BMW
MOTORRAD

RIDER'S MANUAL (US MODEL)

CE 02

MAKE LIFE A RIDE

Vehicle data

Model

Vehicle identification number

Color number

First registration

License plate

Retailer data

Contact in Service

Ms./Mr.

Phone number

Retailer's address/Phone (company stamp)

YOUR BMW.

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

About these operating instructions

Read this rider's manual before starting your new BMW. It contains important notes about operating the vehicle that will enable you to make full use of the technical assets of your BMW.

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

If you should decide to sell your BMW one day, please remember to hand over this rider's manual as well. It is an important part of your vehicle.

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

BMW Motorrad.

GENERAL INSTRUCTIONS

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4 GENERAL INSTRUCTIONS

QUICK & EASY REFERENCE

This rider's manual has been designed to provide quick and efficient orientation. The quickest way for you to find information on specific topics is to consult the comprehensive index at the end of the rider's manual. If you would like to start with an overview of your eParkourer, this information has been provided in chapter 2. All preventive maintenance and repair procedures carried out on your motorcycle will be documented in the chapter "Service". Documentation of the maintenance work performed is a prerequisite for generous treatment of claims.

ABBREVIATIONS AND SYMBOLS

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

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

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

ATTENTION Special instructions and precautionary measures. Non-compliance can cause damage to the vehicle or accessories and warranty claims may be denied as a result.

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

- • Instruction.
- » Result of a repair procedure.
- Reference to a page with more detailed information.
- ◁ Indicates the end of accessory or equipment-dependent information.
- Tightening torque.
- Technical data.
- NV National-market version.

OE	Optional equipment. BMW Motorrad optional equipment is already completely installed during motorcycle production.
OA	Optional accessories. BMW Motorrad optional accessories can be purchased and retrofitted at your authorized BMW Motorrad dealer.
ABS	Anti-Lock Brake System.
ASC	Automatic Stability Control.
DWA	Anti-theft alarm.
EWS	Electronic immobilizer.
RSC	Recuperation Stability Control.

EQUIPMENT

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

TECHNICAL DATA

All dimensions, weights and performance data contained in this rider's manual refer to the German Institute for Standardization i.e. DIN (Deutsches Institut für Normung e. V.) and comply with their tolerance specifications.
The technical data and specifications in this rider's manual serve as points of reference. The vehicle-specific data may vary, for instance due to the selected optional equipment, national-market version or country-specific measuring procedures. Detailed values can be obtained from the registration documents or requested from your authorized BMW Motorrad dealer or other qualified service partner or repair shop. The information on the vehicle documents always takes prece-

dence over the information in this rider's manual.

CURRENTNESS OF THIS MANUAL

The high safety and quality levels of BMW vehicles are maintained by constant development work on design, equipment and accessories. For this reason, some aspects of your vehicle may vary from the descriptions in this rider's manual. In addition, BMW Motorrad cannot guarantee the total absence of errors. We hope you will appreciate that no claims can be recognized that are based on the data, illustrations or descriptions in this manual.

ADDITIONAL SOURCES OF INFORMATION

Authorized BMW Motorrad dealer

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

Internet

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

CERTIFICATES AND OPERATING PERMITS

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

DATA MEMORY

General information

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

Information about the stored or exchanged data can be obtained from the vehicle manufacturer, such as in the form of a separate booklet.

Personal references

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

Data privacy laws

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

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

These locations may be:

–The vehicle manufacturer
–Qualified service partners
–Repair shops
–Service providers

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

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

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

The vehicle owner can have an authorized BMW Motorrad dealer or other qualified service partner or repair shop read out the data stored in the vehicle for a fee if required.

The vehicle data is read out via the vehicle's legally mandated diagnostic socket.

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Operating data in the vehicle

Control units process data so that the vehicle can run.

Examples of this include:

– Status messages from the vehicle and its individual components, such as wheel speed, wheel centrifugal velocity and deceleration
– Ambient conditions, such as temperature

The data is processed only in the vehicle itself and is usually temporary. The data is not stored beyond the period in which the vehicle is operating.

Electronic components such as control units contain components for storing technical information. This may be information about the vehicle's condition, component load, events or faults stored temporarily or permanently.

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

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

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

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

When a vehicle is serviced, such as for repairs, servicing processes, warranty cases and quality assurance measures, this technical information can be read out from the vehicle together with the vehicle identification number.

The information can be read out by an authorized BMW Motorrad dealer or other qualified service partner or repair shop. The vehicle's legally mandated diagnostic socket is used to read out the data.

The data is collected, processed and used by the

respective service network locations. The data documents the vehicle's technical states and helps with fault finding, compliance with warranty obligations and quality improvements.
The manufacturer also has product monitoring obligations arising from product liability law. The vehicle manufacturer requires technical data from the vehicle in order to fulfill these obligations. The data from the vehicle can also be used to verify customer warranty and guarantee claims.
The fault memory and event data recorder in the vehicle can be reset by an authorized BMW Motorrad dealer or other qualified service partner or repair shop as part of a repair or servicing.

Data input and data transfer in the vehicle

General information

Depending on the equipment, comfort settings and individualized settings in the vehicle can be saved and changed or reset at any time.
It is possible to introduce data into the vehicle entertainment and communication system via a smartphone, for instance. Depending on the individual equipment, this includes:
– Multimedia data, such as music for playback
– Address book data for use in combination with a communication system or integrated navigation system
– Entered destinations
– Data about the use of Internet services. This data can be stored locally in the vehicle or is on a device connected to the vehicle, such as a smartphone, USB stick or MP3 player. If this data is saved in the vehicle, it can be deleted at any time.

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

Incorporating mobile end devices

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

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

Services

General information

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

Vehicle manufacturer services

In the case of the vehicle manufacturer's online services, the particular functions are described at the appropriate location, such as in the rider's manual or on the manufacturer's website. The relevant legal information on data privacy is also provided there. Personal data may be used in order to provide online services. The data is exchanged over a secure connection, i.e. with the vehicle manufacturer's IT systems which are intended for this purpose.
Any collection, processing and use of personal data that goes beyond the provision of services take place only as permitted by law, on the basis of a contractual agreement or as a result of consent. It is also possible to have the entire data connection activated or deactivated. This is not the case for legally prescribed functions.

Services of other providers

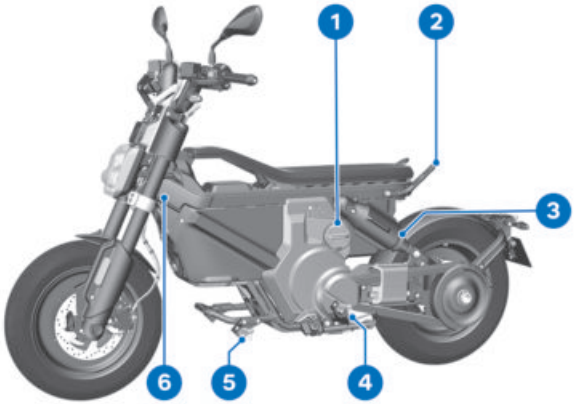
When using the online services of other providers, these services are subject to the responsibility and the term of data protection and use of the respective provider. The vehicle manufacturer has no control over the content exchanged via these services. Information about the type, scope and purpose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

OVERVIEWS

02

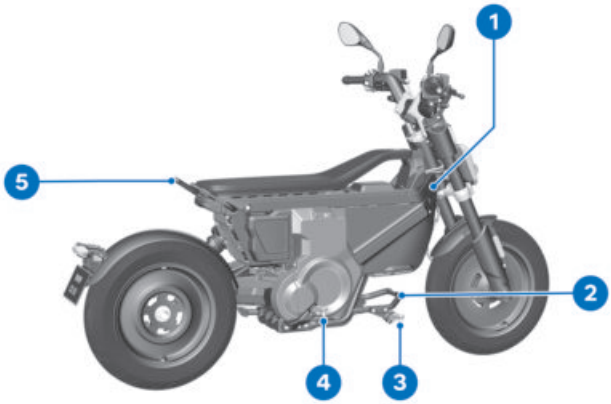
14 OVERVIEWS

OVERALL VIEW, LEFT SIDE



1 Charging socket (➠ 91)
2 Passenger grab handle
3 Adjust spring preload on the suspension strut (➠ 82)
4 Passenger footrest
5 Rider footrest
6 Nameplate (on the left steering head)

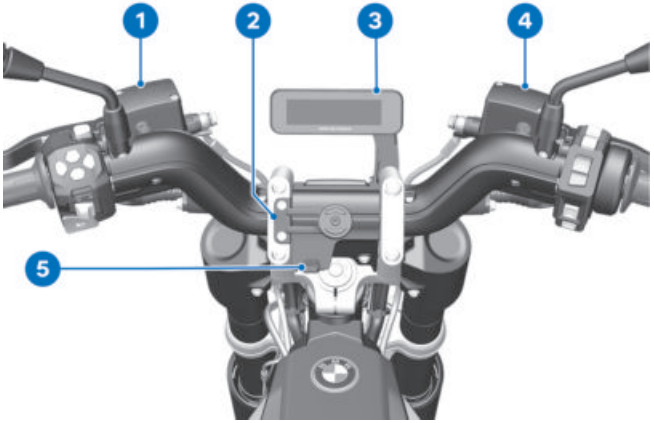
OVERALL VIEW, RIGHT SIDE



1 Vehicle identification number
2 Bracket for rider foot pegs (➠ 96)
3 Rider footrest
4 Passenger footrest
5 Passenger grab handle

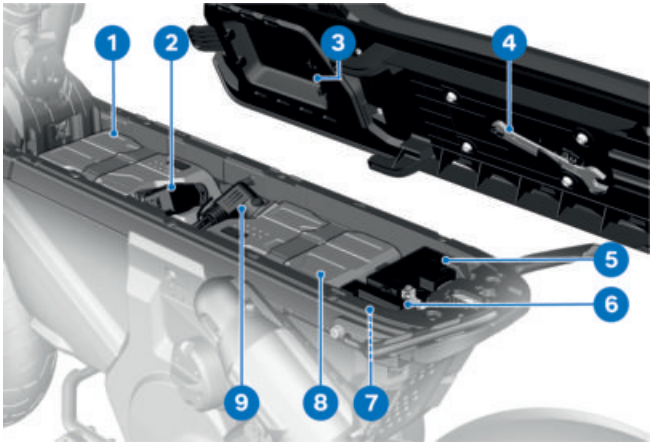
16 OVERVIEWS

GENERAL VIEW FROM ABOVE



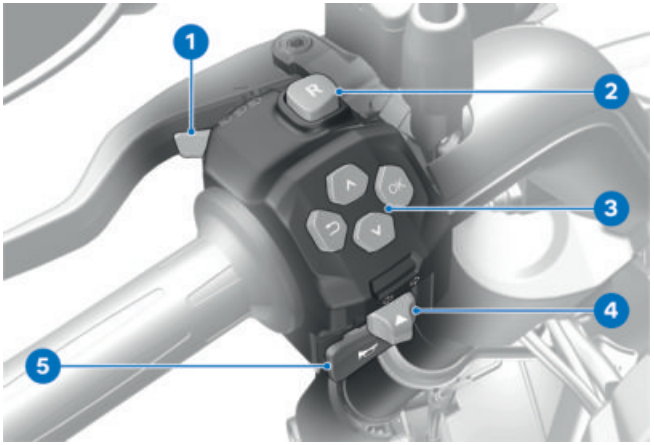
1 Brake fluid reservoir for the rear wheel brake (➠ 121)
2 Smartphone holder (➠ 75)
3 Instrument cluster (➠ 51)
4 Brake fluid reservoir for the front wheel brake (➠ 121)
5 USB-C port (➠ 74)

UNDER THE SEAT WITH TWO DRIVE BATTERIES



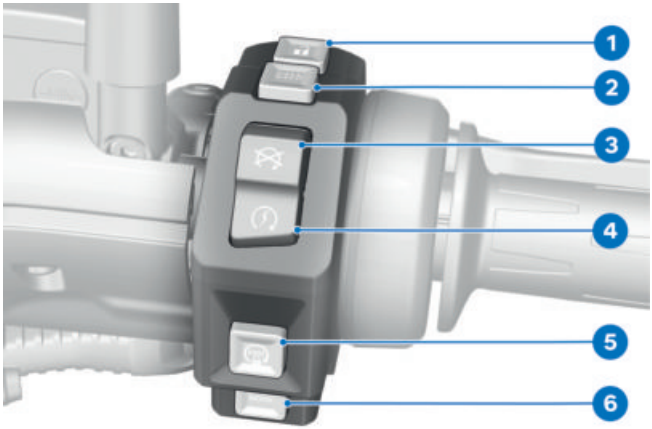
1 Front drive battery
2 Front drive battery connector
3 Storage compartment for first-aid kit
4 Onboard vehicle tool kit (➠ 119)
5 12V battery (➠ 124)
6 Fuses (➠ 127)
7 Diagnostic connector (➠ 128)
8 Rear drive battery
9 Rear drive battery connector

MULTIFUNCTION SWITCH, LEFT



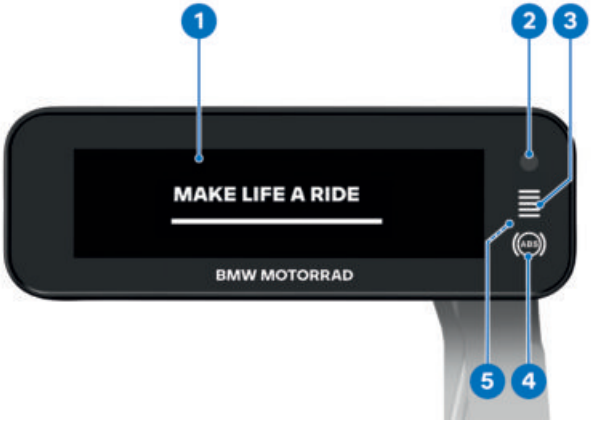
1 High beams and headlight flasher (➠ 68)
2 Reverser (➠ 67)
3 Keypad (➠ 50)
4 Turn signals (➠ 69)
5 Horn

MULTIFUNCTION SWITCH, RIGHT



1 Seat unlocking (➠ 77)
2 Heated grip (➠ 73)
3 Emergency ON/OFF switch (➠ 66)
4 Starter button (➠ 100)
5 Standby (➠ 63)
6 Riding mode (➠ 69)

INSTRUMENT CLUSTER

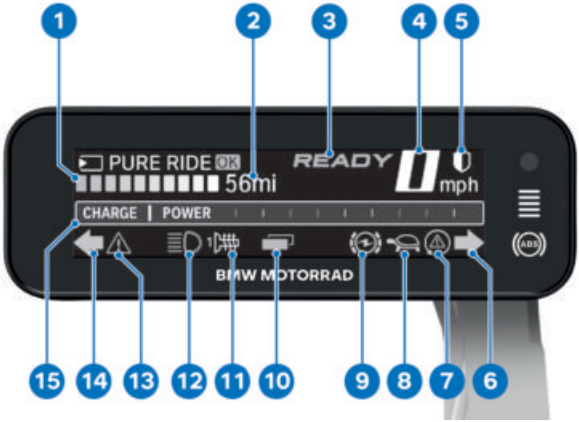


1 Display
2 Charge LED (➠ 92)
3 Anti-theft alarm LED (➠ 70)
Indicator light for radio-operated key (➠ 62)
4 ABS warning light (➠ 98)
5 Photodiode (for adjusting brightness of instrument lighting)

