove wetness and dirt, or dismount and clean the brakes.
- Think ahead and brake in good time until full braking efficiency is restored.

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency. Delayed braking action or poor braking efficiency must be reckoned with in the following situations:
– Riding in the rain or through puddles of water.
– After the vehicle has been washed.
– Riding on salted or gritted roads.
– After work has been carried on the brakes, due to traces of oil or grease.
– Riding on dirt-covered surfaces or off-road.

PARKING YOUR EPARKOURER

Side stand
- Switch off riding readiness.

ATTENTION

Poor ground underneath the stand
Risk of damage to parts if vehicle topples
- Always check that the ground under the stand is level and firm.

- Extend the side stand and prop the eParkourer on the stand.

ATTENTION

Additional weight placing strain on the side stand
Risk of damage to parts if vehicle topples
- Do not sit or lean on the vehicle while it is propped on the side stand.

- Turn the handlebars all the way to the left.

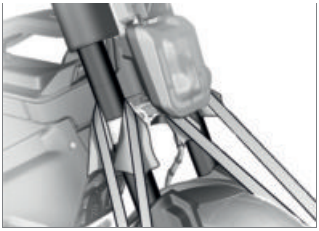
SECURING EPARKOURER FOR TRANSPORTATION

- Make sure that all components that might come into contact with straps used to secure the vehicle are adequately protected against scratching (e.g. with adhesive tape).

ATTENTION

Vehicle topples to side when being lifted on to stand
Risk of damage to parts if vehicle topples
- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.

- Push the eParkourer on to the transportation flat and hold it in position: do not place it on the side stand.



ATTENTION

Trapping of components
Component damage
- Do not trap components such as brake lines or cable legs.

- At the front, loop a strap round the bottom fork bridge on each side and tighten the straps.

- At the rear, secure the straps on both sides between passenger grab handle and frame.

- Tension all tensioning belts uniformly to hold the eParkourer securely.

ENGINEERING DETAILS

09

GENERAL NOTES

To find out more about engineering, go to **bmw-motorrad.com/technik**.

ANTILOCK BRAKE SYSTEM (ABS)

How does ABS work?

The ABS function is available on only the front wheel of the eParkourer.

The amount of braking force that can be transferred to the road depends on factors that include the coefficient of friction of the road surface. Loose stones, ice and snow or a wet road all have much lower coefficients of friction than a clean, dry asphalt surface. The lower the coefficient of friction, the longer the stopping distance. If the rider increases braking pressure to the extent that braking force exceeds the maximum transferable limit, the wheels start to lock and the vehicle loses its directional stability; a fall is imminent. Before this situation can occur, ABS intervenes and adapts braking pressure to the maximum transferable braking force, so the wheels continue to turn and directional stability is maintained irrespective of the condition of the road surface.

What are the effects of surface irregularities?

Humps and surface irregularities can cause the wheels to lose contact temporarily with the road surface; if this happens the braking force that can be transmitted to the road can drop to zero. If the brakes are applied under these circumstances the ABS has to reduce braking force to ensure that directional stability is maintained when the wheels regain contact with the road surface. At this instant the BMW Motorrad ABS must assume an extremely low coefficient of friction (gravel, ice, snow), so that the wheels will continue to rotate under all imaginable circumstances, because this is the precondition for ensuring directional stability. As soon as is registers the actual circumstances, the system reacts instantly and adjusts braking force accordingly to achieve optimum braking.

Rear wheel lift

Under very severe and sudden deceleration, however, under certain circumstances it is possible that the BMW Motorrad will be unable to prevent the rear wheel from lifting clear of the ground. If this happens the outcome can be a high-siding situation in which the eParkourer can flip over.

WARNING

Rear wheel lift due to severe braking

Risk of falling

- When you brake sharply, bear in mind that ABS control cannot always be relied on to prevent the rear wheel from lifting clear of the ground.

What is the design baseline for BMW Motorrad ABS?

Within the limits imposed by physics, the BMW Motorrad ABS ensures directional stability on any surface.

At speeds above 4 km/h, within the limits imposed by physics the BMW Motorrad ABS can ensure directional stability on any surface. Limitations inherent to the design principle mean that at lower speeds the BMW Motorrad ABS cannot provide optimum assistance on all surfaces.

The system is not optimised for special requirements that apply under extreme competitive conditions off-road or on the track.

Special situations

Several riding values are analysed as a means of detecting the front wheel's incipient tendency to lock. If the system registers implausible values for a lengthy period the ABS function is deactivated for safety reasons and an ABS fault message is issued. Self-diagnosis has to complete before fault messages can be issued.
In addition to problems with the BMW Motorrad ABS, exceptional riding conditions can lead to a fault message being issued:

–Riding for a lengthy period with the front wheel lifted off the ground (wheelie).
–Rear wheel rotating with the vehicle held stationary by application of the front brake (burn-out).
–Rear wheel locked by the electrical machine's braking moment for a lengthy period, for example while descending on a loose or slippery surface.

If a fault message is issued on account of exceptional riding conditions, you can reactivate the ABS function by switching operational readiness off and then on again.

What significance devolves on regular servicing?

WARNING

Brake system not regularly serviced
Risk of accident
- In order to ensure that the BMW Motorrad ABS is always maintained in optimum condition, it is essential for you to comply strictly with the specified inspection intervals.

Safety reserves
The potentially shorter braking distances which BMW Motorrad ABS permits must not be used as an excuse for careless riding. The system is primarily a means of ensuring a safety margin in genuine emergencies.
Take care when cornering! When you apply the brakes on a corner, the vehicle's weight and momentum take over and even BMW Motorrad ABS is unable to counteract their effects.

TRACTION CONTROL (ASC)

How does traction control work?
Traction control compares the front and rear wheel circumferential velocities. The differential is used to compute slip as a measure of the reserves of stability available at the rear wheel. If slip exceeds a certain limit, the electrical machine management system intervenes and adapts torque accordingly. BMW Motorrad ASC is designed as an assistant system for the rider and for use on public roads. The extent to which the rider affects ASC control can be considerable

(weight shifts when cornering, items of luggage loose on the vehicle), especially when the style of riding takes rider and machine close to the limits imposed by physics.

WARNING

Risky riding

Risk of accident despite ASC

- Invariably, the rider bears responsibility for assessing road and traffic conditions and adopting his or her style of riding accordingly.
- Do not take risks that would negate the additional safety offered by this system.

Special situations

The speeds of the front and rear wheels are compared as one means of detecting the rear wheel's incipient tendency to spin or slip sideways.

The BMW Motorrad ASC can switch off automatically under the exceptional riding conditions outlined below.

Exceptional riding conditions:

– Riding for a lengthy period with the front wheel lifted off the ground (wheelie).
– Rear wheel rotating with the vehicle held stationary by application of the front brake (burn-out).

RECUPERATION STABILITY CONTROL (RSC)

How does energy recuperation stability control RSC) work?

The purpose of energy recuperation stability control is to prevent the unstable riding states that can be produced by excessive energy-recovery braking moment acting on the rear wheel. Depending on the road condition and riding dynamic, excessive energy recovery braking moment can produce a sharp rise in rear-wheel slip and impair directional stability. Energy recuperation stability control limits this slip at the rear wheel to a safe, mode-dependent regulated slip.

Causes for excessive slip at the rear wheel:

– Riding in energy recovery mode on a surface with a low coefficient of friction (e.g. wet leaves).
– Sharp braking during sporty riding.

In the same way as traction control, BMW Motorrad ASC energy recuperation stability control compares the wheel

circumferential velocities of the front and rear wheels calculated from the wheel speeds and the tyre radius. Energy recuperation stability control uses this differential to compute slip as a measure of the reserve of stability available at the rear wheel.
If slip overshoots the applicable limit, the energy recovery braking moment is reduced. The slip is reduced and the eParkourer is stabilised.

