BMW
MOTORRAD

RIDER'S MANUAL (US MODEL)

F 900 R



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)

WELCOME TO BMW

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

About these operating instructions

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

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

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

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

BMW Motorrad.

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GENERAL IN-STRUCTIONS

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4 GENERAL INSTRUCTIONS

OVERVIEW

Chapter 2 of these operating instructions will provide you with an initial overview of your motorcycle. All maintenance and repair procedures carried out on your motorcycle will be documented in the Service chapter. Documentation of the maintenance work performed is a prerequisite for generous treatment of claims.
If you should decide to sell your BMW at some point in the future, please remember to hand over these operating instructions; they are an important part of the motorcycle.

ABBREVIATIONS AND SYMBOLS

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

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

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

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

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

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

OE	Optional equipment. BMW Motorrad optional equipment is already completely installed during motorcycle production.
OA	Optional accessories. BMW Motorrad optional accessories can be purchased and retrofitted at your authorized BMW Motorrad retailer.
ABS	Anti-Lock Brake System.
D-ESA	Electronic chassis and suspension adjustment.
DTC	Dynamic Traction Control.
DWA	Anti-theft alarm.
EWS	Electronic immobilizer.
TPC	Tire Pressure Control (TPC).

EQUIPMENT

When you ordered your BMW Motorrad motorcycle, you chose various items of custom equipment. These operating instructions describe optional equipment (OE) offered by BMW and selected optional accessories (OA). This explains why the manual may also contain descriptions of equipment which you have not ordered. Please note, too, that your motorcycle might not be exactly as illustrated in this manual on account of country-specific differences.
If your motorcycle features equipment that is not described here, you can find these features described in a separate manual.

TECHNICAL DATA

All dimensions, weights and performance data contained in these operating instructions 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 these operating instructions serve as points of reference. The vehicle-specific data may vary, for instance due to the selected optional equipment, national-market version or country-specific measuring procedures. Detailed values can be obtained from the registration documents or requested

from your BMW Motorrad retailer or other qualified service partner or specialist workshop. The information on the vehicle documents always takes precedence over the information in these operating instructions.

TIMELINESS OF THE STATUS OF THIS MANUAL

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

ADDITIONAL SOURCES OF INFORMATION

BMW Motorrad retailer

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

Internet

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

CERTIFICATES AND OPERATING PERMITS

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

DATA MEMORY

General information

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

Information about the stored or exchanged data can be ob-

tained 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 driver or vehicle owner, such as via the ConnectedDrive Account that was used.

Data privacy laws

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

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

These locations may be:

–The vehicle manufacturer
–Qualified service partners
–Specialist workshops
–Service providers

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

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

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

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

8 GENERAL INSTRUCTIONS

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

Legal requirements for the disclosure of data

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

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

Operating data in the vehicle

Control units process data so that the vehicle can run. Examples of this include:

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

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

Electronic components such as control units contain components for storing technical information. This may be information about the vehicle's 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 conditions of system components, such as fill levels and tire pressure
– Malfunctions and faults in key system components, such as lights and brakes
– Vehicle responses in specific riding situations, such as the activation of driving stability control systems
– Information about events causing damage to the vehicle

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

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

event data recorder and fault memory.
When a vehicle is serviced, such as for repairs, servicing processes, warranty cases and quality assurance measures, this technical information can be read out from the vehicle together with the vehicle identification number.
The information can be read out by a BMW Motorrad retailer or other qualified service partner or specialist workshop.
The vehicle's legally mandated socket for onboard diagnosis (OBD) is used to read out the data.
The data is collected, processed and used by the respective retailer network locations. The data documents the vehicle's technical states and helps with fault finding, compliance with warranty obligations and quality improvements.
The manufacturer also has product monitoring obligations arising from product liability law. The vehicle manufacturer requires technical data from the vehicle in order to fulfill these obligations. The data from the vehicle can also be used to verify customer warranty and guarantee claims.
The fault memory and event data recorder in the vehicle can be reset by a BMW Motorrad retailer or other qualified service partner or specialist workshop as part of a repair or servicing.