DISPLAYS

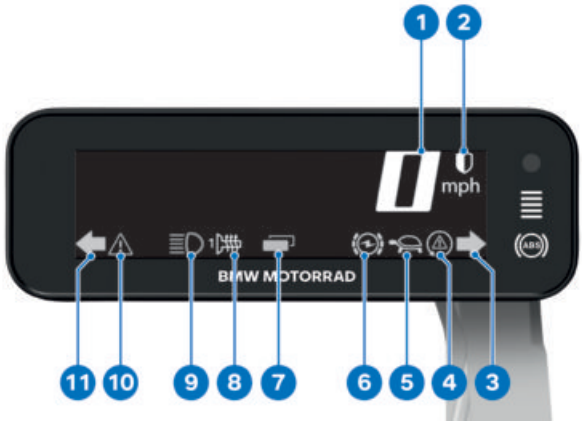
03

RIDE VIEW



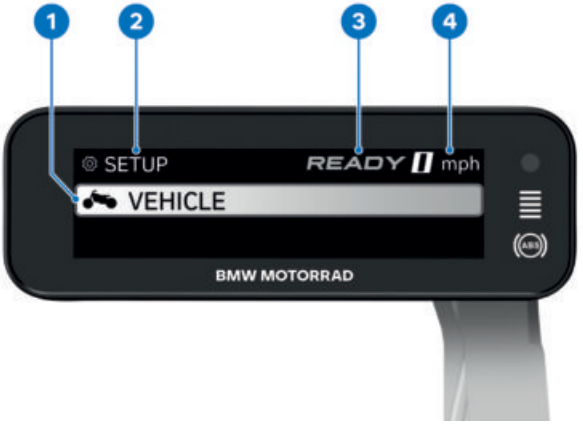
1 Battery state of charge (➠ 56)
2 Range
3 Ride readiness indicator (➠ 100)
4 Speedometer
5 Energy saving mode (➠ 55)
6 Turn signal, right (➠ 69)
7 ASC (➠ 99)
8 Power limitation
9 Energy recovery limitation
10 Changing operating focus (➠ 76)
11 Heated grips (➠ 73)
12 High beams (➠ 68)
13 General warning light
14 Turn signal, left (➠ 69)
15 Drive display (➠ 55)

PURE RIDE VIEW



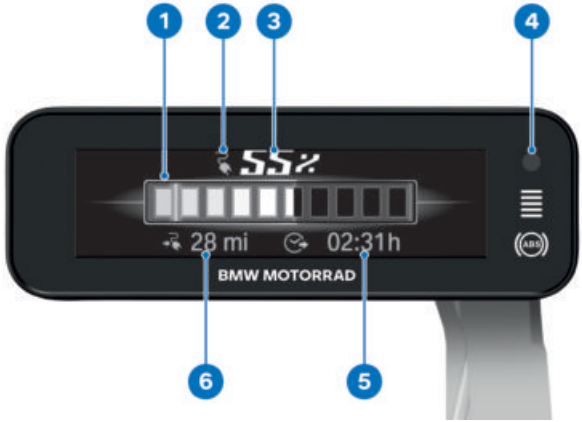
1 Speedometer
2 Energy saving mode (➠ 55)
3 Turn signal, right (➠ 69)
4 ASC (➠ 99)
5 Power limitation
6 Energy recovery limitation
7 Changing operating focus (➠ 76)
8 Heated grips (➠ 73)
9 High beams (➠ 68)
10 General warning light
11 Turn signal, left (➠ 69)

MENU VIEW



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

CHARGE VIEW



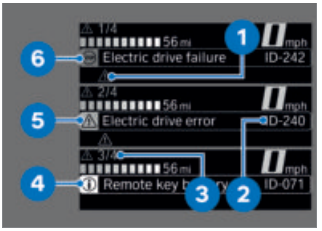
1 Fill level of batteries (➠ 56)
2 Status of charging plug
3 State of charge
4 Charge LED
5 Charging time prediction
6 Range prediction

INDICATOR LIGHTS

Layout

Warnings and information are indicated via the corresponding warning lights and initially appear for 30 seconds in the currently selected view. If multiple messages appear simultaneously, they are stacked based on priority until they have been acknowledged with the BACK or OK button.
If there are warnings or information, these can be viewed in RIDE view.

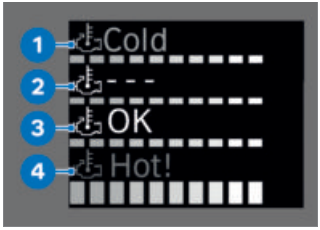
The color of the general warning light lights up for whichever warning is most urgent at the current time.
You will find an overview of the potential warnings and information on the following pages.



Display in Warnings view

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

- General warning light: **1** red or yellow, depending on the highest urgency of the message.
- Fault ID: **2** for exact identification of the message.
- Number of messages **3**.
- White circle with lowercase "i" **4**: Information.
- Yellow warning triangle **5**: Warning message.
- Red "**STOP**" **6**: critical warning message, no continued riding.



Drive temperature

The icons are displayed differently. Different colors are used depending on the assessment:

Color of the icon

–Blue: (`Cold`) **1** Current temperature is too low.
–White: (`---`) **2** There is no information about the current value.
–White: (`OK`) **3** Current temperature lies in the optimum range.
–Red: (`Hot!`) **4** Current temperature is too high.

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

Overview of warning indicators

Indicator and warning lights	Display text	Meaning
 flashes regularly.		ABS self-diagnosis not completed (➠ 35)
 blinks.		ASC self-diagnosis not completed (➠ 35)
 blinks rapidly.		ASC intervention (➠ 35)
 lights up yellow.	 EWS error ID030	Electronic immobilizer fault (➠ 36)
 lights up yellow.  lights up.	 ABS error ID051	ABS failure (➠ 36)
 lights up yellow.  lights up.	 ABS error ID052	ABS fault (➠ 36)
 lights up yellow.	 Remote key error ID060	Radio-operated key outside reception range (➠ 36)
 lights up yellow.	 Remote key error ID061	Keyless Ride malfunction (➠ 37)
 lights up yellow.	 Remote key battery ID070	Replacing the battery of the radio-operated key (➠ 37)

Indicator and warning lights	Display text	Meaning
	 Remote key battery ID071	Battery condition 50% (➠ 37)
 lights up yellow.	 DWA battery error ID080	DWA battery drained (➠ 38)
	 Alarm system battery low ID081	Anti-theft alarm system battery is weak (➠ 38)
 lights up yellow.	 DWA error ID082	DWA malfunction (➠ 38)
	 is displayed in white. Upcoming service ID090	Service due (➠ 38)
 lights up yellow.	 is displayed in yellow. Service overdue ID091	Service appointment overdue (➠ 39)
 lights up yellow.	 The faulty light source is displayed ID110–ID125	Light source faulty (➠ 39)
 lights up yellow.	 The malfunctioning vehicle lighting is displayed ID117/ID126	Light control unit failed (➠ 40)
 lights up yellow.	 Drive error ID150	Drive malfunction (➠ 40)

Indicator and warning lights	Display text	Meaning
 lights up yellow.  lights up yellow.	 Drive error ID151	Drive malfunction (➠ 40)
 blinks yellow.	Drive error ID152	Drive malfunction (➠ 41)
 lights up yellow.	Side stand error ID170	Malfunction of side stand monitor (➠ 41)
 lights up yellow.	 Side stand error ID220	Malfunction of side stand monitor (➠ 41)
 lights up yellow.  lights up yellow.	 Traction control error ID221	ASC limited (➠ 41)
lights up yellow.  lights up yellow.	 Traction control error ID222	ASC malfunction (➠ 42)
lights up yellow.	 Electric drive error ID223	Energy recovery limited (➠ 42)
lights up yellow.  lights up yellow.	Electric drive error ID230	Communication fault in the EME (➠ 42)
lights up yellow.	 Charging system error ID231	Fault in the charging system (➠ 42)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Charge level low ID232	Low state of charge (➠ 43)
 lights up yellow.  lights up yellow.	 Charge level critical ID233	Critical state of charge (➠ 43)
 lights up yellow.	 Electric drive error ID240	Drive malfunction (➠ 43)
 lights up yellow.  lights up yellow.	 Electric drive error ID241	Fault in the electric drive: Output reduced (➠ 44)
 blinks red.	 Electric drive failure ID242	Severe drive malfunction (➠ 44)
 lights up yellow.	 Vehicle voltage critical. ID260	Voltage of the vehicle electrical system is critical (➠ 45)
 lights up yellow.	 Battery error ID261	Electrical system voltage low (➠ 45)
 blinks yellow.	 Generator error ID270	Battery voltage is critical (➠ 45)
 lights up yellow.	 Theft protection ID340	Anti-theft feature (➠ 46)
 lights up yellow.	 Error, e-drive too hot ID357	Electric drive temperature is high (➠ 46)

Indicator and warning lights	Display text	Meaning
 lights up red.	 `Failure, e-drive too hot ID358`	Electric drive temperature is critical (➠ 46)
	 `Turn off to charge ID359`	Turn off standby mode to start the charging process (➠ 46)
 lights up yellow.	 `Electric vehicle battery error ID360`	The state of charge of the drive batteries is different (➠ 46)

ABS self-diagnosis not completed

 blinks.

Possible cause:

ABS self-diagnosis not completed
The ABS function is not available, as the self-diagnosis function has not been completed. (The vehicle must reach a minimum speed before the system can check the wheel speed sensor: min 3 mph (min 5 km/h))

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

ASC self-diagnosis not completed

 blinks.

Possible cause:

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

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

ASC intervention

 blinks rapidly.

Possible cause:

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

- You may continue riding. Use caution when riding.

Electronic immobilizer fault

 lights up yellow.

 EWS error ID030

Possible cause:

The ignition key being used is not authorized for a start, or communication between the ignition key and the engine electronics is disrupted.

- Remove any other ignition keys that are also fastened to the bunch of keys.
- Use a second ignition key.
- It is best to have faulty ignition keys replaced by an authorized BMW Motorrad dealer.

ABS failure

 lights up yellow.

 lights up.

 ABS error ID051

Possible cause:

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

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault message (➠ 111).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

ABS fault

 lights up yellow.

 lights up.

 ABS error ID052

Possible cause:

The ABS control unit has detected an error. The ABS function is limited.

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault message (➠ 111).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Radio-operated key outside reception range

 lights up yellow.


Remote key error
ID060

Possible cause:

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

- Check the battery in the radio-operated key.
- Replace the battery of the radio-operated key. (➠ 65)
- Use the spare key for further travel.
- Battery of radio-operated key is dead or radio-operated key is lost. (➠ 64)
- If the Check Control dialog appears while riding, remain calm. You can continue riding; the ride readiness will not turn off.
- Have any faulty radio-operated keys replaced by a BMW Motorrad dealer.

Keyless Ride malfunction


lights up yellow.


Remote key error
ID061

Possible cause:

The Keyless Ride control unit has diagnosed a communication fault.

- Do not shut off the engine. Visit a repair shop immediately if possible, ideally an authorized BMW Motorrad dealer.

» Engine start can no longer be turned on using Keyless Ride.

» DWA can no longer be activated.

Replacing the battery of the radio-operated key


lights up yellow.


Remote key battery
ID070

Possible cause:

- The battery for the radio-operated key is no longer charged to full capacity. Operation of the radio-operated key is only ensured for a limited time.
- Replace the battery of the radio-operated key. (➠ 65)

Battery condition 50%


Remote key battery
ID071

Possible cause:

- The battery level of the radio-operated key is at 50%. The function of the radio-operated key is not yet limited.

» Replace the battery of the radio-operated key promptly.

- Replace the battery of the radio-operated key. (➠ 65)

DWA battery drained

–with anti-theft alarm system (DWA) OA


lights up yellow.


DWA battery error ID080


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

Possible cause:

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

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Anti-theft alarm system battery is weak

–with anti-theft alarm system (DWA) OA


Alarm system battery low ID081


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

Possible cause:

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

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

DWA malfunction

–with anti-theft alarm system (DWA) OA


lights up yellow.


DWA error ID082

Possible cause:

The DWA control unit has diagnosed a communication fault.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

» DWA can no longer be activated or deactivated.

» False alarm possible.

Service due


is displayed in white.

Upcoming service ID090

Possible cause:

Service is due because of the mileage or the date.

- Have service performed regularly by a repair shop, preferably an authorized BMW Motorrad dealer.

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

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

Service appointment overdue

 lights up yellow.

 is displayed in yellow.

`Service overdue ID091`

Possible cause:

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

- Have service performed regularly by a repair shop, preferably an authorized BMW Motorrad dealer.

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

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

Light source faulty

 lights up yellow.

 The faulty light source is displayed `ID110–ID125`:

- `Parking lamp error ID110`
- `Low beam error ID112`
- `High beam error ID113`
- `DRL error ID114`
- `Front turn signal error` (left) `ID115`, `Front turn signal error` (right) `ID116`
- `Rear light error ID121`
- `Brake light error ID122`
- `License plate light error ID123`
- `Rear turn signal error` (left) `ID124`, `Rear turn signal error` (right) `ID125`

WARNING

Overlooking the vehicle in road traffic due to failure of the lighting on the vehicle

Safety risk

- Replace defective lighting as soon as possible. Please contact a repair shop for this purpose, preferably an authorized BMW Motorrad dealer.

Possible cause:
Light source faulty
- Locate defective bulb with visual check.
- Have the LED light source replaced in full; for details please contact a repair shop, preferably an authorized BMW Motorrad retailer.

Light control unit failed

 lights up yellow.

 The malfunctioning vehicle lighting is displayed `ID117/ID126`:
- `Front light error ID117`
- `Rear light error ID126`

WARNING

Overlooking the vehicle in road traffic due to failure of the vehicle lighting
Safety risk
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

The vehicle lighting has failed partially or completely.

Possible cause:
The light control unit has diagnosed a communication fault.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Drive malfunction

 lights up yellow.

 `Drive error ID150`

Possible cause:
The drive control unit has diagnosed a fault.
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Drive malfunction

 lights up yellow.

 lights up yellow.

 `Drive error ID151`

Possible cause:
Communication with the drive control has failed.
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Drive malfunction

 blinks yellow.

 Drive error ID152

Possible cause:

The drive control unit has diagnosed a fault.

- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Malfunction of side stand monitor

 lights up yellow.

 Side stand error ID170

Possible cause:

 The side support switch or its wiring is damaged
The engine is turned off if the speed falls below the minimum limit. The journey cannot be continued.
min 3 mph (min 5 km/h)

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Malfunction of side stand monitor

 lights up yellow.

 Side stand error ID220

Possible cause:

 The side support switch or its wiring is damaged
The engine is turned off if the speed falls below the minimum limit. The journey cannot be continued.
min 3 mph (min 5 km/h)

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

ASC limited

 lights up yellow.

 lights up yellow.

 Traction control error ID221

Possible cause:

The engine control unit has detected a ASC fault.

- Do not damage the angular rate sensor.
- It must be noted that only limited ASC function is available.
- You may continue riding. Observe additional information

on situations that can lead to a ASC fault (➠ 113).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

ASC malfunction

 lights up yellow.

 lights up yellow.

 Traction control error ID222

Possible cause:

The engine control unit has detected a ASC fault.
- Do not damage the angular rate sensor.
- It must be noted that only limited ASC function is available.
- You may continue riding. Observe additional information on situations that can lead to a ASC fault (➠ 113).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Energy recovery limited

 lights up yellow.

 Electric drive error ID223

Possible cause:

Energy recovery is limited.
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Communication fault in the EME

 lights up yellow.

 lights up yellow.

 Electric drive error ID230

Possible cause:

The electrical machine electronics have diagnosed a communication fault.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Fault in the charging system

 lights up yellow.

 Charging system error ID231

Possible cause:

Due to a fault in the vehicle, the charging process has been aborted or could not be started.

- Detach the charging cable.
- Wait two minutes.
- Plug in charging cable.

» New attempt at charging operation is started.

- If this occurs again, contact a repair shop, preferably an authorized BMW Motorrad dealer.

Possible cause:

If the fault occurs while the vehicle is in motion: The DC/DC converter is faulty; the 12V battery cannot be recharged.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

» Continued riding is possible until the battery is completely discharged, however it is not recommended.

Low state of charge

 lights up yellow.

 `Charge level low ID232`

Possible cause:

The state of charge of the vehicle is low.