Effect of energy recuperation stability control
–In all riding modes: Maximum stability.

RIDING MODE

Selection

To adapt the eParkourer to road condition and the desired riding experience, any of the following riding modes can be selected:
Standard
–FLOW
–SURF
–with Highline package OE
–FLASH

For each of these riding modes, there is a matching setting for the ABS, ASC systems, recuperation stability control and for throttle response and energy recovery.

Throttle response
–In FLOW riding mode: Gentle throttle response.
–In SURF riding mode: Direct throttle response.

–with Highline package OE
–In FLASH riding mode: Direct throttle response.

Energy recovery
–In FLOW riding mode: Normal energy recovery by deceleration of the vehicle.
–In SURF riding mode: Energy recovery is inactive; no deceleration of the vehicle by energy recovery.

–with Highline package OE
–In FLASH riding mode: Higher energy recovery by sharper deceleration of the vehicle.

ABS
–In all riding modes the ABS is set up for on-road riding.

ASC

Tyres

–In all riding modes ASC is set up for on-road riding with road tyres.

Riding stability

–In all riding modes ASC intervenes early to maximise riding stability.

–In all riding modes the rear wheel is prevented from spinning.

Mode changes

You can switch riding modes at a standstill with operational readiness switched on, or when the vehicle is on the move (➠ 73).

MAINTENANCE

10

GENERAL NOTES

The Maintenance chapter describes straightforward procedures for checking and replacing certain wear parts.
Special tightening torques are listed as applicable. The tightening torques for the threaded fasteners on your vehicle are listed in the section entitled "Technical data".

Some of the work calls for special tools and a thorough knowledge of the technology involved. If in doubt consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

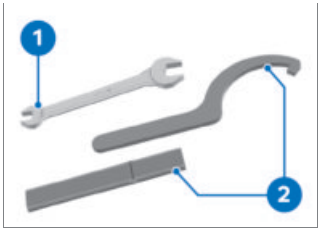
Microencapsulated screws

The microencapsulation is a chemical thread-locker. An adhesive compound creates a secure connection between bolt and nut or between screw and component. Consequently, microencapsulated screws are for once-only use and are not intended for re-installation after being slackened.
Regardless of whether the procedure involves removal or installation, the threaded bore always has to be cleaned. After removal of the screw, clean the internal thread to remove all traces of thread-locking compound. Always use new microencapsulated screws when re-assembling. Prior to disassembly make sure that you have suitable tools for cleaning the threads and a new replacement for each screw to be removed. If the job is not done correctly there is no guarantee that the screw will remain secure, which means that you would be putting yourself at risk!

Non-reusable cable ties

Non-reusable cable ties are used at some points to secure cables and lines. To prevent damage to cables and lines when these items are being removed, it is essential to use a suitable tool, for example diagonal cutting pliers, for their removal.
Cables and lines detached beforehand by the removal of non-reusable cable ties have to be re-secured with new non-reusable cable ties.
Use cable-tie clippers to clip off the excess length of the cable ties.

STANDARD TOOLKIT



1 Open-ended spanner
Width across flats 10/14 mm
–Adjust the mirror arm. (➠ 84)
–Correct the headlight beam angle. (➠ 85)

2 Hook wrench
–Adjust the spring preload for spring strut. (➠ 86)

BRAKE SYSTEM

Check operation of the brakes

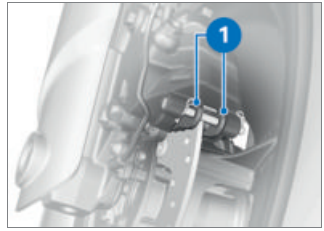
- Operate right brake lever.
» There is a clearly perceptible pressure point.
- Operate left brake lever.
» There is a clearly perceptible pressure point.

If a clear pressure point is not perceptible or if the eParkourer can be pushed in either direction:

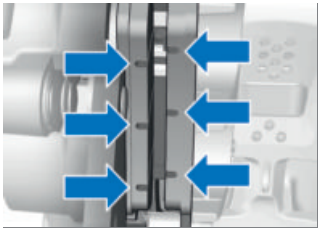
- Have the brakes checked by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Checking brake pad thickness, front brakes

- Make sure the ground is level and firm and place the eParkourer on its stand.



- Visually inspect the inner and outer brake pads to ascertain their thickness. Viewing direction: from the rear toward brake pads **1**.



Brake-pad wear limit, front
min. 1.4 mm (friction pad only, without backing plate. The wear indicators (grooves) must be clearly visible.)

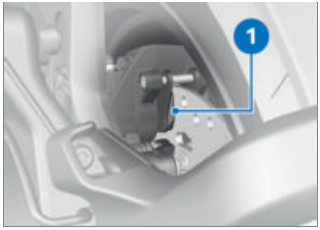
If the wear indicators, i.e. the grooves, are no longer clearly visible:

WARNING

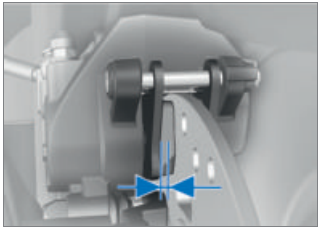
Brake-pad thickness less than permissible minimum
Diminished braking effect, damage to the brakes
- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.

- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- BMW Motorrad recommends installing only genuine OEM brake pads.

Checking brake pad thickness, rear brakes
- Make sure the ground is level and firm and place the eParkourer on its stand.



- Visually inspect the brake pads to ascertain their thickness. Viewing direction: from the rear toward brake caliper **1**.



Brake-pad wear limit, rear
min. 1.3 mm (Friction pad only, without backing plate)

If the wear marks have been reached:

WARNING

Brake-pad thickness less than permissible minimum
Diminished braking effect, damage to the brakes
- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.

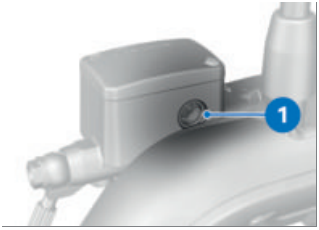
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- BMW Motorrad recommends installing only genuine OEM brake pads.

Checking brake-fluid level, front and rear wheel brakes
- The brake fluid level can be checked in the sight glasses of the brake fluid reservoirs. The brake fluid reservoir for the front wheel brake is on the right, the brake fluid reservoir for the rear wheel brake is on the left.

WARNING

Not enough brake fluid in brake fluid reservoir, or contaminants in brake fluid
Considerably reduced braking power due to presence of air, contaminants or water in the brake system
- Cease operation of the vehicle immediately and do not ride it until the fault has been rectified.
- Check the brake-fluid levels at regular intervals.
- Always make sure that the lid of the brake fluid reservoir and the area around the lid are cleaned before opening.
- Make sure that only fresh brake fluid from a sealed container is used.

- Make sure the ground is level and firm and place the eParkourer on its stand.
- Turn the handlebars to a position in which the brake fluid reservoir is horizontal.



- Check the brake fluid level in sight glass **1** of the left or, as applicable, right brake fluid reservoir.

Wear of the brake pads causes the brake fluid level in the reservoir to sink.

Brake fluid level
Brake fluid, DOT4
It is not permissible for the brake fluid level to be below the **MIN** mark. (Brake-fluid reservoir horizontal)

If the brake fluid level drops below the permitted level:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

TYRES

Checking tyre pressures

WARNING

Incorrect tyre pressure.
Impairment of the vehicle's handling characteristics.
Shorter useful tyre life.

- Always check that the tyre pressures are correct.