Data input and data transfer in the vehicle

General information

Depending on the equipment, comfort settings and individualized settings in the vehicle can be saved and changed or reset at any time.
Examples of this include:
– Windshield position settings
– Chassis and suspension adjustment settings

It is possible to introduce data into the vehicle entertainment and communication system via a smartphone, for instance.
Depending on the individual equipment, this includes:
– Multimedia data, such as music for playback
– Address book data for use in conjunction with a communication system or integrated navigation system
– Entered navigation destinations

– Data about the use of Internet services. This data can be stored locally in the vehicle or is on a device connected to the vehicle, such as a smartphone, USB stick or MP3 player. If this data is saved in the vehicle, it can be deleted at any time.

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

Integrating mobile end devices

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

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

Services

General information

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

Vehicle manufacturer services

In the case of the vehicle manufacturer's online services, the particular functions are described at the appropriate location, such as in the operating instructions or on manufactur-

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

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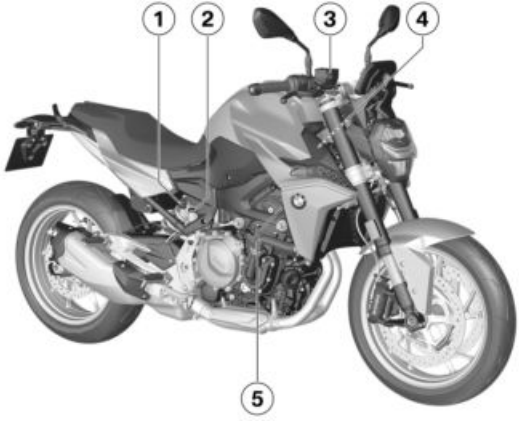
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OVERALL VIEW, LEFT SIDE



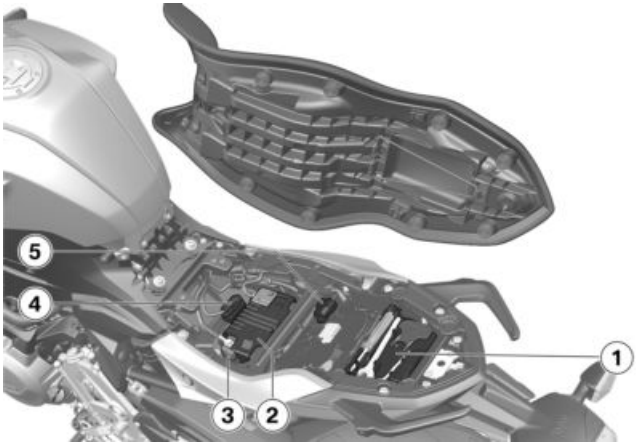
1 Onboard power socket (➠ 186)
2 Seat lock (➠ 77)
3 Setting the damping (➠ 107)
4 Oil filler opening and oil level dipstick (➠ 152)

OVERALL VIEW, RIGHT SIDE



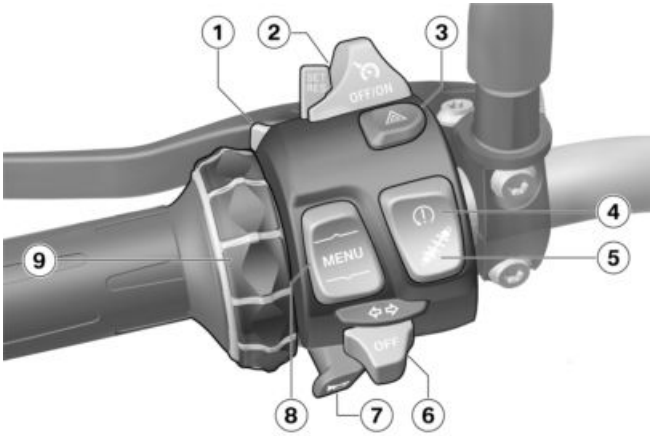
1 Spring preload setting (➠ 106)
2 Brake fluid reservoir for rear wheel brake (➠ 157)
3 Brake fluid reservoir for front wheel brake (➠ 156)
4 Vehicle identification number, type plate (on steering head)
5 Coolant level indicator (behind the side trim panel) (➠ 159)