- Charge vehicle.

Critical state of charge

 lights up yellow.

 lights up yellow.

 `Charge level critical ID233`

WARNING

Unusual handling when the electric drive is in emergency operation

Accident hazard

- Avoid rapid acceleration and passing maneuvers.

Possible cause:

The state of charge of the vehicle is critical.

- Charge vehicle.

Drive malfunction

 lights up yellow.

 `Electric drive error ID240`

WARNING

Unusual handling when the electric drive is in emergency operation
Accident hazard
- Avoid rapid acceleration and passing maneuvers.

Possible cause:
The drive control unit has diagnosed a fault.
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

» You may continue riding. The maximum drive power has been reduced.

Fault in the electric drive: Output reduced

 lights up yellow.

 lights up yellow.

 `Electric drive error ID241`

WARNING

Unusual handling when the electric drive is in emergency operation
Accident hazard
- Avoid rapid acceleration and passing maneuvers.

Possible cause:
The drive control unit has diagnosed a fault.
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

» You may continue riding. The maximum drive power has been reduced.

Severe drive malfunction

 blinks red.

 `Electric drive failure ID242`

Possible cause:
A severe fault was detected in the electric drive. Irregular vehicle handling may occur. Continued riding can result in damage to the vehicle.
- Stop immediately.
- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Voltage of the vehicle electrical system is critical

 lights up yellow.

 `Vehicle voltage critical. ID260`

Possible cause:

Electrical loads with high electrical consumption, too many electrical loads are in operation at the same time, or the battery is defective.

- Switch off electrical loads that are not needed or disconnect them from the electrical system.
- If the fault persists or occurs without any electrical loads connected, have the fault corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Electrical system voltage low

 lights up yellow.

 `Battery error ID261`

Possible cause:

Electrical loads with high electrical consumption, too many electrical loads are in operation at the same time, or the battery is defective.

- Switch off electrical loads that are not needed or disconnect them from the electrical system.
- If the fault persists or occurs without any electrical loads connected, have the fault corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Battery voltage is critical

 blinks yellow.

 `Generator error ID270`

WARNING

Failure of vehicle systems

Accident hazard

- Do not continue riding.

The battery is not being charged. The vehicle electronics will drain the battery.

Possible cause:

DC/DC converter is malfunctioning, battery is defective or fuse is burned through.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Anti-theft feature

 lights up yellow.

 Theft protection ID340

Possible cause:

The serial number of the instrument cluster does not match the serial number stored in the control unit.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Electric drive temperature is high

 lights up yellow.

 Error, e-drive too hot ID357

Possible cause:

Drive temperature is high.

- Continue riding slowly or park the vehicle to reduce the temperature in the drive.
- If the drive temperature is more frequently too high, have the fault rectified as quickly as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

Electric drive temperature is critical

 lights up red.

 Failure, e-drive too hot ID358

Possible cause:

Drive temperature is critical.

- Carefully come to a stop and turn off the vehicle until the drive has cooled down.
- If the drive overheats more frequently, have the fault corrected as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

Turn off standby mode to start the charging process

 Turn off to charge ID359

Standby mode must be turned off for the charging process to start.

The state of charge of the drive batteries is different

 lights up yellow.

 Electric vehicle battery error ID360

The drive control unit has measured a different state of charge in the drive batteries. The power is limited. The fuller

drive battery is discharged until the drive batteries have the same state of charge again.

INSTRUMENT CLUSTER

04

GENERAL NOTES

Warnings

WARNING

Operation of a smartphone while riding

Risk of accident

- Observe the valid road traffic regulations.
- Do not use any smartphone while riding. Applications that do not involve operation are exempt, such as phone calls using a hands-free system.

WARNING

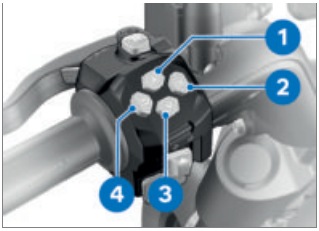
Distraction from traffic conditions and loss of control

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

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

OPERATING ELEMENTS

Keypad



The following functions are possible depending on the context.

Press the ARROW UP button 1:

–Move the cursor up in lists.

Press and hold the ARROW UP button 1:

–Change to the beginning of the list.

Press the OK button 2:

–Confirm selection.

Press and hold the OK button 2:

–Reset on-board computer values to zero.

Press the ARROW DOWN button 3:

–Move the cursor down in lists.

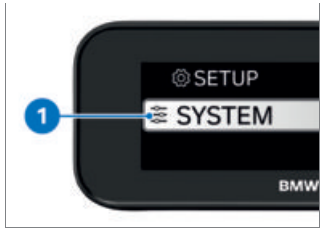
Press and hold the ARROW DOWN button 3:
–Change to the end of the list.

Press the BACK button 4:
–Exit the selected menu.

Press and hold the BACK button 4:
–Change the operating focus. (➠ 76)

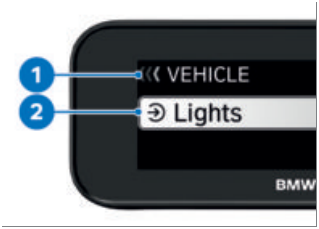
Symbols in display

The icon **1** indicates that the selection can be confirmed with the OK button.



The icon **1** symbolizes the current menu.

The icon **1** shows the directions in which you can navigate in the menu.



The icon **1** indicates the on-board computer level in which you are navigating.
The icon **2** shows that there are more menu levels.

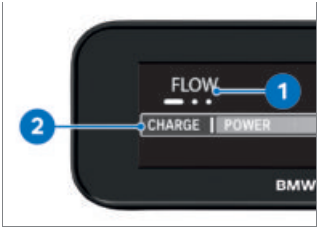
RIDING MODE

Setting riding mode

- Turn on standby mode. (➠ 63)

- To change the riding mode, press the MODE button **1**.

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

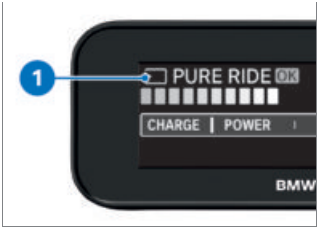


A pop-up **1** appears. The riding mode and the corresponding layout of the drive display **2** change to the selection.

RIDE AND PURE RIDE VIEW

RIDE view

After standby mode is turned on, the RIDE view appears.



Contents of area **1**:
PURE RIDE, on-board computer, messages and SETUP.
–Press: Press OK button.
–Navigate: UP ARROW, DOWN ARROW.
–Jump to SETUP selection: Long press DOWN ARROW.

–Jump to PURE RIDE selection: Long press UP ARROW.

The SETUP menu can only be operated when the vehicle is at a standstill.

Resetting the on-board computer

Requirement

The RIDE view is selected.

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

» The following values can be reset:

Trip 1

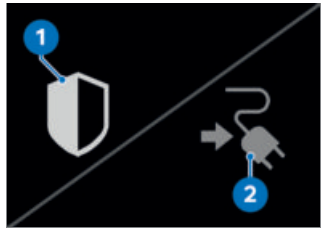
Consumption

Speed

- Pressing and holding the OK button resets the selected value to 0.

PURE RIDE view

In RIDE view, it is possible to select PURE RIDE view. Standby mode and the speed are displayed in the PURE RIDE view.



–Energy saving mode **1** and the range warning **2** are displayed if turned on or triggered.

–Press any button on the keypad to change to RIDE view.

GENERAL SETTINGS

Configuring system settings

- Call up menu SETUP, SYSTEM.

» The following settings are available:

–Date & time

–Language

–Units

- Select the desired settings.
- Confirm settings.

Setting Bluetooth

- Go to menu SETUP, SYSTEM, Connections, Bluetooth.
- Select or deselect Bluetooth.
- Confirm setting.

Setting the on-board computer

- Go to menu SETUP, DISPLAY, On-board computer.

» The following values can be displayed:

Trip 1

Trip A (is automatically reset if at least 6 hours have passed since the ePark-ourer was turned off and the date has changed)


Consumption


Speed


Drive temperature


State of charge


Time

- Select or deselect values.
- Confirm setting.

Displaying service information

- Call up menu SETUP, SERVICE.
- Display Date and Remaining distance.
- Have the earlier service appointment handled by an authorized BMW Motorrad dealer.

Resetting the setup

- Call up menu SETUP, RESET.
- Confirm to reset to factory settings.

Display brightness setting

The brightness of the display is automatically controlled by the photodiode.

Calling up information

- Go to menu SETUP, SYSTEM, Information.

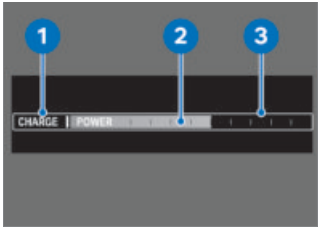
» You can choose between the following software versions:

– SW Version CCP
– SW Version Cluster

- Select the desired version.
- Confirm selection.

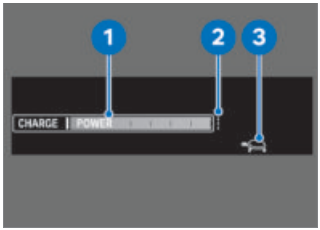
DRIVE DISPLAYS

Drive display



- **1** area: Recuperation torque. Not available in the SURF riding mode.
- **2** area: Current recuperation torque or drive torque.
- **3** area: Reserve drive torque.

Limitations



- **1** area: Decreased drive torque indicates that the power is limited.
- Icon **2** and **3**: Energy saving mode, critical state of charge, drive fault and environment-induced overload are possible causes of limited power.

ENERGY SAVING MODE

Setting energy saving mode

- Go to menu `SETUP`, `VEHICLE`, `Energy saving mode`.
- Turn energy saving mode on or off.

Energy saving mode displays

If energy saving mode is active, the following icon appears:


Energy saving mode

The vehicle movement is energy-optimized and the full drive torque is not available.

In addition, the following warning light appears:


Limited power

Energy saving mode reminder

If the state of charge is low, a message appears to change to energy saving mode.
The change to energy saving mode can be confirmed or rejected with the keypad.
(➠ 50)

DISPLAYS FOR TWO DRIVE BATTERIES

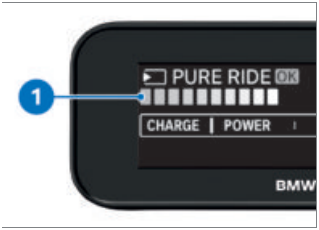
Battery conditions with two drive batteries

The vehicle discharges both drive batteries synchronously. The state of charge is displayed in the RIDE view.

In the event of deviations from normal operation, the charge bar in the display divides into two bars. The upper charge bar indicates the state of the front drive battery; the lower charge bar indicates the state of the rear drive battery.

Normal operation

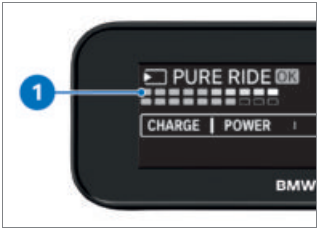
The state of charge of the two drive batteries is the same.



–The drive batteries **1** discharge synchronously.
–Vehicle is operational.
–The range and power are normal.

Different states of charge in the drive batteries

The state of charge of the drive batteries is different.

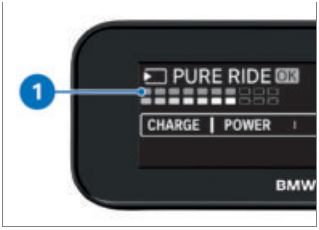


–Power is limited.
–The fuller drive battery **1** is discharged until the drive batteries have the same state of charge again.

A message appears in the display. (➠ 28)

Failure of drive batteries

One or both drive batteries cannot be reached.



–A drive battery displayed in gray **1** cannot be accessed.

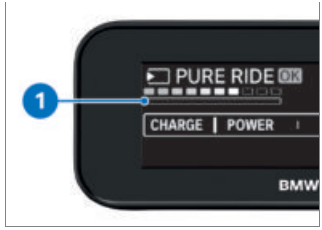
One battery affected:
–Power is limited.
–Projected range is adjusted.

Both batteries affected:
–Vehicle cannot be started.

A message appears in the display. (➠ 28)

Fault in the drive batteries

At least one drive battery has detected a fault.



–A drive battery marked in yellow **1** cannot be actuated.

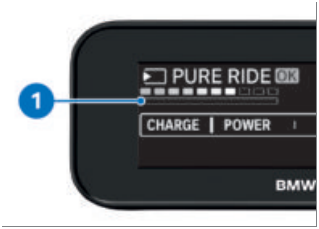
One battery affected:
–Power is limited.
–The projected range is reduced.

Both batteries affected:
–Vehicle cannot be started.

A message appears in the display. (➠ 28)

Missing drive batteries

At least one drive battery is not installed or connected.



–A drive battery displayed in gray **1** is not installed or connected.
–It cannot be started in any case.

A message appears in the display. (➠ 28)

OPERATION

05

STANDBY

Ignition keys

The motorcycle is shipped with one radio-operated key and one replacement key. If you lose your keys, observe the notes regarding the electronic immobilizer (EWS) (➠ 64).

When the range of the radio-operated key is exceeded (e.g. in the side bag or topcase), the vehicle cannot be started.

If the radio-operated key is still missing, standby will be turned off after approx. 1.5 minutes to protect the battery.

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

Range of Keyless Ride radio-operated key
Approx. 3.3 ft (Approx. 1 m)

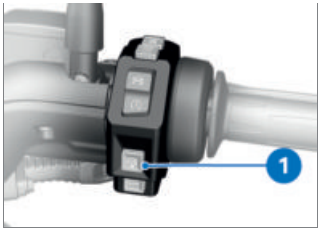
After standby mode (➠ 63) is turned on, the connection status is indicated by an indicator light in the instrument cluster.

– Indicator light **1** is flashing: Radio-operated key is being searched for.
– Indicator light **1** is lit: Radio-operated key or spare key has not been detected.
– Indicator light **1** is flashing slowly: Radio-operated key has not been enabled. Move the radio-operated key and turn on standby mode (➠ 63) again.
– Indicator light **1** goes out: Radio-operated key or spare key detected and enabled.

Locking the steering lock

Requirement

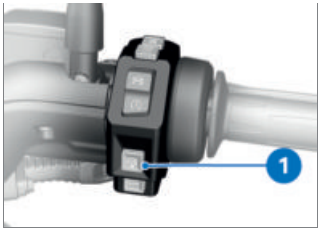
Handlebars are turned to the left. Radio-operated key is within reception area.



- Press and hold button **1**.
» Steering lock audibly locks.
» Standby mode, lights and all electrical circuits turned off.
- To unlock the steering lock, briefly press button **1**.

Turn on standby mode
Requirement

Radio-operated key is within reception area.



- There are **two** variants for turning on standby mode.

Version 1:
- Briefly press button **1**.
» Parking lights and all function circuits are turned on.
» Daytime running lights are turned on.

Version 2:
- Steering lock is locked; press and hold button **1**.
» Steering lock is unlocked.
» Parking lights and all function circuits turned on.
» Daytime running lights are turned on.

Standby turned off
Requirement

Radio-operated key is within reception area.

- There are **two** variants for turning off standby mode.

Version 1:
- Briefly press button **1**.
» Light is turned off.
» Steering lock is not locked.

Version 2:
- Turn handlebars to left.
- Press and hold button **1**.
» Light is turned off.
» Steering lock is locked.

Electronic immobilizer (EWS)

The electronics in the eParkourer use a ring antenna in the wireless lock to detect the data stored in the ignition key. The engine control unit does not enable ride readiness until this key has been detected as "authorized".

An additional radio-operated key fastened to the same ring as the radio-operated key used to start the engine could confuse 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 an ignition key, you can have it disabled by your authorized BMW Motorrad dealer. For this purpose, you must bring all of the eParkourer's remaining ignition keys with you. The electrical machine can no longer be started by a disabled vehicle key; however, a disabled vehicle key can be enabled again.