WARNING

Tendency of valve inserts installed vertically to open by themselves at high riding speeds
Sudden loss of tyre pressure

- Install valve caps fitted with rubber sealing rings and tighten firmly.

- Check tyre pressures against the data below.

Tyre pressure, front
1.8 bar (tyre cold)

 Tyre pressure, rear
1.8 bar (tyre cold)

If tyre pressure is too low:
- Correct tyre pressure.

RIMS AND TYRES

Checking rims

- Make sure the ground is level and firm and place the eParkourer on its stand.
- Visually inspect the rims for defects.
- Have damaged rims checked by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Check the tyre tread depth

WARNING

Riding with badly worn tyres
Risk of accident due to impaired handling
- If applicable, have the tyres changed in good time before they wear to the minimum tread depth permitted by law.

- Make sure the ground is level and firm and place the eParkourer on its stand.
- Measure the tyre tread depth in the main tread grooves with wear marks.

Each tyre has wear indicators integrated into the main tread grooves. The tyre has reached its wear limit when the tread has worn down to the level of the wear indicators. The locations of the marks are indicated on the edge of the tyre, e.g. by the letters TI, TWI or by an arrow.

If the tyre tread is worn to minimum:
- Replace tyre or tyres, as applicable.

Tyre recommendation

For each size of tyre, BMW Motorrad tests and classifies as roadworthy certain makes. BMW Motorrad cannot assess the suitability or provide any guarantee of road safety for other tyres.
BMW Motorrad recommends using only tyres tested by BMW Motorrad.
More detailed information is available from your authorised BMW Motorrad retailer.

LIGHTING

Replacing LED light sources

WARNING

Vehicle overlooked in traffic due to failure of the lights on the vehicle

Safety risk

- Always replace a faulty bulb at the earliest possible opportunity. Consult a specialist workshop, preferably an authorised BMW Motorrad Retailer.

All light sources of the eParkourer are LED light sources. The service life of the LED light sources is longer than the presumed vehicle service life. If an LED light source is faulty contact a specialist workshop, preferably an authorised BMW Motorrad retailer.

12 V BATTERY

General notes

Correct upkeep, recharging and storage will prolong the life of the 12 V battery and are essential if warranty claims are to be considered.

Compliance with the points below is important in order to maximise the life of the 12 V battery:

– Keep the surface of the battery clean and dry.
– Be sure to read and comply with the instructions for charging the battery on the following pages.
– Do not turn the battery upside down.

Recharge function

If the state of charge of the 12V battery drops below a defined threshold, the recharge function is activated. Under these circumstances the 12V battery is charged via the DC/DC converter by the traction battery. This ensures that the 12V battery maintains an adequate state of charge.

The recharge function is active in the following situations:

– Vehicle on the move: The 12V battery is recharged when necessary.
– Charging process in progress: The 12V battery is recharged in addition to the traction battery.
– During out-of-use periods: The 12V battery is recharged via the traction battery when necessary.

If the traction battery's state of charge drops below a critical threshold, the 12V battery cannot be recharged from this source. An adequate state of charge of the traction battery has to be ensured in order for the recharging function to be active whenever it is needed.

Charge the 12V battery

Check whether the 12V battery is flat:

- Switch on operational readiness. (➠ 65)

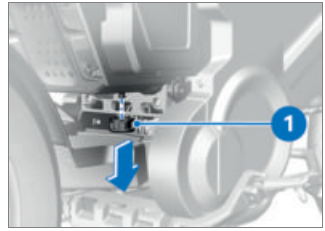
» Observe the display:

– If you switch on operational readiness and the display fails to light up, the battery is completely flat. 12V battery has to be recharged via an external supply.

– If the display switches on, the 12V battery is not completely flat. The 12V battery can be recharged via the traction battery.

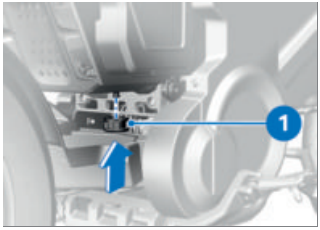
- Switch off operational readiness. (➠ 65)

Charging 12V battery via external supply



- Remove cover **1**.

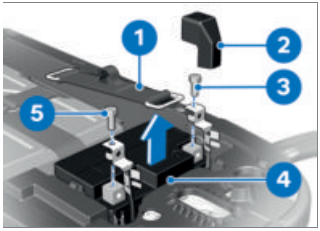
- Connect the 12V battery to a suitable battery charger connected to remote positive terminal **2** and screw **1**.
- Comply with the operating instructions of the charger.
- Once charging is complete, disconnect the charger's terminal clips from the support points.



- Install cover **1**.

Replacing 12V battery

- Switch off operational readiness.
- Make sure the ground is level and firm and place the eParkourer on its stand.
- Removing seat (➠ 79)



- Disengage rubber retaining strap **1**.

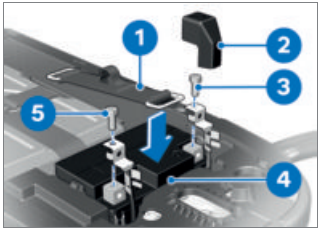
ATTENTION

Battery not disconnected in accordance with correct procedure

Risk of short-circuit

- Always proceed in compliance with the specified disconnection sequence.

- Remove screw **5** and disconnect the negative battery cable.
- Remove positive terminal cover **2**, remove screw **3** and disconnect the positive battery cable.
- Remove 12V battery **4** from the battery holder.



- Installing the 12V battery **4** in the battery holder
- Install rubber retaining strap **1** on 12V battery **4**.

ATTENTION

Battery not connected in accordance with correct procedure

Risk of short-circuit

- Always proceed in compliance with specified installation sequence.

- Hold the positive battery cable in position and install screw **3**.
- Install positive terminal cover **2** and make sure it is correctly seated.
- Hold the negative battery cable in position and install screw **5**.
- Install the seat. (➠ 80)

FUSES

Replacing fuses

ATTENTION

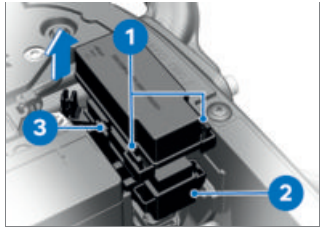
Jumpering of blown fuses

Risk of short-circuit and fire

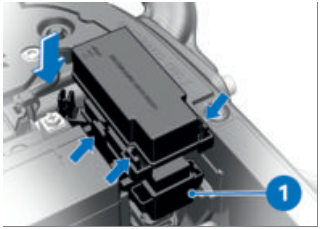
- Never attempt to jumper a blown fuse.
- Always replace a defective fuse with a new fuse of the same amperage.

If fuse defects recur frequently have the electric circuits checked by a specialist workshop, preferably an authorised BMW Motorrad retailer.

- Switch off operational readiness.
- Make sure the ground is level and firm and place the eParkourer on its stand.
- Removing seat (➠ 79)

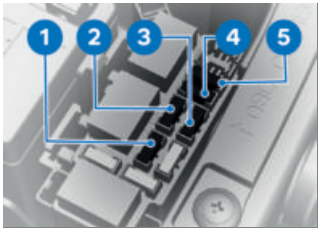


- Disengage latches **1** and **3** and at the same time lift the cover of fuse box **2** up to remove.
- Consult the fuse assignment diagram and replace the defective fuse.