UNDERNEATH THE SEAT



1 Onboard vehicle tool kit (➠ 150)
2 Battery (➠ 177)
3 Main fuse (➠ 180)
4 Diagnostic socket (➠ 181)
5 Fuses (➠ 180)

MULTIFUNCTION SWITCH, LEFT



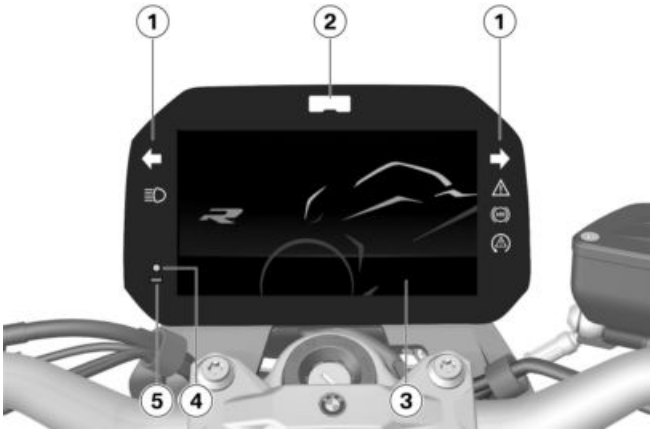
1 High beams and headlight flasher (➠ 58)
2 Adaptive cruise control (➠ 68)
3 Hazard warning lights (➠ 59)
4 ASC/DTC (➠ 60)
5 Dynamic ESA (➠ 62)
6 Turn indicators (➠ 59)
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MULTIFUNCTION SWITCH, RIGHT



1 Operating heated grips (➠ 76)
2 Select riding mode (➠ 65)
3 Emergency-off switch (➠ 57)
4 Starter button (➠ 116)

INSTRUMENT CLUSTER



1 Indicator and warning lights (➠ 22)
2 Shiftpoint light
3 TFT display (➠ 23) (➠ 24)
4 DWA LED (➠ 73) –with Keyless Ride[OE] Indicator light for radio-operated key (➠ 54)
5 Photosensor (for adjusting brightness of instrument lighting)

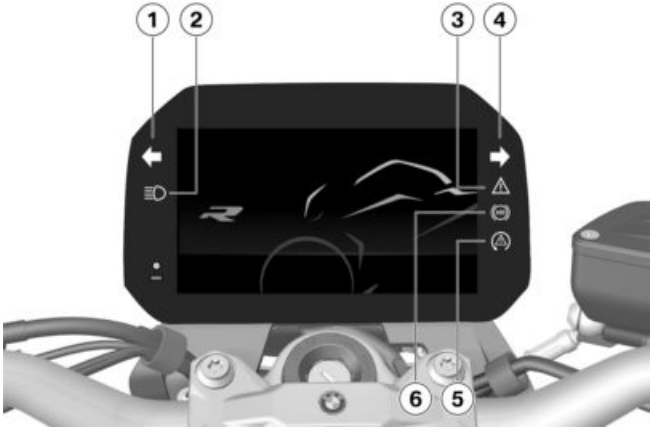
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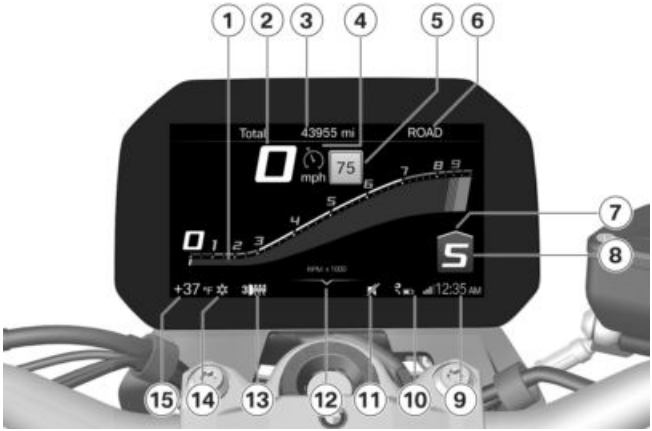
22 DISPLAYS