Spare keys are available only through an authorized BMW Motorrad dealer. The vehicle keys are part of an integrated safety system, so the dealer is under obligation to check the legitimacy of all applications for spare keys.

Battery of radio-operated key is dead or radio-operated key is lost

- If you lose your keys, refer to the notes regarding the electronic immobilizer (EWS).
- If you lose the radio-operated key while riding, you can start the vehicle by using the spare key.
- If the battery of the radio-operated key **2** is completely drained, you can start the vehicle by positioning the radio-operated key at the antenna **3**.
- Hold the spare key **1** or the drained radio-operated key **2** against the cover in the recess under the rider's seat at the height of the antenna **3**.

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

» Pre-Ride-Check is carried out.
– Radio-operated key was detected.
• Turn on standby mode. (➠ 63)

Checking the battery voltage of the radio-operated key

The battery voltage of the radio-operated key is indicated by the color of the LED **2**.
• Press button **1**.
» LED is lit green: Battery voltage is normal
» LED is lit orange: Low battery voltage
» LED is lit red: Battery voltage is critical

If the LED is lit red, the battery of the radio-operated key must be replaced.
• Replace the battery of the radio-operated key. (➠ 65)

Replacing the battery of the radio-operated key

If the radio-operated key does not respond when a button is pressed for a short or long time:
• The battery for the radio-operated key no longer has full capacity.

Remote key battery ID070

DANGER

Swallowing a battery

Risk of injury or death
• An ignition key contains a button cell as a battery. Batteries or button cells can be swallowed and cause severe or fatal injuries within two hours, e.g. due to internal burns or chemical burns.
• Keep ignition keys and batteries out of the reach (range) of children.
• If it is suspected that a battery or button cell has been swallowed or is inside a body part, seek medical attention immediately.

- Change battery.

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

ATTENTION

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

- Insert the new battery with the positive terminal facing up.

Battery type
For Keyless Ride radio-operated key
CR 2032

- Install battery cover **1**.
» Red LED in instrument cluster blinks.
» The radio-operated key is working again.

EMERGENCY-OFF SWITCH

1 Emergency-off switch

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

A eParkourer operational
B Electric drive turned off

REVERSING

Using reversing

WARNING

Poor perceptibility of vehicle when used in electric mode.
Risk of accident
- Note that when the vehicle is used in electric mode, pedestrians and other road users cannot perceive the vehicle as usual due to the lack of engine noise.
- Be especially attentive when riding.

- Turn on ride readiness. (➠ 100)

- Press and hold button **1** during the entire reversing process.

- The release is indicated in the display by an icon with an R over a down arrow **1**.
- Carefully actuate the E-gas electronic throttle twistgrip and reverse.

» The eParkourer moves in reverse at a maximum of 3 mph.

- When reversing is in progress, the arrow icon **1** expands as the speed increases.

LIGHTING

Low beams and parking lights

The parking lights are automatically turned on as soon as the eParkourer is operational. The parking lights then continue to glow for a short time.

The low-beam headlights are automatically turned on as soon as the eParkourer is ready to ride.

High beams and headlight flasher

- Turn on standby mode. (➠ 63)

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

Headlight courtesy delay feature

- Turn off standby mode.

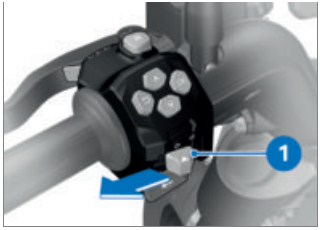
- Immediately after turning off standby mode, pull switch **1** back and hold it until the pathway lighting turns on.

» The vehicle lighting lights up for one minute and then turns off automatically.

– This can be used, for example, to light the path to your front door after the vehicle is parked.

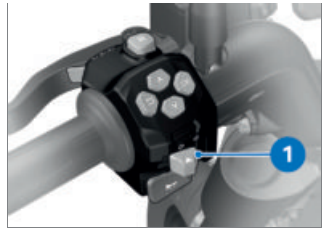
Roadside parking lights
Requirement
The turn signal is deactivated.

- Turn off standby mode. (➠ 63)



- Immediately after turning off standby mode, push button **1** to the left until the parking lights turn on.
- Switch standby mode on and then off again to switch off parking lights.
- When the parking situation has ended, push button **1** to deactivate the turn signal.

Operating turn signals
- Turn on standby mode. (➠ 63)



- Press button **1** to the left to turn on the left-side turn signals.
- Press button **1** to the right to turn on the right-side turn signals.
- Press button **1** to turn off the turn signals.

RIDING MODE

Use of the riding modes
BMW Motorrad has developed three riding modes for your eParkourer, which have the following properties:
– FLOW: comfortable riding; normal energy recovery through deceleration of the vehicle.
– SURF: dynamic riding; energy recovery inactive.

–with Highline package[OE]
–FLASH: dynamic riding; higher energy recovery through stronger deceleration of the vehicle.

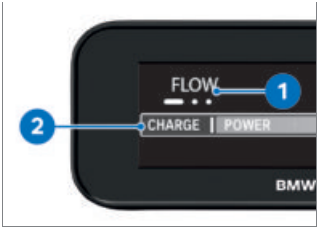
The optimum interaction between drive characteristics, ASC control and Recuperation Stability Control (RSC) is provided for each of these scenarios.

Setting riding mode

- Turn on standby mode. (➠ 63)

- To change the riding mode, press the MODE button **1**.

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



A pop-up **1** appears. The riding mode and the corresponding layout of the drive display **2** change to the selection.

ANTI-THEFT ALARM SYSTEM (DWA)

–with anti-theft alarm system (DWA)[OA]

Activation

- Turn on standby mode. (➠ 63)
- Adjust the anti-theft alarm system. (➠ 73)
- Turn off standby mode.

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

» Activation takes approximately 30 seconds to complete.
» Turn signals flash twice.
» Confirmation tone sounds twice (if the Alarm system, Signal menu has been selected).
» DWA is armed.

• If Alarm system, Auto has been selected in the menu, the activation described above happens automatically.

• To activate the Transport mode (e.g. if the eParkourer is transported by train and the strong movements could trigger an alarm), press button **1** on the radio-operated key again during the activation phase.
» Turn signals flash three times.
» Confirmation tone sounds three times (if programmed).
» Transport mode is activated.

Alarm signal

The DWA alarm signal can be triggered by:
– Motion sensor
– Switch-on attempt with an unauthorized ignition key.
– Disconnection of the DWA from the vehicle battery (DWA battery takes over the power supply – alarm tone only, turn signals do not flash)

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

The duration of the alarm signal is approx. 26 seconds. During the alarm, an alarm tone sounds and the turn signals blink. The type of alarm tone can be set by an authorized BMW Motorrad dealer.

A triggered alarm can be canceled at any time by pressing the **1** button of the radio-operated key without deactivating the DWA.

If an alarm signal has been triggered while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when standby mode is turned on. Then the DWA LED indicates the reason for the alarm signal for one minute.

Light signals on indicator light:

– 1x flash: Movement sensor 1
– 2x flash: Movement sensor 2
– 3 blinks: Standby mode is turned on using unauthorized ignition key.
– 4 blinks: DWA disconnected from vehicle battery
– 5 blinks: Movement sensor 3

Deactivation

Version 1:

- Emergency-off switch in operating position.
- Turn on standby mode. (➠ 63)

» Turn signals flash once.
» Confirmation tone sounds once (if the `Alarm system`, `Signal` menu has been selected).
» DWA is turned off.

Version 2:

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

If the alarm function is deactivated via the radio-operated key and standby is not turned on then, the alarm function will be reactivated automatically after approximately 30 seconds if `Auto` is turned on.

» Turn signals flash once.
» Confirmation tone sounds once (if the `Alarm system`,

Signal menu has been selected).
» DWA is turned off.

Adjusting the anti-theft alarm system

- Turn on standby mode. (➠ 63)
- Go to menu SETUP, VEHICLE, Alarm system.

» The following settings are available:
–Turn Transport mode on and off.
–Turn Signal on and off.
–Turn Auto on and off.
» Possible settings (➠ 73)

Possible settings

ALARM TONE:
Select Intermittent or Rising.

When transporting the vehicle, activate Transport mode to prevent the DWA from being triggered.

Signal: Confirmation alarm tone after activating/deactivating the DWA in addition to flashing turn signals.
Auto: Automatic activation of the alarm function when standby mode is turned off.

HEATED GRIP

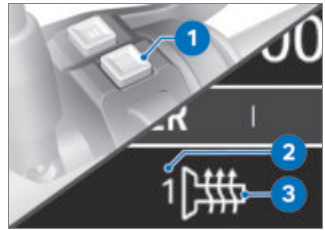
Grip heating not installed

If grip heating is not installed and the button for this is pressed, a message will appear in the display stating that the function is unavailable.

Operating heated grips
–with Highline package[OE]

The heated grips are active only when standby is turned on.

- Turn on ride readiness. (➠ 100)



- Press the button **1** repeatedly until the desired heating level **2** is shown in front of the heated grip icon **3**.

The handlebar grips can be heated at three different levels:

Low heater output

Medium heater output

High heater output

» The high heating level is used for fast heat-up of the grips; then the switch should be switched back to the 1st level.
» If no further changes are made, the selected heating level is set.
• To turn off the heated grips, press the button **1** repeatedly until the heated grip icon **3** disappears.

USB CHARGING INTERFACE

Notes about using the USB charging socket

WARNING

Obstruction of the steering angle and risk of fire due to improperly laid cables
Driving safety is impaired
• Do not wrap cables around the handlebars, make sure that the handlebars can be moved freely.
• When laying the cable, make sure that the cable does not come into contact with any hot components.

ATTENTION

Vibrations during riding
Damage to stored mobile phones
• Make sure that the stored mobile phone is suitable for use on the vehicle. To do so, ask the manufacturer about limits of use and observe them.

Charge current
This is a 5 V USB-C charging socket providing a maximum charge current of 3 A (charging power of 15 W).

Automatic shutoff
The USB charging socket is switched off if the maximum loadability is exceeded.

Connecting electrical devices
Devices connected to the USB charging socket can be put into operation only when standby mode is turned on. To relieve the load on the electrical system, the USB charging socket is switched off 60 seconds after standby mode is turned off. To protect the connected device, the device should be unplugged when riding in rain.

When no device is connected, the cover should be closed to prevent soiling.

Cable layout

Observe the following for cable laying from the USB charging socket to an additional device:

– The cable must not impede the rider.
– The cable must not restrict the steering angle and handling characteristics.
– The cable must not become trapped.

CONNECTEDRIDE CONTROL

Securing a smartphone in the holder

– with Highline package OE

ATTENTION

Vibrations during riding

Damage to stored mobile phones

- Make sure that the stored mobile phone is suitable for use on the vehicle. To do so, ask the manufacturer about limits of use and observe them.

- Pull the adjustment wheel **1** out of the holder **2**.
- Turn the adjustment wheel **1** counterclockwise to open the holder **2**.
- Insert the smartphone **3** so it is centered in the holder **2**.
- Turn the adjustment wheel **1** clockwise to close the holder **2**.

» The smartphone is securely in the holder.

- Push the adjustment wheel **1** into the holder **2**.

Attaching the smartphone holder

– with Highline package OE

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

» The smartphone holder snaps into the base plate.

- Observe the notices for charging with the USB charging interface (➠ 74).

Connecting a mobile end device

Requirement

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

- Turn on standby mode. (➠ 63)
- Call up menu `SETUP`, `SYSTEM`.
- Call up `Connections` and turn on `Bluetooth`.
- Select `Connect new device`.

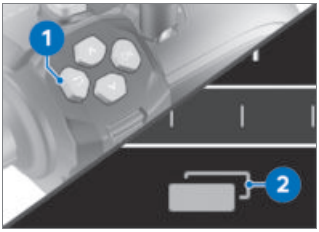
» The remaining time for connecting the mobile terminal is displayed.

- Activate the Bluetooth function of the mobile end device (see operating instructions for the mobile end device).
- Call up the BMW Motorrad Connected app.
- Find new device in BMW Motorrad Connected app.
- Select the `BMW_LIN2BTLE` device and pair it.

» The Bluetooth connection is established.

» To connect an already paired end device, just activate the `Bluetooth` function.

Changing the operating focus



- To change the operating focus between the display and the mobile terminal, press and hold the BACK button **1**.

» The BMW Motorrad Connected app can be operated via the keypad.

» The current operating focus is displayed with the icon **2**.

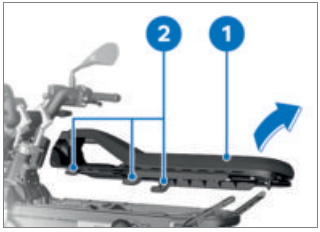
SEAT

Removing the seat

Requirement

Standby mode is turned on.

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

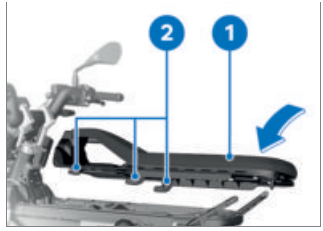


- To remove the seat **1**, lift it in the area of the locking device and pull toward the rear. As you do so, pay attention to the retaining lugs **2**.
- Turn off standby mode.

Unlock seat when 12V battery is discharged

If the 12V battery is discharged, you can reestablish standby mode by recharging the 12V battery through an external supply. (➠ 125)
Turn on standby mode and unlock the seat.

Installing the seat



- Position the seat **1** and push it forward into the retaining lugs **2**.
- Press the seat **1** down in the area of the locking device.

» Seat **1** audibly locks.

SETTING

06

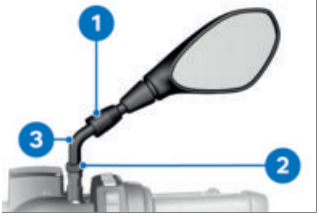
MIRRORS

Adjusting the mirrors

- Move mirror into desired position by pressing it lightly.

If the adjustment range of the mirror is insufficient for correct alignment, the position of the mirror arm must be adapted.

Adjusting the mirror arm



- Slide the protective cap **1** upwards over the threaded connection on the mirror arm.
- Loosen the nut **2** with the onboard toolkit.
- Turn the mirror arm **3** into the desired position.
- Tighten the nut **2** to the specified torque while holding the mirror arm **3** in place.

	Mirror (lock nut) on adapter
M10 x 1.25	
16 lb/ft (22 Nm) (Left-hand thread)	

- Push the protective cap **1** back over the nut **2**.

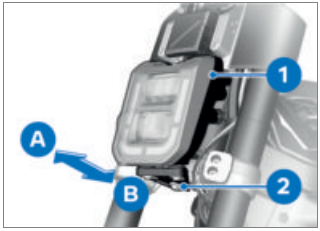
HEADLIGHTS

Headlight range and spring preload

The headlight range generally remains constant due to the adjustment of the spring preload to the load status.

If there are doubts as to the correct headlight range, have the setting checked by a repair shop, preferably by an authorized BMW Motorrad dealer.

Correcting the headlight adjustment



In case of a high payload, you have to adjust the spring preload to maintain the correct beam height and avoid dazzling oncoming traffic. If the spring preload adjustment is insufficient, then the headlight range must also be corrected at the headlight.

- Loosen the screw **2** and adjust the headlight range of the headlight **1** by swiveling it in the **A** or **B** direction.
- Tighten screw **2**.

	Headlight holder on fork bridge
6 lb/ft (8 Nm)	

BRAKES

Setting the brake lever

WARNING

Adjusting the brake lever while driving

Risk of accident

- Only adjust the brake lever when the vehicle is stationary.