- Install cover of fuse box **1** from above.
» Make sure that the cover is correctly latched.
- Install the seat. (➠ 80)

Fuse assignment



1 30 A
Main fuse

2 10 A
Lighting
Keyless Ride

3 20 A
12V battery external supply

4 10 A
ABS

5 5 A
Instrument cluster
Anti-theft alarm
Diagnostic socket

DIAGNOSTIC CONNECTOR

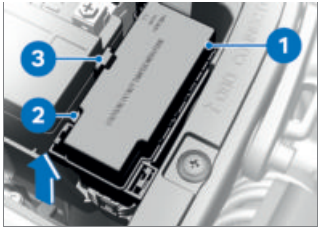
Disengaging diagnostic socket

CAUTION

Incorrect disconnection of the diagnostic socket for on-board diagnosis

Malfunctions of the vehicle

- Do not disconnect the diagnostic socket or allow it to be disconnected except in the course of a BMW Motorrad service by a specialist workshop or by other authorised persons.
- Have the work carried out by appropriately trained personnel.
- Comply with the stipulations of the vehicle manufacturer.



- Disengage fuse box **1** from lock **3**, ease it up out of holder **2**, swing it sideways and lay it aside.

- Insert diagnostic socket **1** into holder **3**.

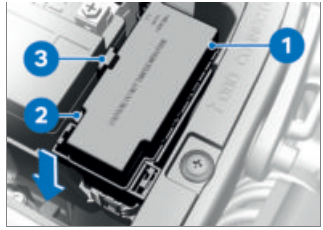
» Locks **2** engage on both sides.

- Disengage diagnostic connector **1** with latches **2** from holder **3**.

» The interface to the diagnosis and information system can be connected to the diagnostic connector **1**.

Securing diagnostic socket

- Disconnect the interface for the diagnosis and information system.



- Install fuse box **1** in the holder **2**.

» Lock **3** engages.

ACCESSORIES

11

GENERAL NOTES

CAUTION

Use of other-make products
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 vehicles without constituting a safety hazard. Country-specific official authorisation does not suffice as assurance. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW vehicles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your vehicle.

BMW has conducted extensive testing of the parts and accessory products to establish that they are safe, functional and suitable. Consequently, BMW accepts responsibility for the products. BMW accepts no liability whatsoever for parts and accessories that it has not approved.

All modifications must be in compliance with legal requirements. Make sure that the vehicle does not infringe the national road-vehicle construction and use regulations applicable in your country.
Your authorised BMW Motorrad retailer can offer expert advice on the choice of genuine BMW parts, accessories and other products.
To find out more about accessories go to:
bmw-motorrad.com/equipment

USB CHARGING SOCKET

For information on using the USB charging socket, see the section headed "Operation". (➠ 77)

TOPCASE

–with topcase Light[OA]

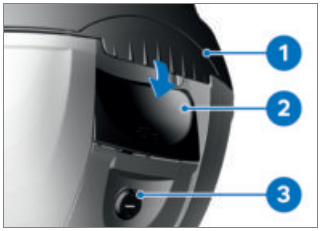
Opening topcase Light
- Turn the key until it is vertical in the lock.

The release levers are locked when the key is in the horizontal position.

- Push release lever **2** in the direction of the arrow.
- Open topcase lid **1**.

Closing topcase Light

- Turn the key until it is vertical in the lock.

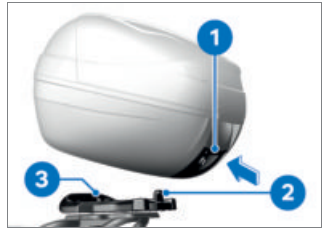


- Close topcase lid **1**. Make sure that nothing is trapped between lid and case and that release lever **2** engages.
- Turn the key in topcase lock **3** to the horizontal position and remove the key.

» The release levers are locked. You can neither open the topcase nor remove it from the adapter.

Removing topcase Light

- Turn the key until it is vertical in the lock.



- Push release lever **1** in the direction of the arrow.
- Lift the topcase at the rear and remove it from hook **2** of adapter **3**.

Installing topcase Light

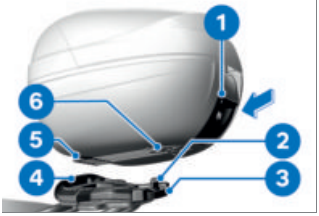
WARNING

Topcase not properly secured

Driving safety is impaired

- The topcase must not wobble and must be secured free from play.

- Turn the key until it is vertical in the lock.



- Insert base **5** into slot **4**.
- Position mount **6** on hook **2**.
- Make sure that release lever **1** engages and that the topcase is securely connected to adapter **3**.
- To lock the release lever, turn the key until it is horizontal in the lock and pull it out.

Maximum payload

	Payload of topcase
–with topcase Light[OA]	
max. 5 kg◁	

OPTIONAL ACCESSORIES

Available optional accessories

Your authorised BMW Motorrad retailer can offer expert advice on the choice of genuine BMW Motorrad accessories and other products such as BMW Motorrad Care Products, textile stowage systems.

You can examine all the optional accessories from BMW Motorrad by visiting: **bmw-motorrad.com**.

CARE

12

CARE PRODUCTS

ATTENTION

Use of unsuitable cleaning and care products
Damage to vehicle parts
- Do not use solvents such as cellulose thinners, cold cleaners, fuel or the like, and do not use cleaning products that contain alcohol.

ATTENTION

Use of strongly acidic or strongly alkaline cleaning agents
Damage to vehicle parts
- Dilute in accordance with the dilution ratio stated on the packaging of the cleaning agent.
- Do not use strongly acidic or strongly alkaline cleaning agents.

BMW Motorrad recommends that you use the cleaning and care products you can obtain from your authorised BMW Motorrad retailer. The substances in BMW Care Products have been tested in laboratories and in practice; they provide optimised care and protection for the materials used in your vehicle.

WASHING THE VEHICLE

WARNING

Wet brake discs and brake pads after vehicle wash, after riding through water and in rainy conditions
Diminished braking effect, risk of accident
- Apply the brakes in good time to allow the friction and heat to dry the brake discs and brake pads.

ATTENTION

Damage due to high water pressure from high pressure cleaners or steam cleaners
Corrosion or short circuit, damage to labels, seals, hydraulic brake system, electrical system and the motorcycle seat
- Exercise restraint when using a steam jet or high pressure cleaning equipment.

BMW Motorrad recommends that you use BMW insect remover to soften and wash off insects and stubborn dirt on

painted parts prior to washing the vehicle.
To prevent stains, do not wash the vehicle immediately after it has been exposed to strong sunlight and do not wash it in the sun.
Remove dirt from the fork legs at regular intervals.
Make sure that the vehicle is washed frequently, especially during the winter months or if it is ridden on salted roads.

ATTENTION

Effect of road salt intensified by warm water
Corrosion
- Use only cold water to remove road salt deposits.

To remove road salt deposits, clean the vehicle and mounted parts, as applicable, with cold water immediately after every trip.

After a ride in the rain, when humidity is high or after the vehicle has been washed, condensation might form inside the headlight. This can cause temporary fogging on the headlight lens. If moisture is constantly present inside the headlight consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

CLEANING EASILY DAMAGED COMPONENTS

Plastics

ATTENTION

Use of unsuitable cleaning agents
Damage to plastic surfaces
- Do not use cleaning agents that contain alcohol, solvents or abrasives.
- Do not use insect-remover pads or cleaning pads with hard, scouring surfaces.

Clean the plastic parts with water and BMW plastic care product. This includes in particular:
–Windscreen and slipstream deflectors
–Headlight lens made of plastic
–Glass cover of the instrument cluster
–Black, unpainted parts

Soften stubborn dirt and insects by covering the affected areas with a wet cloth.

Instrument cluster

Clean the instrument cluster with warm water and washing-up liquid. Then dry it with a clean cloth, e.g. a paper towel.

Chrome

Carefully clean chrome parts with plenty of water and motorcycle cleaner from the BMW Care Products range. This is particularly important to counter the effects of salt. Use BMW Motorrad high-gloss polish for additional treatment.

Air inlet

Clean air inlet **1** at regular intervals. This ensures adequate air cooling of the traction battery.

Rubber

ATTENTION

Application of silicone sprays to rubber seals

Damage to the rubber seals

- Do not use silicone sprays or care products that contain silicon.

Treat rubber components with water or BMW rubber-care products.

CARE OF PAINTWORK

ATTENTION

Damage to paintwork due to metal polish

Risk of damage

- Do not treat painted surfaces and chrome-painted surfaces with metal polish.

Washing the vehicle regularly will help counteract the long-term effects of substances that can damage the paint, especially if your vehicle is ridden in areas with high air pollution or natural sources of dirt, for example tree resin or pollen. Remove particularly aggressive substances immediately, however, as otherwise the paint can be affected or become

discoloured. Substances of this nature include spilt fuel, oil, grease, brake fluid and bird droppings. For this, we recommend BMW Motorrad solvent cleaner followed by BMW Motorrad gloss polish for preservation.
Marks on the paintwork are particularly easy to see after the vehicle has been washed. Remove stains of this kind at the earliest possible opportunity, using benzine or petroleum spirit on a clean cloth or ball of cotton wool. BMW Motorrad recommends using BMW tar remover for removing specks of tar. Then apply preserving agent to the areas treated in this way.

PAINT PRESERVATION

If water no longer rolls off the paint, the paint must be preserved.
For paint preservation, BMW Motorrad recommends the use of BMW Motorrad gloss polish or agents containing carnauba wax or synthetic wax.

Do not use chrome polish to preserve chrome paints. Use only the agents recommended by BMW Motorrad.

LAYING UP THE EPARKOURER

Do not leave the vehicle out of use for a lengthy period with the battery in a low state of charge.
Before leaving the vehicle out of use for a lengthy period, check the charge status indicator and make sure that the traction battery is between 30 % and 50 % charged. Deep discharge will damage the traction battery.

If the drive battery is exposed to ambient temperatures below -20 °C or above 45 °C for longer periods of time, it can cause damage.

- Clean the eParkourer.
- Start the charging process. (➠ 95)
- Spray the brake-lever and side-stand pivot mounts with a suitable lubricant.
- Coat bright metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Stand the eParkourer in a dry room in such a way that there is no load on either wheel.

RESTORING EPARKOURER TO USE

- Remove the protective wax coating.
- Clean the eParkourer.
- Checklist. (➠ 101)

TECHNICAL DATA

13

TROUBLESHOOTING CHART

Riding readiness cannot be switched on:

Possible cause	Rectification
Side stand extended	Retract the side stand.
Starting without operating the brakes	Operate a brake lever when starting.
12V battery flat	Charge the 12V battery. (➠ 127)
Temperature of the traction battery	Temperature of the traction battery too high or too low. (➠ 93)

CHARGING CE 02 (0C71)

Total capacity of the traction battery	4.6 kWh
Net energy content, traction battery	3.9 kWh
Charging time	
Charging time	Depending on the mains voltage, charging infrastructure, charger, temperature and active on-board electrical consumers, charge current might be lower and charging time correspondingly longer.
Charging time of the traction battery	220 min, 80 % charge 312 min, 100 % charge
Charging time of the traction battery with quick charger	
–with quick charger[OE]	140 min, 80 % charge 210 min, 100 % charge

CHARGING CE 02 AM (0C81)	
Total capacity of the traction battery	2.3 kWh
Net energy content, traction battery	1.9 kWh
Charging time	
Charging time	Depending on the mains voltage, charging infrastructure, charger, temperature and active on-board electrical consumers, charge current might be lower and charging time correspondingly longer.
Charging time of the traction battery	115 min, 80 % load 182 min, 100 % load

DRIVE CE 02 (0C71)	
Engine number location	Motor flange
Engine type	JA0S06A
Engine design	Synchronous machine
Nominal steady-state power	6.5 kW
Maximum power	11 kW, at rpm: 5000 min^{-1}
Torque	55 Nm, at rpm: 1000 min^{-1}
Maximum engine speed	max. 7200 min^{-1}

DRIVE CE 02 AM (0C81)	
Engine number location	Motor flange
Engine type	JA0S06A
Engine design	Synchronous machine
Nominal steady-state power	3.2 kW
- Long Range	3.9 kW
Maximum power	4 kW, at rpm: 2000 min^{-1}
Torque	45 Nm, at rpm: 500 min^{-1}
Maximum engine speed	max. 3500 min^{-1}

FINAL DRIVE	
Type of final drive	Toothed-belt drive

FRAME	
Type plate location	Frame, front left below handlebar stem
Position of the vehicle identification number	Frame, front right on steering head

CHASSIS AND SUSPENSION	
Front wheel	
Type of front suspension	Upside-down telescopic fork
Spring travel, front	129 mm, at front wheel

Rear wheel	
Type of rear suspension	Cast aluminium single swinging arm
Spring travel at rear wheel	102 mm, at rear wheel
Basic setting of the rear spring preload	Second notch, One-up without luggage Fourth notch, One-up with luggage Fourth notch, Two-up with luggage

BRAKES

Front wheel	
Type of front brake	Single-disc brake, fixed, diameter 239 mm, 2-piston floating caliper
Brake-pad material, front	Sintered metal
Brake disc thickness, front	4 mm, When new min. 3.5 mm, Wear limit
Rear wheel	
Type of rear brake	Single-disc brake, fixed, diameter 220 mm, 1-piston floating caliper
Brake-pad material, rear	Organic material
Brake disc thickness, rear	4 mm, When new min. 3.5 mm, Wear limit

WHEELS AND TYRES	
Speed category, front/rear tyres	S
Front wheel	
Front-wheel rim size	2.5x14
Tyre designation, front	120/80-14
Load index, front tyre	58
Permissible front-wheel imbalance	max. 10 g
Rear wheel	
Rear wheel rim size	3.5x14
Tyre designation, rear	150/70-14
Load index, rear tyre	66
Permissible rear-wheel imbalance	max. 10 g
Tyre pressures	
Tyre pressure, front	1.8 bar, tyre cold
Tyre pressure, rear	1.8 bar, tyre cold

ELECTRICAL SYSTEM	
Fuse 1	30 A, Main fuse
Fuse 2	10 A, Lighting, Keyless Ride
Fuse 3	20 A, 12V battery external supply
Fuse 4	10 A, ABS
Fuse 5	5 A, Anti-theft alarm system, diagnostic connector, instrument cluster

Battery	
Battery type	AGM battery (Absorbent Glass Mat), maintenance-free
Battery rated voltage	12 V
Battery rated capacity	5 Ah
Lighting	
All light sources	LED

ANTI-THEFT ALARM	
Battery type (For Keyless Ride radio-operated key)	CR 2032

DIMENSIONS	
Length of motorcycle	1970 mm, over number plate carrier, at unladen weight
Height of motorcycle	1140 mm, without mirrors, at DIN unladen weight
Width of motorcycle	845 mm, without mounted parts 837 mm, with handlebar levers
Height of rider's seat	750^{+10}_{-5} mm, Without rider; at DIN unladen weight
Rider's inside-leg arc, heel to heel	$1720^{\pm 20}$ mm, at DIN unladen weight, without rider

WEIGHTS CE 02 (0C71)	
Vehicle kerb weight	132 kg, Unladen weight, ready for road, without OE
Permissible gross vehicle weight	312 kg
Maximum payload	180 kg, (with auxiliary battery)
Payload of topcase	
–with topcase Light OA	max. 5 kg
Payload of rear softbag	
–with rear softbag OA	max. 5 kg