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

» Adjustment options:

–Position 1: Minimum distance between handlebar grip and brake lever

–Position 5: Maximum distance between handlebar grip and brake lever

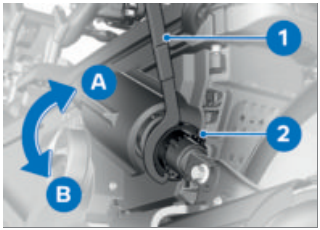
SPRING PRELOAD

Setting

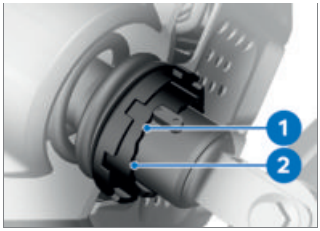
It is essential to adjust the spring preload of the rear wheel to the load carried by the eParkourer. Increase spring preload if the payload increases and reduce spring preload accordingly if the payload decreases.

Adjust spring preload on the suspension strut

- Park the eParkourer, making sure it is on level and firm ground.



- To increase the spring preload, turn the adjuster **2** in the arrow direction **A** using the onboard toolkit **1**.
- To decrease the spring preload, turn the adjuster **2** in the arrow direction **B** using the onboard toolkit **1**.



- Depending on the load, select notch **1** or **2**.

Basic setting of spring preload, rear
Second notch (One-up without load)
Fourth notch (One-up with load)
Fourth notch (Two-up mode with load)

BMW EPOWER

07

PRINCIPLE

The vehicle can be operated completely emission-free thanks to its electrical drive system.
The special drive battery supplies the electrical machine with power.
The high-torque electrical machine ensures dynamic handling characteristics in all driving situations, such as, starting, accelerating and driving at high speeds.
The drive battery is charged, for example, by a battery charger when the vehicle is parked or by energy recovery while the vehicle is in motion.
Common household sockets, such as those found in residential buildings, are used to charge the vehicle.

Energy recovery

Energy recovery is active in all riding modes except SURF.

The drive battery is charged through energy recovery while the vehicle is in motion. Energy recovery ensures that very little energy is lost during deceleration. When the vehicle is decelerating, the electrical machine acts as an alternator and converts some of the kinetic energy being released into electrical current. This partially recharges the drive battery, enabling the maximum possible range. This charging can occur while the vehicle is in motion with the throttle position closed or in energy recovery operation.
For detailed information on energy recovery by braking, see the "Riding" chapter (➠ 101).
The energy recovery is displayed in the CHARGE area.
Anticipatory driving and timely reduction of speed are important for utilizing the vehicle's energy recovery optimally.

GENERAL NOTES

DANGER

Improper handling of electric current
Personal injury or property damage, e.g. due to electric shock or fire
- Observe the safety regulations.

ATTENTION

Failure to check the charging equipment before operating the vehicle
Damage and excessive strain on the power supply
- Before the first charging procedure have your charging equipment checked by an electrical technician at the charging station.

ATTENTION

Defective charging equipment
Risk of fire as a result, for example, of worn contacts or damage
- Only use charging equipment if there is no damage to it.

DANGER

Improper cleaning of the high-voltage charging socket
Personal injury or property damage, e.g. due to electric shock or fire
- Have cleaning carried out only by appropriately trained persons.

To charge the drive battery, use a standard-compliant domestic socket outlet grounded through a residual current circuit breaker.

What to do in the event of an accident

CAUTION

Fluid escaping from the drive battery
Risk of chemical burn
- Do not touch fluids escaping from the drive battery.

If you are in an accident with your vehicle, the following additional safety precautions should be noted with respect to the drive battery:
– Secure the accident scene.
– Immediately inform emergency services personnel, police officers or fire fighters that the vehicle has an electric drive.
– Turn off standby mode.
– Do not inhale gases escaping from the drive battery. Stay an appropriate distance away from the vehicle.

CHARGER

DANGER

Use of a damaged battery charger
Personal injury or property damage, e.g. due to electric shock or fire
- Do not use a damaged battery charger.
- Immediately remove a damaged battery charger (housing oder cable) from operation.

WARNING

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

ATTENTION

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

ATTENTION

Improper use of the battery charger
Property damage, e.g. due to fire in the electrical system
- Use the battery charger only for charging the vehicle.
- Connect the battery charger only to household sockets with protective conductor.
- Do not extend the battery charger using a cable or adapter.

Opening the battery charger will cause destruction and void the warranty. Have a repair shop, preferably an authorized BMW Motorrad dealer, repair the battery charger or replace components (connecting cable, charging cable, housing sections).

Depending on the national-market version, different battery chargers are required and included in the scope of delivery.

Depending on the vehicle version, the battery charger can be stowed in the compartment of the drive battery.

DRIVE BATTERY

Two drive batteries

The eParkourer can be operated only under the following conditions:
– Correct number of connected drive batteries
– Correct installation of the connectors

Notes about the drive battery

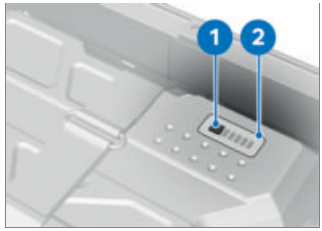
Opening the drive battery will cause destruction and void the warranty.

If the drive battery gets overheated, this affects the service life.
The drive battery is developed for ambient temperatures up to 122 °F (50 °C).

The temperature range for optimal use of the vehicle is between 32 °F (0 °C) and 104 °F (40 °C).
At an extremely low temperature, the vehicle can no longer be used.

Do not leave the vehicle with a low charge for an extended period of time.
Before extended parking periods, check the charge state indicator to ensure that the drive battery is charged between 30% and 50%. The drive battery will be damaged in case of deep discharge.

When the vehicle is parked for extended periods, make sure that the ambient temperature does not drop below -4 °F (-20 °C) or rise above 113 °F (45 °C).
Extreme temperatures damage the drive battery.



Charge state indicator

The state of charge of the drive battery can be displayed in two ways.

–On the drive battery: Pressing the button **1** displays the state of charge in the bar display **2**.
–Charge state indicator in the display (➠ 56)

Deep sleep mode of the drive battery

If the state of charge drops to a critical value, the drive battery is put into deep sleep mode for protection.
In deep sleep mode, standby mode cannot be established. Normal condition is reestablished when the charging process is started.

Recommendations for maintaining the drive battery

To ensure optimum performance and service life of the drive battery, observe the following recommendations:
–Immediately charge the drive battery when it is dead
–Optimum state of charge for regular use of the eParkourer is between 20% and 80%.
–For longer stationary periods of the eParkourer, e.g. in winter, make sure the state of charge is between 30% and 50%.
–Optimum ambient temperature for extended storage of the eParkourer is between 0 °C and 25 °C.

CHARGING PROCEDURE

Before charging

DANGER

Failure to observe the safety instructions for the power grid connection
Personal injury or property damage, e.g. due to electric shock or fire
• Observe the safety instructions for the respective power grid connection.

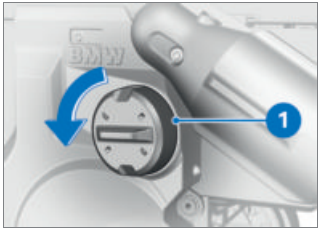
The charging procedure can be stopped at any time and continued at a later point so other consumers can use the power supply or to avoid high power consumption as a result of simultaneous use by multiple consumers.

If the outside temperatures are extreme, the charging process slows down to protect the drive battery.

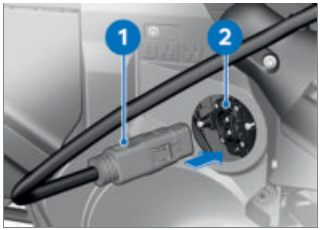
It does not work to charge the drive battery at temperatures below 32 °F (0 °C) or above 122 °F (50 °C).

Start charging procedure

- Turn off standby mode. (➠ 63)



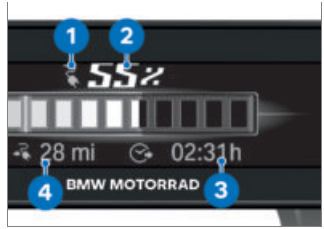
- Turn the charging socket cover **1** in the arrow direction and remove it.
- Remove the protective cap from the charging plug.
- Connect the battery charger to the domestic socket outlet.



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

» Make sure the charging cable is locked in place correctly.

The charge LED **1** flashes.



The icon **1** for the connector detection status appears. The state of charge **2** is displayed. The charging time prediction **3** indicates how long the vehicle must be charged for the drive battery to be fully charged. The range prediction **4** indicates the currently projected range. After a certain period of time, the display is automatically switched to standby mode. The charging process is continued. Pressing an arrow key reactivates the display.

» The charging process starts. The charge LED is flashing blue.

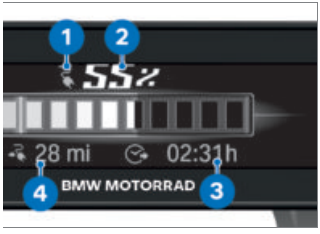
The charging process does not start.

- Disconnect the battery charger from the vehicle and reconnect it after ten seconds.

» If the fault persists:

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Displays during the charging process



State of charge

–Connector detection **1**
–State of charge **2**
–Charging time prediction **3**
–Range prediction **4**

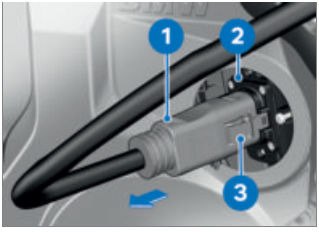
After a certain period of time, the display is switched to standby mode. The charging process is continued.

Charge LED

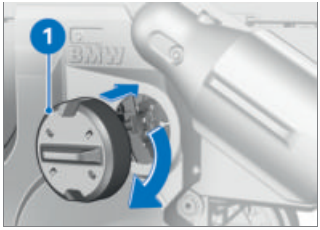
When the charging cable is connected, the charge LED **1** shows the status of the charging process.

–Charge LED is flashing blue: Drive battery is being charged
–Charge LED is inactive: Drive battery is fully charged or charging process was interrupted

End charging procedure



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



- Put on the charging socket cover **1** and lock it in place in the arrow direction.
- Unplug the battery charger from the domestic socket outlet.
- Place the protective cap on the charging plug.
- Stow the battery charger.

RIDING

08

SAFETY INSTRUCTIONS

Rider's equipment

Do not ride without the correct clothing! Always wear
–Helmet
–Rider's suit
–Gloves
–Boots

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

WARNING

Seizure of loose textile fabrics, luggage items or straps in open running rotating vehicle parts (wheels, prop shaft)
Risk of accident
- Make sure that no loosely worn textile fabrics can get caught in open, running and rotating vehicle parts.
- Keep luggage items as well as tension belts and lashing straps away from open, running and rotating vehicle parts.

Vehicle load

WARNING

Reduced riding stability caused by overloading and uneven loading
Accident hazard
- Do not exceed the gross weight limit and observe the loading information.

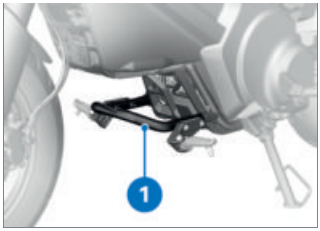
- Adjust spring preload and tire pressure for the current gross vehicle weight.

–with topcase Light OA
- Observe the maximum payload of the topcase.

 Payload of Topcase
max 11 lbs (max 5 kg)◁

–with rear bag OA
- Observe the maximum payload of the rear bag.

 Payload of rear bag
max 11 lbs (max 5 kg)◁



- Do not use the rider foot peg bracket **1** for stowing luggage.

Speed

If you ride at high speed, always bear in mind that various marginal conditions can adversely affect the vehicle handling of the eParkourer:
–Settings of spring struts
–Unevenly distributed load
–Loose clothing
–Insufficient tire pressure
–Tire tread in poor condition
–Attached luggage systems, such as Topcase

Risk of poisoning

WARNING

Inhalation of vapors that are harmful to health
Damage to health
- Do not inhale vapors from operating fluids and plastics.
- Only use the vehicle outdoors.

Modifications

ATTENTION

Tampering with the vehicle
Damage to the affected components, failure of safety-relevant functions. Damage caused by tampering shall void the warranty.
- Do not engage in tampering.

OBSERVE CHECKLIST

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

ALWAYS BEFORE RIDING OFF

Requirement

Before every ride:

- Check the state of charge of the drive battery.
- Check operation of the brake system.
- Check operation of the lighting and signal system.
- Check tire tread depth. (➠ 123)
- Check tire pressure. (➠ 122)
- Make sure topcase and luggage are held securely.

AT EVERY TENTH RECHARGING PROCEDURE

Requirement

At every tenth recharging procedure:

- Check front brake pad thickness. (➠ 119)
- Check rear brake pad thickness. (➠ 120)
- Check the front and rear wheel brake fluid level. (➠ 121)

ESTABLISHING RIDE READINESS

Pre-Ride-Check

After standby mode is turned on, the instrument cluster performs a test of the indicator and warning lights – what we call the "Pre-Ride-Check". Turning on ride readiness before the test is completed will cancel the remainder of the test.

Phase 1

Start-up animation.

Phase 2

All indicator and warning lights are turned on for 2 seconds.

Phase 3

After 2 seconds, the indicator and warning lights indicate the functional status.

If one of the indicator and warning lights was not turned on:

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

ABS self-diagnosis

The operational readiness of the BMW Motorrad ABS is checked through self-diagnosis. The self-diagnosis routine runs automatically when you turn on standby.

Phase 1

» System components are checked when the vehicle is stationary.

blinks.

Phase 2

» System components are checked when the vehicle is being driven.

– ABS self-diagnosis completed. The ABS icon is no longer displayed.

- Check the display of all indicator and warning lights.

 ABS self-diagnosis not completed
The ABS function is not available, as the self-diagnosis function has not been completed. (The vehicle must reach a minimum speed before the system can check the wheel speed sensor: min 3 mph (min 5 km/h))

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

- You may continue riding. Please note that the ABS function is limited or is not available at all.
- Have the fault rectified as soon as possible by an authorized BMW Motorrad dealer.

ASC self-diagnosis

The operational readiness of the BMW Motorrad ASC is checked through self-diagnosis. The self-diagnosis routine runs automatically when you turn on standby.

Phase 1

» System components are checked when the vehicle is stationary.

 blinks.

Phase 2

» System components are checked when the vehicle is being driven.

– ASC self-diagnosis completed. The ASC icon is no longer displayed.

- Watch all warning and indicator lights on the display.

 ASC self-diagnosis not completed
The ASC function is not available, as the self-diagnosis function has not been completed. (The eParkourer must reach a minimum speed to check the ASC function: min 3 mph (min 5 km/h))

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

- You may continue riding. Please note that the ASC function is limited or is not available at all.
- Have the fault rectified as soon as possible by an authorized BMW Motorrad dealer.

eParkourer operational

After the Pre-Ride-Check and self-diagnoses are performed, the eParkourer and all electricity consumers are operational.

In order to conserve the 12V battery, only use active power consumers for as long as absolutely necessary and deactivate operating readiness.

RIDING THE EPARKOURER

eParkourer operational

The eParkourer is ready to ride when the start button **1** is pressed while the front or rear wheel brake is applied. The drive display **3** appears and READY **2** is displayed. All systems are operational. Pressing the emergency-off switch will deactivate the eParkourer.

When temperatures are low, the power output and input are impaired.

In exceptional cases, the drive battery may heat up significantly while the vehicle is not in motion (e.g. in extreme outside temperatures and direct sunlight). If the drive battery is overheated, the eParkourer is not ready to ride.

Very high temperatures (over 95 °F (35 °C)) decrease the service life of the battery cells. If the drive battery overheats during a ride, the drive power is gradually reduced to cool down the drive battery. The power gauge POWER in the instrument cluster decreases during this process. If the temperature continues to rise, park the vehicle until the drive battery has cooled down. If the power gauge drops to 0, the eParkourer is not ready to ride and the vehicle comes to a standstill.

Switching on ride readiness

- Turn on standby mode. (➠ 63)

» Pre-Ride-Check is carried out. (➠ 98)

» ABS self-diagnosis is performed. (➠ 98)
» ASC self-diagnosis is performed. (➠ 99)
• Apply the brake.

• Press the starter button **1**.

Standby cannot be established while the side stand is extended. If the side stand is extended with standby turned on, standby is disabled.

A message appears if the seat is not completely locked.

» eParkourer is operational.
» If the eParkourer is not ready to ride, the troubleshooting chart may be of assistance. (➠ 146)

Riding with ePOWER

WARNING

Poor perceptibility of vehicle when used in electric mode.
Risk of accident
• Note that when the vehicle is used in electric mode, pedestrians and other road users cannot perceive the vehicle as usual due to the lack of engine noise.
• Be especially attentive when riding.

Energy recovery through deceleration

Energy recovery is active in all riding modes except SURF.

The drive battery is partially recharged through energy recovery. During deceleration, the electrical machine functions like a generator and converts kinetic energy into electrical energy.
Deceleration depends on the riding mode and the position of the E-gas electronic throttle twistgrip. The less the E-gas electronic throttle twistgrip is twisted, the greater the deceleration. This recovers energy and charges the drive battery.

If the E-gas electronic throttle twistgrip is not twisted at all, the deceleration will be similar to light braking.
Energy can be recovered if the following conditions are met:
– eParkourer is moving and the speed is higher than Approx. 3 mph (Approx. 5 km/h)

If energy recovery is limited, the following warning light appears:

 Energy cannot be recovered in the following situations:
– The temperature of the drive battery is very low or very high. In the winter or summer, energy recovery may not be available temporarily after starting the vehicle.
– The drive battery is fully charged.

WARNING

Without energy recovery, there also is no braking effect of the electric drive. The vehicle could roll farther than usual.
Risk of accident
• Always be ready to brake.

Driving situations for deceleration

If deceleration is likely while driving, this can be used for energy recovery. The following driving situations may be suitable for this purpose:
– Deceleration on a route segment on a slope
– Deceleration before a red light

Avoid late or heavy braking. Instead, decelerate the vehicle using energy recovery.

BREAKING IN

Brake pads

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

WARNING

New brake pads
Extension of the braking distance, accident hazard
• Brake early.

Tires

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

WARNING

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

Accident hazard

- Always think well ahead and avoid extreme angles.

BRAKES

How do you achieve the shortest braking distance?

WARNING

Rear wheel locking up due to sudden braking

Accident hazard

- The ABS function is only active at the front wheel. Therefore, avoid suddenly decelerating with the rear wheel brake to prevent it from locking up.

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

To achieve the shortest possible braking distance, the front wheel brake must be applied quickly and with progressively greater levels of force. This procedure provides ideal utilization of the dynamic load increase to the front wheel. If the brake pressure is applied abruptly and with a lot of force, the dynamic load distribution may not be in line with the increased deceleration, and the brake force cannot be fully transmitted to the road.

Descending mountain passes

WARNING

Braking only with the rear-wheel brake when descending mountain passes.
Loss of braking action.
Destruction of the brakes caused by overheating.
- Use both front and rear brakes, and make use of energy recovery as well.

For more information about energy recovery, see the "Technology in detail" chapter starting on page (➠ 114).

Wet, soiled brakes

WARNING

Decreased braking effect due to moisture and dirt
Risk of accident
- Dry brakes or clean them through braking; if necessary, clean them manually.
- Brake early until the tires have reached their full braking effect again.

Moisture and dirt on the brake discs and the brake pads result in a decrease in the braking effect.
Delayed or decreased braking effect must be expected in the following situations:
–When riding in the rain and through puddles.
–After washing the vehicle.
–When riding on salted roads.
–After working on the brakes due to oil or grease residues.
–When riding on soiled roads or offroad.

PARKING THE EPARKOURER

Side stand

- Turn off ride readiness.

ATTENTION

Poor ground conditions in area of stand
Component damage cause by tipping over
- Always check that the ground under the stand is level and firm.

- Fold out the side stand and park the eParkourer.

ATTENTION

Loading of the side stand with additional weight
Component damage cause by tipping over
- Do not sit on the motorcycle when it is parked on the side stands.

- Turn handlebars to left.

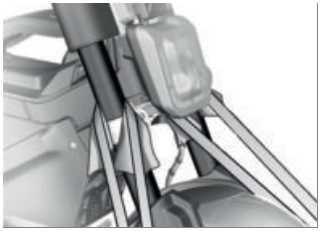
FASTENING THE EPARKOURER FOR TRANSPORTATION

- Protect all component surfaces against which tensioning belts are routed from scratching (e.g. using adhesive tape).

ATTENTION

Motorcycle tips to the side when raising
Component damage cause by tipping over
- Secure the motorcycle against tipping to the side, preferably with the assistance of a second person.

- Push the eParkourer onto the transport surface, and do not prop it up on its side stand.



ATTENTION

Pinching of components
Component damage
- Do not pinch components, e.g. brake lines or wiring harnesses.

- Lay tensioning belts at front over lower fork bridge on both sides and tension.

- Fasten the rear tensioning belts on both sides between the passenger grab handle and frame.
- Tension all luggage straps evenly so that the vehicle is securely fastened.

TECHNOLOGY IN DETAIL

09

GENERAL NOTES

More information on the topic of technology is available at **bmw-motorrad.com/technik**.

ANTILOCK BRAKING SYSTEM (ABS)

How does the anti-lock braking system work?

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

The maximum braking force that can be transferred to the road is partially dependent on the coefficient of friction of the road surface. Gravel, ice, snow and wet roads offer a considerably poorer coefficient of friction than a dry, clean asphalt surface. The lower the coefficient of friction of the road is, the longer the braking distance will be.
If the maximum transferable braking force is exceeded when the rider increases the brake pressure, the wheels begin to lock and riding stability is lost, and a fall can result. Before this situation occurs, ABS intervenes and adjusts the brake pressure to the maximum transferable braking force. This enables the wheels to continue to turn and maintains riding stability regardless of the road condition.

What happens when rough roads are encountered?

Bumpy or rough roads can briefly lead to a loss of contact between the tires and the road surface, until the transferable braking force is reduced to zero. If the brakes are applied in this situation, the anti-lock braking system must reduce the brake pressure to ensure riding stability when road contact is restored. At this point in time, the BMW Motorrad anti-lock braking system must assume extremely low coefficients of friction (gravel, ice, snow) so that the running wheels turn in every imaginable case and the driving stability is ensured. After detecting the actual conditions, the system adjusts the optimum brake pressure.

Lifting off rear wheel

During extremely heavy and rapid decelerations, it is possible that the BMW Motorrad anti-lock braking system cannot prevent the rear wheel from lifting off the ground. In these

cases, the eParkourer can also flip end over end.

WARNING

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

What are the design features of the BMW Motorrad ABS?
The BMW Motorrad ABS ensures riding stability on any surface within the limits of riding physics.

At speeds greater than 2.5 mph (4 km/h), the BMW Motorrad ABS can ensure riding stability on any surface within the limits of riding physics. At lower speeds, the BMW Motorrad ABS cannot provide optimal support on all surfaces due to system limitations.

The system is not optimized for the special requirements encountered under the extreme conditions of competitive off-road and racetrack use.

Special situations
Various performance data points are evaluated to detect the tendency of the front wheel to lock up. If implausible values are detected over a longer period of time, the ABS function is switched off for safety reasons, and an ABS fault is displayed. A self-diagnosis must be completed before the fault message can be displayed.
In addition to problems at the BMW Motorrad ABS, unusual riding conditions can also result in a fault message:
– Riding on the rear wheel (wheelie) for an extended period.
– Rear wheel spinning in place with front wheel brake engaged (burn out).
– Rear wheel locked-up for a longer period of time by engine brake, e.g. when riding downhill on slippery surfaces.

If a fault message is output due to an unusual riding condition, you can reactivate the ABS function by turning standby mode off and then on again.

How important is regular preventive maintenance?

WARNING

Brake system not regularly serviced

Accident hazard

- To ensure that the BMW Motorrad ABS is in a properly maintained condition, it is vital that the specified service intervals are kept to.

Reserves for safety

The potentially shorter braking distances that the BMW Motorrad anti-lock braking system permits must not be used as an excuse for a careless driving style. ABS is primarily a means of ensuring a safety margin in genuine emergencies.

Be careful on curves! When you apply the brakes on a curve, the vehicle's weight and momentum take over and even the BMW Motorrad anti-lock braking system is unable to counteract their effects.

TRACTION CONTROL (ASC)

How does traction control work?

The traction control compares the wheel centrifugal velocities of the front and rear wheels. The slip, and with it the stability reserves at the rear wheel, are determined from the speed difference. The engine control adapts the engine torque when the slip limit is exceeded.

BMW Motorrad ASC is designed as an assistance system for the rider and for riding on public roads. The extent to which the rider affects ASC control can be considerable (weight shifts when cornering, loose luggage on the motorcycle), especially when approaching the limits imposed by the laws of physics.

WARNING

Risky riding style

Accident hazard despite ASC

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the system's extra safety margin with careless riding or unnecessary risks.

Special situations

The system compares the rotational speeds of the front and rear wheels to detect whether the rear wheel is spinning without traction or skidding.

In the following unusual driving conditions, the BMW Motorrad ASC can be switched off automatically.

Unusual riding conditions:

– Riding on the rear wheel (wheelie) for an extended period.
– Rear wheel spinning in place with front wheel brake engaged (burn out).

RECUPERATION STABILITY CONTROL (RSC)

How does the energy recovery stability control work?

The purpose of the energy recovery stability control is to safely prevent unstable riding conditions that are related to excess energy recovery torque at the rear wheel. Depending on the road condition and riding dynamics, excess energy recovery torque can make the slip at the rear wheel increase severely and impede riding stability. The energy recovery stability control limits excess slip at the rear wheel to a safe target slip dependent on the riding mode.

Causes of excess slip at the rear wheel:

– Riding in energy recovery operation on road with low coefficient of friction (e.g. wet leaves).
– Hard brake onset in sporty riding style.

Like the BMW Motorrad ASC traction control, the Recuperation Stability Control compares the wheel centrifugal velocities of the front and rear wheels, which are calculated from the respective wheel speed and tire radius. The energy recovery stability control can determine the slip, and therefore the stability reserve, on the rear wheel using the speed difference.
If the slip exceeds the respective limit value, the energy recovery torque is reduced. The slip is reduced, and the vehicle is stabilized.

Effect of the energy recovery stability control

– In all riding modes: Maximum stability.

RIDING MODE

Selection

To adapt the eParkourer to the road condition and the desired riding experience, you can select from the following riding modes:

Series

–FLOW
–SURF

–with Highline package OE
–FLASH

For each of these riding modes, there is a coordinated setting for the ABS and ASC systems, Recuperation Stability Control, throttle response and energy recovery.

Throttle response

–In the FLOW riding mode: soft throttle response.
–In the SURF riding mode: direct throttle response.

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

Energy recovery

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

–with Highline package OE
–In FLASH riding mode: Increased energy recovery by braking the vehicle.

ABS

–In all riding modes, ABS is set for road use.

ASC

Tires

–In all riding modes, ASC is set for road use with road tires.

Riding stability

–In all riding modes, ASC intervenes early enough to ensure that maximum riding stability is achieved.
–In all riding modes, rear wheel spinning without traction is always avoided.

Switchover

Riding modes can be changed during a standstill with standby mode turned on or while the vehicle is in motion (➠ 70).

MAINTENANCE

10

GENERAL NOTES

The "Preventive maintenance" chapter describes work involving the checking and replacement of wearing parts that can be performed with a minimum of effort.
If specific tightening torques are to be taken into account for installation, these are listed. An overview of all required tightening torques is contained in the "Technical data" chapter.

Special tools and thorough specialized knowledge are required to carry out some of the work described here. If in doubt, contact a repair shop, preferably an authorized BMW Motorrad dealer.

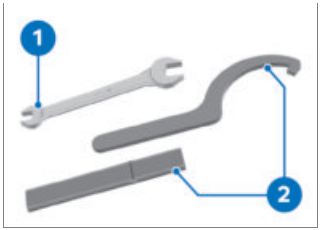
Microencapsulated screws

The microencapsulation is a chemical threadlocker. An adhesive is used to create a solid connection between screw and nut or component. Microencapsulated screws, therefore, are suitable for single use only. Regardless of the removal or installation, the hole must always be cleaned. After removal, the internal thread must be cleaned to remove adhesive. During installation, a new microencapsulated screw must be used. Before removal, make sure that you have suitable tools for cleaning the thread and a replacement screw. If you carry out the work improperly, the locking function of the screw might no longer be guaranteed, which puts you in danger!

Disposable cable ties

Occasionally cables and wires are secured with disposable cable ties. To prevent cables and wires from getting damaged during removal, a suitable tool must be used, e.g. diagonal cutting pliers.
For reinstallation, cables and wires that were cut free must be secured with new disposable cable ties.
Protrusions should be cut off with cable tie pliers.

STANDARD TOOL KIT



1 Open-ended wrench
Key range: 10/14
– Adjust the mirror arm. (➠ 80)
– Correct the headlight adjustment. (➠ 81)

2 Hook wrench
– Adjust the spring preload on the suspension strut. (➠ 82)

BRAKE SYSTEM

Checking brake function

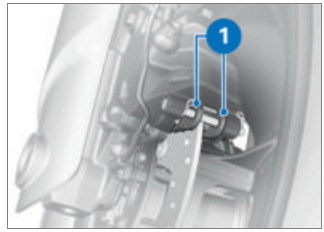
- Operate right brake lever.
» A clear resistance point can be felt.
- Operate left brake lever.
» A clear resistance point can be felt.

If no clear resistance points can be felt or if the eParkourer can be pushed:

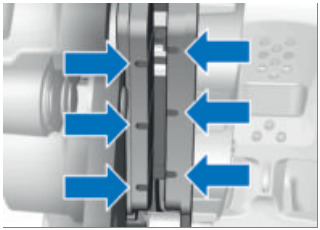
- Have the brakes checked by a repair shop, preferably an authorized BMW Motorrad dealer.

Checking the front brake pad thickness

- Park the eParkourer, making sure it is on level and firm ground.



- Check the brake pad thickness of the inner and outer brake pads by performing a visual inspection. Direction of view: from rear, looking at brake pads **1**.



	Front brake-pad wear limit
min 0.06 in (min 1.4 mm) (Only friction material without carrier plate. The wear marks (grooves) must be clearly visible.)	

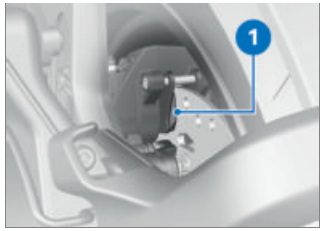
If the wear marks, i.e. the grooves, are no longer clearly visible:

WARNING

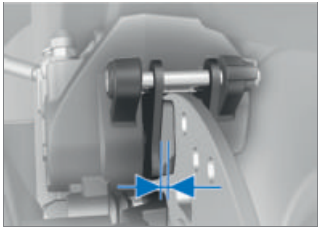
Dropping below the minimum pad thickness
Reduced braking action, damage to the brake
- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.

- Have brake pads renewed at a repair shop, preferably an authorized BMW Motorrad dealer.
- BMW Motorrad recommends only installing genuine brake pads.

Checking the rear brake pad thickness
- Park the eParkourer, making sure it is on level and firm ground.



- Conduct a visual inspection of the brake pad thickness. Direction of view: from rear toward brake caliper **1**.



Rear brake-pad wear limit
min 0.05 in (min 1.3 mm) (Only friction material without carrier plate)

If the wear marks have been reached:

WARNING

Dropping below the minimum pad thickness
Reduced braking action, damage to the brake
- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.

- Have brake pads renewed at a repair shop, preferably an authorized BMW Motorrad dealer.
- BMW Motorrad recommends only installing genuine brake pads.