WEIGHTS CE 02 AM (0C81)	
Vehicle kerb weight	119 kg, Unladen weight, ready for road, without OE
Permissible gross vehicle weight	312 kg
Maximum payload	193 kg
Payload of topcase	
–with topcase Light OA	max. 5 kg
Payload of rear softbag	
–with rear softbag OA	max. 5 kg

PERFORMANCE FIGURES CE 02 (0C71)	
Top speed	95 km/h
Range	95 km, in accordance with WMTC

PERFORMANCE FIGURES CE 02 AM (0C81)	
Top speed	45 km/h
Range	45 km, in accordance with WMTC
- Long Range	95 km, in accordance with WMTC

SERVICE

14

REPORTING SAFETY-RELEVANT DEFECTS

–with Canada export[NV]

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the NHTSA (National Highway Traffic Safety Administration) in addition to notifying the 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 it may order a recall and remedy campaign. However, the NHTSA cannot become involved in individual problems between you, your 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) toll-free, by visiting the website at 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 safety-related defect to Transport Canada, Defect Investigations and Recalls can call the toll-free hotline 1–800–333–0510. You can obtain further information about motor vehicle safety from http://www.tc.gc.ca/roadsafety.

RECYCLING

Disposal of an EOL vehicle

BMW Motorrad recommends disposing of a vehicle that has reached the end of its useful life by taking it to a manufacturer-designated receiving centre for EOL vehicles.
In general, the laws of the country in question apply for receiving and recycling of EOL vehicles. Information about recycling and sustainability can be viewed on the country-specific websites of the manufacturer. Additional information can be obtained on request from your authorised BMW Motorrad retailer or another qualified service partner, or from a specialist workshop.

Disposal of the rider's manual

–with France export[NV]

Dispose of this rider's manual by depositing it in the container provided for the purpose.

End-of-life disposal of the charger

–with France export[NV]

Hand in the battery charger at an approved collection point for end-of-life electrical devices or have it disposed of by an authorised BMW Motorrad retailer.

BMW MOTORRAD SERVICE

BMW Motorrad has an extensive network of retailers in place to look after you and your vehicle in more than 100 countries. Authorised BMW Motorrad retailers have the technical information and the technical know-how to carry out reliably all preventive maintenance and repair work on your eParkourer.
You can locate the nearest authorised BMW Motorrad retailer by visiting our website: **bmw-motorrad.com**.

WARNING

Maintenance and repair work not in compliance with correct procedure
Risk of accident due to consequential damage
- BMW Motorrad recommends having work of this nature carried out on the vehicle by a specialist workshop, preferably an authorised BMW Motorrad dealer.

In order to help ensure that your BMW is always in optimum condition, BMW Motorrad recommends compliance with the maintenance intervals specified for your vehicle.
Have all maintenance and repair work carried out confirmed in the "Service" chapter in this manual. Evidence of regular preventive maintenance is essential for generous treatment of claims submitted after the warranty period has expired.

You can inquire about the content of BMW Motorrad services at your authorised BMW Motorrad retailer.

BMW MOTORRAD SERVICE HISTORY

Entries

Maintenance work that has been carried out is entered in the proof of maintenance. The entries are like a Service Booklet and provide proof of regular maintenance.
When an entry is made in the electronic service booklet of the vehicle, service-relevant data is saved in the central IT

systems accessible through BMW.
If there is a change in vehicle ownership, the data saved in the electronic service booklet can also be viewed by the new vehicle owner. An authorised BMW Motorrad retailer or a specialist workshop can also view data that is stored in the electronic service booklet.

Objection

The vehicle owner can object to entries being made by the authorised BMW Motorrad retailer or a specialist workshop in the electronic service booklet along with the corresponding storage of data in the vehicle and transfer of data to the vehicle manufacturer for the period of time that they are the vehicle owner. In this instance, no entry is made in the electronic service booklet of the vehicle.

BMW MOTORRAD MOBILITY SERVICES

As the owner of a new eParkourer, in the event of a breakdown you can benefit from the protection afforded by the various BMW Motorrad mobility services (e.g. BMW Mobile Service, breakdown service, vehicle recovery service).
Your authorised BMW Motorrad retailer will be happy to provide information about the mobility services available to you.

MAINTENANCE WORK

BMW pre-delivery check

The BMW pre-delivery check is performed by your authorised BMW Motorrad retailer before the vehicle is handed over to you.

BMW Running-in Check

The BMW running-in check has to be performed when the vehicle has covered between 800 km and 1200 km.

BMW Motorrad Service

The BMW Motorrad Service is carried out every two years; the extent of servicing can vary, depending on the age of the vehicle and the distance it has covered. Your authorised BMW Motorrad retailer confirms that the service work has been carried out and enters the date when the next service will be due.
Riders who cover long distances in a year might have

to bring in their vehicles for service before the next scheduled date. It is to allow for these cases that a maximum odometer reading is entered as well in the confirmation of service. Servicing has to be brought forward if this odometer reading is reached before the next scheduled date for the service.

The service-due indicator in the display reminds you about one month or 1000 km in advance when the time for a service is approaching.

To find out more about service go to:
bmw-motorrad.com/service

The maintenance tasks necessary for your vehicle are set out in the maintenance schedule below. The tasks listed are due either when the vehicle has covered the stated distances, or periodically at the stated times.

MAINTENANCE SCHEDULE

	800 - 1200 km 500 - 750 mls	10 000 km 6 000 mls	20 000 km 12 000 mls	30 000 km 18 000 mls	40 000 km 24 000 mls	50 000 km 30 000 mls	60 000 km 36 000 mls	70 000 km 42 000 mls	80 000 km 48 000 mls	90 000 km 54 000 mls	100 000 km 60 000 mls	12 months	24 months
1	x												
2		x	x	x	x	x	x	x	x	x	x		x[a]
3	x	x	x	x		x	x	x		x	x		
4	x	x	x	x		x	x	x		x	x		
5			x		x		x		x		x		
6					x				x				
7					x				x				
8													x

1 BMW Motorrad Running-in check

2 BMW Motorrad Service, standard scope

3 Check tension of primary belt

4 Check tension of secondary belt

5 Oil change in the telescopic forks

6 Replace primary belt

7 Replace secondary belt

8 Change brake fluid, entire system

[a] every two years or every 10000 km (whichever comes first)

BMW MOTORRAD RUNNING-IN CHECK

BMW Motorrad running-in check

The tasks included in the BMW Motorrad running-in check are listed below. The actual scope of work applicable for your vehicle may vary.

–Performing vehicle test with BMW Motorrad diagnostic system
–Checking brake-fluid level, front/rear brakes
–Checking primary belt tension
–Checking secondary belt tension
–Check the tyre pressures and tread depth
–Checking the steering-head bearing
–Checking lighting and signalling system
–Function check, start enabling
–Final inspection and check of roadworthiness
–Setting service-due date and countdown distance with BMW Motorrad diagnostic system
–Performing vehicle test with BMW Motorrad diagnostic system
–Confirm the BMW Motorrad service in the on-board literature

MAINTENANCE CONFIRMATIONS

BMW Motorrad Service standard scope

The tasks included in the BMW Motorrad Service standard scope are listed below. The actual scope of maintenance work applicable for your vehicle may vary.

–Performing vehicle test with BMW Motorrad diagnostic system
–Visual inspection of the brake lines, brake hoses and connections
–Checking the front brake pads and brake disc for wear
–Check the rear brake pads and brake disc for wear
–Checking brake-fluid level, front/rear brakes
–Checking the steering-head bearing
–Check the side stand's ease of movement
–Checking air inlet, cleaning/replacing, if necessary
–Check the tyre pressures and tread depth
–Checking lighting and signalling system
–Function check, start enabling
–Final inspection and check of roadworthiness
–Performing vehicle test with BMW Motorrad diagnosis system
–Setting service-due date and countdown distance with BMW Motorrad diagnostic system
–Checking battery state of charge
–Confirming BMW Service in on-board literature

BMW Motorrad pre-delivery check

carried out

on_____

Stamp, signature

BMW Motorrad running-in check

carried out

on_____

odometer reading_____

Next service

at the latest

on_____

or, when reached earlier

odometer reading_____

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

Next service
at the latest
on_____
or, when reached earlier
odometer reading_____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Changing the oil in the telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

SERVICE CONFIRMATIONS

The table is intended as a record of maintenance and repair work, the installation of optional accessories and, if appropriate, technical campaign work.

Work performed	odometer reading	Date

Work performed	odometer reading	Date

DECLARATION OF CONFORMITY

Manufacturer

Bayerische Motoren Werke Aktiengesellschaft
Petuelring 130, 80809 Munich, Germany

Simplified EU Declaration of Conformity according to EU RED (2014/53/EU).

CE

Simplified UK Declaration of Conformity according to Radio Equipment Regulations 2017 of the United Kingdom.

UK CA

Hereby, BMW AG declares that the radio equipment components listed below are in compliance with Directive 2014/53/EU and with Radio Equipment Regulations 2017 of the United Kingdom. The full text of the EU/UK declarations of conformity are available at the following internet address: **bmw-motorrad.com/certification**

Technical information

Radio equipment	Component	Frequency band	Output/ Transmission Power
EWS4	EWS	134 kHz	50 dBµV/m
HUF5794	Keyless Ride	433.92 MHz	10 mW
HUF8485	Keyless Ride	134.45 kHz	42 dBµV/m
ZB001	Keyless Ride	134.5 kHz	allowed 66 dBµA/ m @ 10m

Radio equipment	Component	Frequency band	Output/ Transmission Power
ZB002	Keyless Ride	433.92 MHz	max. 10 dBm e.r.p
TXBM-WMR	DWA 8	433.05 MHz - 434.79 MHz	18.8 dBm
RDC3	RDC	433.92 MHz	< 13 mW
Wus Moto gen 3	RDC	433.05 MHz - 434.79 MHz	< 10 mW e.r.p.
MC24-MA4	RDC		
WCA Motor-rad-Lade-staufach	Charging compart-ment	110 kHz - 115 kHz	< 6 W
ICC6.5in	Instru-ment Cluster	Bluetooth: 2402 MHz - 2480 MHz WLAN: 2412 MHz - 2462 MHz	Bluetooth: < 4 dBm WLAN: < 20 dBm
ICC65V2	Instru-ment Cluster	Bluetooth: 2400 MHz - 2480 MHz WLAN: 2400 MHz - 2480 MHz	Bluetooth: < 10 mW WLAN: < 100 mW
ICC10in	Instru-ment Cluster	Bluetooth: 2402 MHz - 2480 MHz WLAN: 2402 MHz - 2472 MHz	Bluetooth: < 4 dBm WLAN: < 14 dBm
MR-Re14FCR	ACC	76 - 77 GHz	Peak max. 32 dBm Nom max. 27 dBm

Radio equipment	Component	Frequency band	Output/ Transmission Power
ARS513	Front radar	77 GHz	Peak max. 30 dBm
SRR521	Rear radar	77 GHz	Peak max. 30 dBm
TL1P22	Intelligent emergency call	832 MHz - 862 MHz 880 MHz - 915 MHz 1710 MHz - 1785 MHz 1920 MHz - 1980 MHz 2500 MHz - 2570 MHz 2570 MHz - 2620 MHz GNSS: 1559 MHz - 1610 MHz	23 dBm 33 dBm 30 dBm 24 dBm 23 dBm 23 dBm
TL1M-23NE	Intelligent emergency call	703 MHz - 748 MHz 832 MHz - 862 MHz 880 MHz - 915 MHz 1710 MHz - 1785 MHz 1920 MHz - 1980 MHz 2300 MHz - 2400 MHz 2500 MHz - 2570 MHz 2570 MHz - 2620 MHz GNSS: 1559 MHz - 1610 MHz	23 dBm 23 dBm 33 dBm 30 dBm 24 dBm 23 dBm 23 dBm 23 dBm
MCR001	Audio system		
ZB005	Keyless Ride Main Unit	134.5 kHz 433.92 MHz	< 66 dBµA/m
ZB006	Keyless Ride Active Key	134.5 kHz 433.92 MHz	< 10 mW e.r.p.
LIN2BTLE Gateway	Instrument Cluster	2400 MHz - 2483.5 MHz	< 3 dBm

BATTERY DIRECTIVE

Batteries are generally subject to the battery directive 2023/1542/EU. Consumer information on the batteries can be found in the relevant sections of this manual.
Batteries are integrated in the following components:

Technical information

Component	Type	Contact
RDC sensor	17109	LID TECHNOLOGIES, 3 rue Giotto, 31520 Ramonville, Saint Agne, France E-mail: contact@lid.tech **www.lid.tech**
KLR Key	HUF5794	Huf Hülsbeck & Fürst GmbH & Co. KG, Steeger Str.17, 42551 Velbert, Germany E-mail: info@huf-group.com **www.huf-group.com**
KLR Key	ZB002	ZADI S.p.A., Via Carlo Marx 138, 41012 Carpi (MO), Italy E-mail: info@zadi.com **www.zadi.com**
KLR Key	ZB006	ZADI S.p.A., Via Carlo Marx, 138 41012 Carpi (MO), Italy E-mail: info@zadi.com **www.zadi.com**
DWA8 ECU	DWA8	Meta System S.p.A, Via Tancredi Galimberti 5, 42124 Reggio Emilia, Italy **www.metasystemcorporation.com**
DWA8 RC	TXBMWMR	Meta System S.p.A, Via Tancredi Galimberti 5, 42124 Reggio Emilia, Italy **www.metasystemcorporation.com**

Component	Type	Contact
DWA9	DWA9	Bury Sp. z o.o., ul. Wojska Polskiego 4, 39-300 Mielec, Poland E-mail: info@bury.com **www.bury.com**

KEYLESS RIDE SYSTEM MAIN UNIT

For all countries without EU

Model name: ZB005
Manufacturer
ZADI S.p.A.
Via Carlo Marx 138, 41012 Carpi (MO), Italy

Technical Information
Nominal voltage:
13,5 V
Operating voltage:
6,7 - 16 V
Operating temperature:
-20 °C - +60 °C
Operating frequency LF:
134,5 kHz
Operating frequency HF:
433,92 MHz
RF power:
< 66 dBµA/m
IP grade:
IP5K6K

Country

Argentina

H-28764

Australia/New Zealand

R-NZ

Brunei

Ref. Num.: DTA-022593

Canada
IC: 22239-KLRMZB005
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, and
(2) this device must accept any interference, including interference that may cause undesired operation of the device.
This Class B digital device complies with Canadian ICES-003.
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'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.
Cet appareil numerique classe B est conforme à la norme Canadien NMB-003.

Hong Kong

Certified for use in Hong Kong
Certification No. HK0012202803

India

ZB005 Registration Number:
ETA-SD-20221109924

Indonesia

73343/SDPPI/2021
13349

Israel

שם בעל ההיתר : ZADI S.P.A ITALY
ארץ אישור מס : Italy דגם : ZB005
5172747 אסור להחליף את האנטנ
מאושר MHz 433.05 -434.79ה
לתחום תדרים MW.10 אשר ספק
השידור אינו עולה

Jordan

BMW Keyless Ride System is in conformity with Jordanian technical requirements.