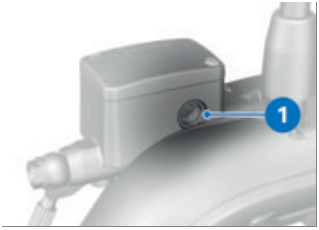
Checking the front and rear wheel brake fluid level
- The brake fluid level can be checked at the sight glasses of the brake fluid reservoirs. The brake fluid reservoir for the front wheel brake is on the right; the brake fluid reservoir for the rear wheel brake is on the left.

WARNING

Insufficient or contaminated brake fluid in the brake fluid reservoir
Considerably reduced braking power caused by air, dirt or water in the brake system
- Stop riding immediately until fault is rectified.
- Check brake fluid level regularly.
- Make sure that the lid of the brake fluid reservoir is cleaned before opening.
- Make sure that brake fluid is used from a sealed container only.

- Park the eParkourer, making sure it is on level and firm ground.

- Align the handlebars so that the brake fluid reservoir is positioned horizontally.



- Read off the brake fluid level from the sight glass **1** of the left/right brake fluid reservoir.

The brake fluid level in the brake fluid reservoir drops due to brake pad wear.

Brake fluid level
Brake fluid, DOT4
The brake fluid level must not fall below the **MIN** mark. (Brake fluid reservoir horizontal)

If the brake fluid level falls below the approved level:

- Have the fault rectified as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

TIRES

Checking tire pressure

WARNING

Incorrect tire pressure.
Worsened handling characteristics of the vehicle. Reduced service life of the tires.
• Ensure correct tire pressure.

WARNING

Automatic opening of vertically installed valve inserts at high speeds
Sudden loss of tire inflation pressure
• Use valve caps with rubber sealing ring and screw on firmly.

- Check tire pressure against data below.

Front tire pressure
26.1 psi (1.8 bar) (with tire cold)

 Rear tire pressure
26.1 psi (1.8 bar) (with tire cold)

If tire pressure is too low:
- Correct the tire pressure.

RIMS AND TIRES

Checking rims

- Park the eParkourer, making sure it is on level and firm ground.
- Visually inspect rims for defects.
- Have damaged rims checked by a repair shop, preferably an authorized BMW Motorrad dealer.

Checking tire tread depth

WARNING

Riding with heavily worn tires
Risk of accident due to poorer rideability
- If necessary, replace the tires before the legally specified minimum tread depth is reached.

- Park the eParkourer, making sure it is on level and firm ground.
- Measure tire tread depth in main tread grooves with wear marks.

Wear marks are integrated into the main grooves on every tire. If the tire tread has worn down to the level of the marks, the tire is completely worn. The locations of the marks are indicated on the edge of the tire, e.g. by the letters TI, TWI or by an arrow.

When the minimum tread depth is reached:
- Replace the worn tire.

Tire recommendation

For every tire size, BMW Motorrad has tested and approved certain tire brands as roadworthy. BMW Motorrad cannot evaluate the suitability of any other tires, and therefore cannot take responsibility for their riding safety.
BMW Motorrad recommends only using the tires tested and approved by BMW Motorrad. Your authorized BMW Motorrad dealer can provide you with more detailed information.

LIGHT SOURCES

Replacing the LED light source

WARNING

Overlooking the vehicle in road traffic due to failure of the lighting on the vehicle
Safety risk
- Replace defective lighting as soon as possible. Please contact a repair shop for this purpose, preferably an authorized BMW Motorrad dealer.

All light sources on the vehicle are LED light sources. The service life of the LED light sources is longer than the assumed service life of the vehicle. If an LED light source is faulty, please contact a repair shop, preferably an authorized BMW Motorrad dealer.

12V BATTERY

General notes

Correct maintenance combined with proper charging and storage procedures extends the 12V battery's service life, and is also required for warranty claims.

Compliance with the points below is important in order to maximize the 12V battery life:
–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.

Recharging function

If the state of charge of the 12V battery falls below a defined threshold value, the recharging function is activated. The 12V battery is then recharged by the drive battery via the DC/DC converter. This ensures a sufficient state of charge of the 12V battery.
The recharging function is active in the following situations:
–While the vehicle is in motion: The 12V battery is recharged if necessary.
–During the charging process: The 12V battery is recharged in addition to the drive battery.
–During periods of parking: The 12V battery is recharged by the drive battery if necessary.

If the state of charge of the drive battery falls below a critical threshold value, the 12V battery cannot be recharged. A sufficient state of charge of the drive battery must be ensured so that the recharging function can always be activated as necessary.

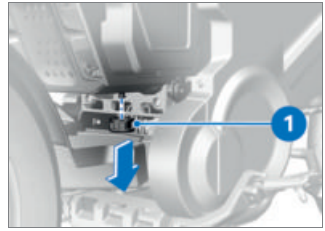
Charge 12V battery
Requirement
The eParkourer cannot be driven or operated.

Check whether the 12V battery is discharged completely:
- Turn on standby mode. (➠ 63)

» Pay attention to the display:
– If the display remains off when standby mode is turned on, the battery is completely discharged. The 12V battery must be charged via an external supply.
– If the display is turned on, the 12V battery is not yet completely discharged. The 12V battery can be charged via the drive battery.

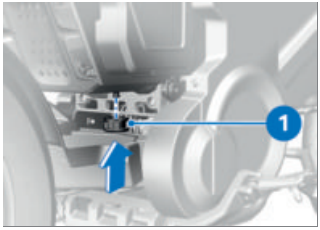
- Turn off standby mode. (➠ 63)

Charging the 12V battery via an external supply



- Remove the cover **1**.

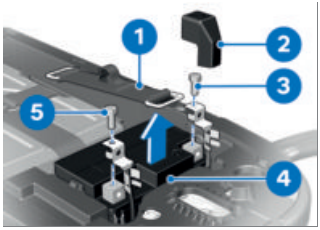
- Connect the 12V battery to a suitable battery charger at the positive battery connection point **2** and screw **1**.
- Comply with operating instructions of charger.
- Once battery is fully charged, disconnect charger's terminal clips from battery terminals.



- Install the cover **1**.

Replacing 12V battery

- Turn off standby mode.
- Park the eParkourer, making sure it is on level and firm ground.
- Removing the seat (➠ 77)



- Detach the rubber tensioning strap **1**.

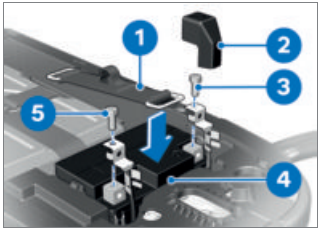
ATTENTION

Incorrect battery disconnection

Danger of short circuit

- Follow the disconnection sequence.

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



- Install the rubber tensioning strap **1** on the 12V battery **4**.

ATTENTION

Incorrect battery connection

Danger of short circuit

- Follow the installation sequence.

- Position positive battery cable and install screw **3**.
- Position the positive terminal cover **2** and make sure it fits correctly.
- Position negative battery cable and install screw **5**.
- Install the seat. (➠ 77)

FUSES

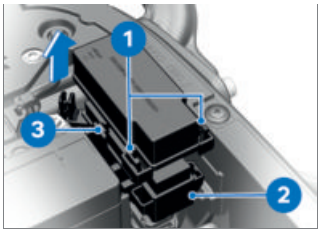
Replacing fuses

ATTENTION

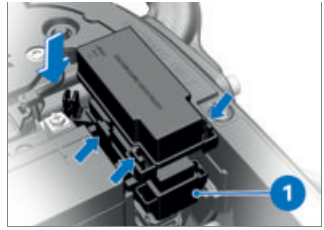
Bypassing defective fuses
Risk of short circuit and fire
- Do not bypass defective fuses.
- Replace defective fuses with new fuses.

If the fuses are faulty frequently, have the electrical system checked by a repair shop, preferably an authorized BMW Motorrad dealer.

- Turn off standby mode.
- Park the eParkourer, making sure it is on level and firm ground.
- Removing the seat (➠ 77)



- Detach the detents **1** and **3** while removing the cover of the fuse box **2** by lifting it up.
- Replace defective fuse in accordance with fuse assignment.

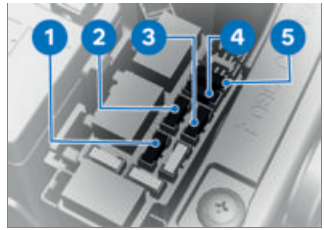


- Install the cover of the fuse box **1** from above.

» Make sure the cover is locked in place correctly.

- Install the seat. (➠ 77)

Fuse layout



1 30 A
Main fuse

2 10 A
Lighting
Keyless Ride

3 20 A
12V battery external supply

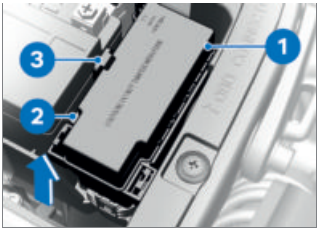
4 10 A
ABS
5 5 A
Instrument cluster
Anti-theft alarm system
Diagnostic socket

DIAGNOSTIC CONNECTOR

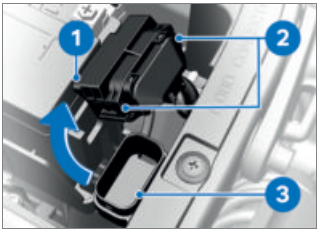
Detaching the diagnostic connector

CAUTION

Incorrect procedure when disconnecting the diagnostic socket for onboard diagnosis
Vehicle experiences malfunctions
- Do not have the diagnostic socket disconnected except during BMW Motorrad service by a repair shop or other authorized persons.
- Have work carried out by appropriately trained personnel.
- Observe the specifications of the vehicle manufacturer.



- Detach the fuse box **1** from the locking device **3** and pull it up and out of the holder **2**, swivel it to the side and set it down.



- Detach the diagnostic connector **1** from the holder **3** with the locking devices **2**.

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

Fastening the diagnostic connector

- Disconnect the interface for the diagnostics and information system.

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

» The locking mechanisms **2** engage on both sides.

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

» The locking device **3** snaps into place.

ACCESSORIES

11

GENERAL NOTES

CAUTION

Use of products from other manufacturers
Safety risk
- BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety hazard. Nor is this guarantee provided when the official approval of a specific country has been granted. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW motorcycles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your motorcycle.

The safety, function and suitability of the parts and accessory products have been thoroughly tested by BMW. Therefore, BMW assumes responsibility for these products. BMW shall not be held liable for unapproved parts and accessory products of any kind.
Comply with the legal requirements for any modifications. Consult the road traffic licensing regulations of your country.
Your authorized BMW Motorrad dealer offers you qualified advice for choosing original BMW parts, accessories and other products.
More information on the topic of accessories is available at: **bmw-motorrad.com/equipment**

USB CHARGING INTERFACE

For information on using the USB charging socket, see the "Operation" chapter. (➠ 74)

TOPCASE

–with topcase Light[OA]

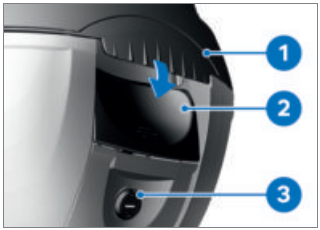
Opening the Light topcase
- Turn the key until it is vertical in the lock.

The release levers are locked in the key's horizontal position.

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

Closing the Light topcase

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

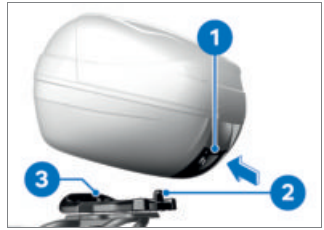


- Close topcase lid **1**. Make sure that nothing is trapped between the lid and case and that the release lever **2** snaps into place.
- Turn the key in the topcase lock **3** until it is horizontal, then remove it.

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

Removing the Light topcase

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



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

Installing the Light topcase

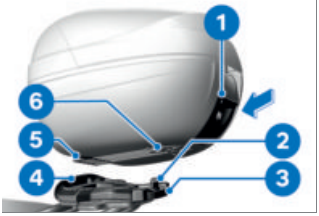
WARNING

Topcase not properly secured

Driving safety is impaired

- Topcase must not shake and must be fastened clearance-free.

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



- Insert the base **5** into the slot **4**.
- Set the mount **6** on the hook **2**.
- Ensure that the release lever **1** snaps in and the topcase is securely connected to the 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 11 lbs (max 5 kg)◁

OPTIONAL ACCESSORIES

Available optional accessories

Your authorized BMW Motorrad dealer offers you expert advice for choosing Original BMW Motorrad accessories and other products, such as BMW Motorrad Care Products and textile storage space. You can find all optional accessories from BMW Motorrad on our website: **bmw-motorrad.com**.

CARE

12

CARE PRODUCTS

ATTENTION

Use of unsuitable cleaning and care agents
Damage to motorcycle parts
- Do not use any solvents such as nitro thinners, cold cleaners, fuel or similar, and do not use cleaning agents that contain alcohol.

ATTENTION

Use of highly acidic or alkaline cleaning agents
Damage to motorcycle parts
- Observe the dilution ratio on the packaging of the cleaning agents.
- Do not use highly acidic or alkaline cleaning agents.

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad dealer. BMW Care Products have been materials tested, lab-tested, and field tested and provide optimum vehicle care and protection for the materials used in your vehicle.

WASHING THE VEHICLE

WARNING

Wet brake disks and brake pads after washing the vehicle, after water passages or in rain
Decreased braking effect, risk of accident
- Brake early until the brake disks and brake pads have dried off on their own or through braking.

ATTENTION

Damage caused by high water pressure from high-pressure cleaners or steam-jet devices
Corrosion or short circuit, damage to labels, to seals, to hydraulic brake system, to the electrical system and the seat
- Exercise caution when using high-pressure or steam-jet devices.

BMW Motorrad recommends that you use BMW Insect Remover to soften and wash off insects and stubborn dirt from painted parts before washing the motorcycle.

To prevent stains, do not wash the vehicle immediately after it has been exposed to bright sunlight and do not wash it in the sun.
Regularly clean the fork tubes of contamination.
Make sure that the vehicle is washed more frequently, especially during the winter months and when riding on salted roads.

ATTENTION

Increased effect of salt caused by warm water
Corrosion
- Only use cold water to remove salt deposits.

To remove salt deposits, clean the vehicle and any add-on parts with cold water immediately after completion of every trip.

After rides in the rain, in high humidity and after the vehicle is washed, condensation can form inside the headlight. During this process, the headlight can become foggy for a while. If moisture accumulates in the headlight on an ongoing basis, contact a repair shop, preferably an authorized BMW Motorrad dealer.

CLEANING SENSITIVE VEHICLE PARTS

Plastics

ATTENTION

Use of unsuitable cleaning agents
Damage to plastic surfaces
- Do not use abrasive cleaners or cleaners containing alcohol or solvents.
- Do not use insect sponges or sponges with a hard surface.

Clean plastic components with water and BMW plastic care emulsion. This includes in particular:
–Windshields and wind deflectors
–Headlight diffusers made of plastic
–Glass cover of the instrument cluster
–Black, unpainted parts

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

Instrument cluster

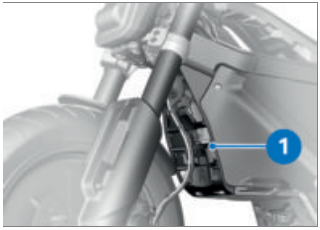
Clean the instrument cluster with warm water and dish soap. Then dry with a clean cloth, e.g. a paper towel.

Chrome

Carefully clean chrome parts with plenty of water and motorcycle cleaner of the BMW Care Products series. This is particularly important in case of exposure to salt.

For additional treatment, use BMW Motorrad high-gloss polish.

Air inlet



Clean the air inlet **1** regularly. This ensures sufficient air cooling of the drive battery.

Rubber

ATTENTION

Use of silicone sprays for care of rubber seals

Damage to rubber seals

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

Treat rubber parts with water or BMW rubber care product.

CARE OF PAINTWORK

ATTENTION

Paint damage from metal polish

Risk of damage

- Do not treat paints and chrome lacquers with metal polish.

Washing the vehicle regularly will help counteract the long-term effects of substances that damage the paint, especially if your vehicle is ridden in areas with high air pollution or natural sources of dirt, such as tree resin or pollen.

However, remove particularly aggressive substances immediately; otherwise changes in the paint or discoloration may occur. These include spilled

fuel, oil, grease and brake fluid as well as bird droppings.
It is recommended to use BMW Motorrad solvent cleaner and then apply BMW Motorrad high-gloss polish to preserve the paint.
Contaminants on the paint surface are particularly easy to see after washing the vehicle. Remove this type of dirt immediately with cleaning benzene or ethyl alcohol on a clean cloth or cotton ball. BMW Motorrad recommends removing tar stains with BMW tar remover. Then add a protective wax coating to the paint at these locations.

PAINT PRESERVATION

Apply a preservative when water fails to bead up on the painted surface.
BMW Motorrad recommends BMW Motorrad high gloss polish or agents that contain carnauba or synthetic wax for paint preservation.

Chrome lacquer must not be preserved with chrome polish.
Only use the agents recommended by BMW Motorrad.

STORING THE EPARKOURER

Do not leave the vehicle with a low charge for an extended period of time.
Before extended parking periods, check the charge state indicator to ensure that the drive battery is charged between 30% and 50%. The drive battery will be damaged in case of deep discharge.

When the vehicle is parked for extended periods, make sure that the ambient temperature does not drop below -4 °F (-20 °C) or rise above 113 °F (45 °C). Extreme temperatures damage the drive battery.

- Clean the eParkourer.
- Start the charging process. (➠ 91)
- Spray the brake lever and the bearings of the side stand with suitable lubricant.
- Preserve bare metal and chrome-plated parts with an acid-free grease (Vaseline).
- Park the eParkourer in a dry room, raising it to relieve the weight from both wheels.

PUTTING THE EPARKOURER INTO OPERATION

- Remove the protective wax coating.
- Clean the eParkourer.
- Checklist. (➠ 97)

TECHNICAL DATA

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TROUBLESHOOTING CHART

Ride readiness cannot be turned on:

Possible cause	Remedy
Side stand folded out	Fold in side stand.
Start without applying brake	Start with one brake lever applied.
12V battery dead	Charge 12V battery. (➠ 125)
Temperature of the drive battery	The temperature of the drive battery is too high or low. (➠ 89)

CHARGING	
Total capacity of the drive battery	4.6 kWh
Net energy content of drive battery	3.9 kWh
Charging time	
Charging time	Depending on the charging infrastructure, battery charger, temperature and active consumers in the electrical system, it may be possible to reach a lower charge current, which leads to longer charge times.
Charging time of drive battery	230 min, 80 % charge 330 min, 100 % charge
Charging time of drive battery with fast charger	
–with quick charger OE	180 min, 80 % charge 290 min, 100 % charge

DRIVETRAIN	
Engine number location	Motor flange
Engine type	JA0S06A
Engine design	Synchronous machine
Rated continuous power	9 hp (6.5 kW)
Maximum power	15 hp (11 kW), at RPM: 5000 min^{-1}
Torque	41 lb/ft (55 Nm), at RPM: 1000 min^{-1}
Maximum engine speed	max 7200 min^{-1}

REAR-WHEEL DRIVE	
Type of final drive	Toothed belt drive

FRAME	
Location of type plate	Frame at front left behind the handlebar stem
Location of the vehicle identification number	Frame at front right on steering head

RUNNING GEAR	
Front wheel	
Type of front suspension	Upside-down telescopic forks
Spring travel, front	5.1 in (129 mm), on front wheel
Rear wheel	
Type of rear-wheel guide	Cast-aluminum single swinging arm
Spring travel on the rear wheel	4 in (102 mm), on rear wheel
Basic setting of spring preload, rear	Second notch, One-up without load Fourth notch, One-up with load Fourth notch, Two-up mode with load

BRAKES	
Front wheel	
Type of front wheel brake	Single-disk brake, rigid, diameter 239 mm, 2-piston floating caliper
Front brake pad material	Sintered metal
Front brake disc thickness	0.16 in (4 mm), New condition min 0.14 in (min 3.5 mm), Wear limit
Rear wheel	
Type of rear wheel brake	Single-disk brake, rigid, diameter 220 mm, 1-piston floating caliper
Rear brake pad material	Organic
Rear brake disc thickness	0.16 in (4 mm), New condition min 0.14 in (min 3.5 mm), Wear limit

WHEELS AND TIRES	
Speed category of front/rear tires	S
Front wheel	
Front-wheel rim size	2.5x14
Front tire designation	120/80-14
Load index for front tire	58
Permitted front wheel imbalance	max 0.4 oz (max 10 g)

Rear wheel	
Rear-wheel rim size	3.5x14
Rear tire designation	150/70-14
Load index for rear tire	66
Permissible rear-wheel imbalance	max 0.4 oz (max 10 g)
Tire pressures	
Front tire pressure	26.1 psi (1.8 bar), with tire cold
Rear tire pressure	26.1 psi (1.8 bar), with tire 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 design	AGM (Absorbent Glass Mat) battery, maintenance-free
Battery voltage	12 V
Battery capacity	5 Ah
Battery type (For Keyless Ride radio-operated key)	CR 2032
Light sources	
All light sources	LED

DIMENSIONS	
Motorcycle length	77 in (1955 mm), over license-plate carrier, at unloaded vehicle weight
Motorcycle height	44.9 in (1140 mm), Without mirror, with DIN unladen weight
Motorcycle width	33.3 in (845 mm), without installed parts 33 in (837 mm), with handlebar lever
Front-seat height	$29.5^{\pm 0.4}_{-0.2}$ in ($750^{\pm 10}_{-5}$ mm), Without rider, at DIN unloaded vehicle weight
Rider's inside-leg arc, heel to heel	$67.7^{\pm 0.8}$ in ($1720^{\pm 20}$ mm), at DIN unloaded vehicle weight; without rider

WEIGHTS	
Unloaded vehicle weight	291 lbs (132 kg), unloaded vehicle weight, ready to drive, without OE
Gross vehicle weight	688 lbs (312 kg)
Maximum payload	397 lbs (180 kg), (with auxiliary battery)
Payload of Topcase	
–with topcase Light OA	max 11 lbs (max 5 kg)
Payload of rear bag	
–with rear bag OA	max 11 lbs (max 5 kg)

PERFORMANCE DATA	
Maximum speed	59 mph (95 km/h)
Cruising range	59 miles (95 km), In accordance with WMTC

SERVICE

14

REPORTING SAFETY DEFECTS

If you think that your vehicle has a fault which may cause an accident, injury or death, you must inform the NHTSA (National Highway Traffic Safety Administration) immediately and BMW of North America, LLC.

If the NHTSA receives other similar complaints, it may open an investigation. If it finds that a safety defect exists in a group of vehicles, the NHTSA may order the manufacturer to perform a recall and remedy campaign. However, the NHTSA cannot become involved in individual problems between you, your authorized BMW Motorrad dealer or BMW of North America, LLC.

You can contact the NHTSA by calling 1–888–327–4236 to reach the Vehicle Safety Hotline (Teletypewriter TTY for the hearing impaired: 1–800–424–9153) for 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 the following website: http://www.safercar.gov.

Canadian customers who wish to report a safety-related defect to Transport Canada, Defect Investigations and Recalls may call the toll-free hotline 1–800–333–0510. You can also obtain other information about vehicle safety from http://www.tc.gc.ca/roadsafety.

RECYCLING

Disposal of a vehicle

When the vehicle has reached the end of its life cycle, BMW Motorrad recommends giving it to a collection point designated by the manufacturer.
The respective national legal requirements apply to this collection and recycling in general. Information about recycling and sustainability can be retrieved at the country-specific websites of the manufacturer. More information can be requested from your authorized BMW Motorrad dealer or another qualified service partner or a repair shop.

BMW MOTORRAD SERVICE

With its worldwide dealer network, BMW Motorrad can attend to you and your vehicle in over 100 countries around the globe. Authorized BMW Motorrad dealers have the technical information and expertise needed to reliably conduct all preventive maintenance and repair procedures on your eParkourer.
You will find the nearest authorized BMW Motorrad dealer at our website: **bmw-motorrad.com**.

WARNING

Improperly performed preventive maintenance and repair procedures
Risk of accident due to subsequent damage
- BMW Motorrad recommends having corresponding work performed on the motorcycle by a repair shop, preferably by an authorized BMW Motorrad dealer.

To ensure that your BMW is always in optimum condition, BMW Motorrad recommends that you comply with the maintenance intervals specified for your vehicle.
Have all preventive maintenance and repair procedures confirmed in the Service chapter in this manual. Documented proof of scheduled preventive maintenance is essential for generous treatment of claims submitted after the warranty period has expired (goodwill).

You can obtain information on the contents of the BMW Motorrad Services from your authorized BMW Motorrad dealer.

BMW MOTORRAD SERVICE HISTORY

Entries

Maintenance work that has been performed is recorded in the diagnostics and information system. Like a Service Booklet, these entries provide proof of regular preventive maintenance. If an entry is made in the vehicle's service history, service-related data is stored on the central IT systems that can be accessed via BMW.
When there is a change in vehicle owner, the data entered in the electronic Service History can also be viewed by the new vehicle owner. An authorized BMW Motorrad dealer or repair shop can view the data entered in the service history.

Objection

At an authorized BMW Motorrad dealer or repair shop, the vehicle owner can object to the entry of data in the service history with the related storage of data in the vehicle and the transfer of data to the vehicle manufacturer during his time as the vehicle owner. In this case, no entry is made in the vehicle's electronic Service History.

BMW MOTORRAD MOBILITY SERVICES

As the owner of a new eParkourer, you can benefit from the protection afforded by the various BMW Motorrad mobility services in the event of a breakdown (e.g., BMW Roadside Assistance, breakdown service, vehicle recovery service).
Contact your authorized BMW Motorrad dealer for additional information on available mobility services.

MAINTENANCE WORK

BMW pre-delivery check

The BMW pre-delivery check is carried out by your authorized BMW Motorrad dealer before it turns the vehicle over to you.

BMW running-in check

The BMW running-in check must be carried out between 300 mi (500 km) and 750 mi (1200 km).

BMW Motorrad Service

BMW Motorrad service is carried out every two years. The scope of the services performed may be dependent on the age of the vehicle and the distance covered. Your authorized BMW Motorrad dealer confirms that the service has been performed and enters the date for the next service. For riders with a high annual distance traveled, it may be necessary to come in for service before the entered date. In these cases, a corresponding maximum distance covered will also be entered in the confirmation of service. If this distance covered is reached before the next service appointment, service must be performed sooner.

The service display in the display reminds you of the approaching service appointment approx. one month or 620 mi (1000 km) before the entered values.

More information on the topic of service is available at:
bmw-motorrad.com/service

The required scope of maintenance work for your vehicle can be found in the following maintenance schedule. The listed repair procedures are due at the respective specified mileage levels or the specified time intervals.

MAINTENANCE SCHEDULE

	500 - 1200 km 300 - 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 break-in service
2 Standard scope of BMW Motorrad service
3 Check tension of the primary belt
4 Check tension of the secondary belt
5 Oil change in the telescopic forks
6 Replace primary belt
7 Replace secondary belt
8 Change brake fluid in the entire system

[a] every two years or every 6000 miles (whichever comes first)

BMW MOTORRAD BREAK-IN SERVICE

BMW Motorrad break-in service

The BMW Motorrad break-in service repair procedures are listed below. The actual scope of maintenance required for your vehicle may differ.

–Checking the front/rear brake fluid level
–Checking tension of primary belt
–Checking tension of secondary belt
–Checking the tire pressure and tread depth
–Checking steering-head bearing
–Checking the lighting and signal system
–Start enable functional check
–Final inspection and road safety check
–Set the service date and remaining distance using the BMW Motorrad diagnostic system
–Performing the vehicle test using the BMW Motorrad diagnostic system
–Confirming the BMW Motorrad service in the vehicle literature

MAINTENANCE CONFIRMATIONS

BMW Motorrad Service standard scope

The repair procedures belonging to the BMW Motorrad Service standard package are listed below. The actual maintenance work applicable for your vehicle may differ.

–Visual inspection of the brake lines, brake hoses and connections
–Check the front brake pads and brake disc for wear
–Checking the rear brake pads and brake disc for wear
–Checking the front/rear brake fluid level
–Checking steering-head bearing
–Checking side stand for ease of movement
–Checking the tire pressure and tread depth
–Checking the lighting and signal system
–Start enable functional check
–Final inspection and road safety check
–Performing the vehicle test using the BMW Motorrad diagnostic system
–Checking charging state of battery
–Set the service date and remaining distance using the BMW Motorrad diagnostic system
–Confirming the BMW Motorrad service in the vehicle literature

BMW Motorrad pre-delivery check

performed

on_____

Stamp, signature

BMW Motorrad break-in service

performed

on_____

at km_____

Next service

latest

on_____

or, if reached earlier

at km_____

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Check primary belt tension	☐	☐
Check secondary belt tension	☐	☐
Oil change in telescopic fork	☐	☐
Replace primary belt	☐	☐
Replace secondary belt	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

SERVICE CONFIRMATIONS

The table serves to provide evidence of maintenance and repair work, as well as installed optional accessories and special campaigns performed.

Work performed	at km	Date

Work performed	at km	Date

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

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.

United States (USA)
FCC ID: VFZKLRMZB005
This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including

interference that may cause undesired operation.
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.
Changes or modifications not expressly approved by the grantee of this device could void the user's authority to operate the equipment.
RF Radiation Exposure
This product complies with FCC and ISED radiation exposure limits set forth for an uncontrolled environment. The antenna should be installed and operated with minimum distance of 20 cm between the radiator and your body.

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

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.

United States (USA)

FCC ID: VFZKLRKZB006
This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
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.

Changes or modifications not expressly approved by the grantee of this device could void the user's authority to operate the equipment.
RF Radiation Exposure

This product complies with FCC and ISED radiation exposure limits set forth for an uncontrolled environment. The antenna should be installed and operated with minimum distance of 20 cm between the radiator and your body.

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 interfer-

ence 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.

United States (USA)
FCC ID: BEJTM04ANNABM2
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.

Changes or modifications not expressly approved by the grantee of this device could void the user's authority to operate the equipment.

This device complies with Industry Canada's licence-exempt RSSs and part 15 of the FCC Rules. 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 device complies with FCC radiation exposure limits set forth for an uncontrolled environment. This device should be installed and operated with minimum distance 3.5 cm between the radiating element of this device and the user.

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

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 au-

torisée 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.

United States (USA)
FCC ID: QZ9-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.
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.

CHARGER

United States (USA)

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/ICES 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.

The descriptions and illustrations in this manual may vary from your own motorcycle's actual equipment, depending upon its equipment level and accessories as well as your specific national version. 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.

WARNING

Harmful substances
Operating, servicing, and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including phthalates and lead, which are known to the State of California to be carcinogenic or detrimental to childbirth or reproduction.
- To reduce the risk, wear gloves or wash your hands frequently when servicing your vehicle.
- Further information is available at: **www.P65Warnings.ca.gov/passenger-vehicle**

Important data:

Charging time	
Charging time	Depending on the charging infrastructure, battery charger, temperature and active consumers in the electrical system, it may be possible to reach a lower charge current, which leads to longer charge times.
Charging time of drive battery	230 min, 80 % charge 330 min, 100 % charge
Charging time of drive battery with fast charger	
–with quick charger[OE]	180 min, 80 % charge 290 min, 100 % charge
Tire pressures	
Front tire pressure	26.1 psi (1.8 bar), with tire cold
Rear tire pressure	26.1 psi (1.8 bar), with tire cold

You can find further information on all aspects of your vehicle at:
bmw-motorrad.com

Order No.: 01 40 5 A90 2B1
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