Malaysia

RFDT/45A/1222/S(22-5677)

Mexico

Advertencias de IFETEL
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.
ZB005 Certificado Homologacion Numero:
BMBMZB22-28194

Morocco

AGREE PAR L'ANRT MAROC
Numéro d'agrément:
MR00035262ANRT2022
Date d'agrément: 14/11/2022

Nigeria

The equipment has been found to comply with the standards of the Commission and therefore approved for connection to the Nigerian Telecommunication Network, or for use in Nigeria.

Pakistan

Approved by PTA
TAC NO: 9.110/2021

Paraguay

NR: 2023-01-I-0035

Philippines

Type Approved
No.: ESD-RCE-2231813

Serbia

И 005 22

Singapore

Complies with
IMDA Standards
DA105282

Sultanate of Oman

TRA/TA-R/14769/22
D100428

South Africa

TA-2022/3277

Taiwan

取得審驗證明之低功率射頻器材，非 經核准，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。低功率射頻器材之 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 述合法通信，指依電信管理法規定作 業之無線電通信。低功率射頻器材須忍受 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

Vietnam

ICT

KEYLESS RIDE SYSTEM ACTIVE KEY

For all countries without EU

Model name: ZB006

Manufacturer

ZADI S.p.A.
Via Carlo Marx 138, 41012 Carpi (MO), Italy

Technical Information

Battery type
CR2032
Nominal voltage:
3 V
Operating voltage:
2,5 - 3,16 V
Operating temperature:
-20 °C - +60 °C
Operating frequency LF:
134,5 kHz
Operating frequency HF:
433,92 MHz
RF power:
< 10 mW e.r.p.
IP grade:
IP5K7

Country

Argentina

H-28765

Australia/New Zealand

R-NZ

Brunei

AITI

Ref. Num.: DTA-022594

Canada

IC: 22239-KLRKZB006

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, and

(2) this device must accept any interference, including interference that may cause undesired operation of the device.

This Class B digital device complies with Canadian ICES-003.

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'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Cet appareil numerique classe B est conforme à la norme Canadien NMB-003.

Hong Kong

Certified for use in Hong Kong
Certification No. HK0012202804

India

ZB005 Registration Number:
ETA-SD-20221109929

Indonesia

73333/SDPPI/2021
13349

Israel

שם בעל ההיתר: ZADI S.P.A ITALY
דגם: ZB006 ארץ:Italy אישור
מס.5172748 אסור להחליף את
האנטנה מאושר לתחום תדרים MHz
433.05-434.79 אשר ספק השידור
אינו עולה MW.10

Jordan

BMW Keyless Ride System is in conformity with Jordanian technical requirements.

Malaysia

RFDT/44A/1222/S(22-5676)

Mexico

Advertencias de IFETEL
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.
ZB006 Certificado Homologacion Numero:
BMBMZB22-28198

Morocco

AGREE PAR L'ANRT MAROC
Numéro d'agrément:
MR00035261ANRT2022
Date d'agrément: 14/11/2022

Nigeria

The equipment has been found to comply with the standards of the Commission and therefore approved for connection to the Nigerian Telecommunication Network, or for use in Nigeria.

Oman

TRA/TA-R/14770/22
D100428

Pakistan

Approved by PTA
TAC NO: 9.111/2021

Paraguay

NR: 2023-01-I-0036

Philippines

Type Approved
No.: ESD-RCE-2231812

Serbia

И 005 22

Singapore

Complies with
IMDA Standards
DA105282

South Africa

TA-2022/2861

Taiwan

取得審驗證明之低功率射頻器材，非 經核准，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。低功率射頻器材之 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 述合法通信，指依電信管理法規定作 業之無線電通信。低功率射頻器材須忍受 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

Vietnam

RADIO EQUIPMENT INTELLIGENT EMERGENCY CALL

For all countries without EU

Model name: TL1M23NE
Manufacturer

LG ELECTRONICS INC.
10, Magokjungang 10-ro, Gangseo-gu Seoul, Republic of Korea

Country

Canada

IC: US0186.2022.000413
This equipment complies with IC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance 3.5 cm between the radiator & your body. Operation is subject to the following two conditions:
(1) this device may not cause interference, and
(2) this device must accept any interference, including interfe-

rence that may cause undesired operation of the device.

The manufacturer is not responsible for any radio or tv interference caused by unauthorized modifications to this equipment. Such modifications could void the user's authority to operate the equipment.

Avis d'Industrie Canada sur l'exposition aux rayonnements

Cet appareil est conforme aux limites d'exposition aux rayonnements d'Industrie Canada pour un environment non contrôlé. Il doit être installé de façon à garder une distance minimale de 3.5 centimétres entre la source de rayonnements et votre corps. L'exploitation est autorisée aux deux conditions suivantes :

(1) l'appareil ne doit pas produire de brouillage, et

(2) l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Le fabricant n'est pas responsable des interférences radioélectriques causées par des modifications non autorisées apportées à cet appareil. de telles modifications pourrait annuler l'autorisation accordée à l'utilisateur de faire fonctionner l'appareil.

RADIO EQUIPMENT TFT INSTRUMENT CLUSTER

For all Countries without EU

Model name: LIN2BTLE Gateway

Manufacturer

Bury Sp. z o.o.
ul. Wojska Polskiego 4, 39-300 Mielec, Poland

Technical Information

BTLE: 2400 MHz - 2483,5 MHz
Output power: < - 3 dBm

Country

Algeria

CE

Agréé par L'ANF: 117/H/ANF/2023

Approved by ANF/Homologué par l'ANF /Approval Number: No.117/H/ANF/2023

Canada

IC: 5927A-LIN2BTLE

This device complies with Part 15 of the FCC Rules and with RSS-247 and RSS-Gen of the Industry Canada Rules.

Operation is subject to the following two conditions:
(1) this device may not cause interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
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.
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 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.

Malaysia

HIDF15000195

Mexico

IFT: BMBMLI23-19214
Uso del espectro radioeléctrico
"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"

Morocco

AGREE PAR L'ANRT MAROC
Numéro d'agrément: MR_00036504_ANRT_2023
Date d'agrément: 2023-01-27

Nigeria

Connection and use of this communications equipment is permitted by the Nigerian Communications Commision

Pakistan

TAC NO. 9.142/2023

Paraguay

NR: 2023-03-I-0217

Serbia

И 005 23

Singapore
Complies with
IMDA Standards
DA103787

South Africa

Taiwan
CCAH23LP2420T1
Warning:
低功率射頻器材技術規範警語 取得審驗證明之低功率射頻器材，非經核准，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。 低功率射頻器材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。前述合法通信，指依電信管理法規定作業之無線電通信。低功率射頻器材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。

Details described or illustrated in this booklet may differ from the vehicle's actual specification as purchased, the accessories fitted or the national-market specification. No claims will be entertained as a result of such discrepancies.
Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.
The right to modify designs, equipment and accessories is reserved.
Errors and omissions excepted.

Original rider's manual, printed in Germany.

Important data:

Charging time	
Charging time	Depending on the mains voltage, charging infrastructure, charger, temperature and active on-board electrical consumers, charge current might be lower and charging time correspondingly longer.
Charging time of the traction battery	220 min, 80 % charge 312 min, 100 % charge
Charging time of the traction battery with quick charger	
–with quick charger[OE]	140 min, 80 % charge 210 min, 100 % charge
Tyre pressures	
Tyre pressure, front	1.8 bar, tyre cold
Tyre pressure, rear	1.8 bar, tyre cold

For further information on all aspects of your vehicle, visit: **bmw-motorrad.com**

Order No.: 01 40 5 B50 798
03.2024, 2nd edition, 01