INDICATOR AND WARNING LIGHTS



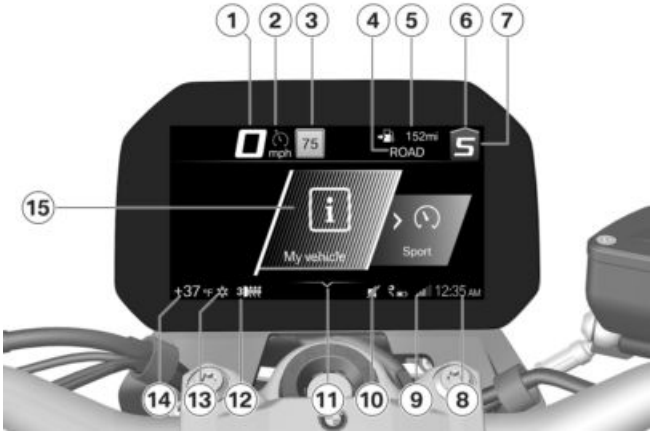
1 Turn indicator, left (➠ 59)
2 High beams (➠ 58)
3 General warning light (➠ 27)
4 Turn indicator, right (➠ 59)
5 ASC/DTC (➠ 45)
6 ABS (➠ 44)

TFT DISPLAY IN PURE RIDE VIEW



1 Tachometer (➠ 87)
2 Speedometer
3 Rider info. status line (➠ 85)
4 Adaptive cruise control (➠ 68)
5 Speed Limit Info (➠ 87)
6 Riding mode (➠ 64)
7 Upshift recommendation (➠ 88)
8 Gear indicator, "N" is displayed while in neutral position.
9 Clock (➠ 89)
10 Connection status (➠ 91)
11 Muting (➠ 88)
12 Operating assistance
13 Heated grip settings (➠ 76)
14 Outside temperature warning (➠ 33)
15 Outside temperature

TFT DISPLAY IN THE VIEW MENU



1 Speedometer
2 Adaptive cruise control (➠ 68)
3 Speed Limit Info (➠ 87)
4 Riding mode (➠ 64)
5 Rider info. status line (➠ 85)
6 Upshift recommendation (➠ 88)
7 Gear indicator, "N" is displayed while in neutral position.
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12 Heated grip settings (➠ 76)
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14 Outside temperature
15 Menu area

TFT DISPLAY IN SPORT 1 VIEW



–with riding modes Pro[OE]

1 Maximum DTC torque reduction
2 Current DTC torque reduction
3 Tachometer
4 Maximum braking deceleration
5 Current braking deceleration
6 Current angle of inclination
7 Maximum angle of inclination
8 Unit for displaying rpm: 1000 RPM

TFT DISPLAY IN SPORT 2 VIEW



–with riding modes Pro[OE]

1 Maximum DTC torque reduction
2 Current DTC torque reduction
3 Tachometer
4 Difference between the last lap time and the reference time, or difference between the current lap time and the reference time
5 Reference time: The fastest lap from the laps currently saved, or the fastest lap ever saved
6 Current lap time (➠ 70)
7 Unit for displaying rpm: 1000 RPM
8 Operating assistance

INDICATOR LIGHTS

Layout

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

The general warning light lights up for whichever warning is most urgent at the current time.

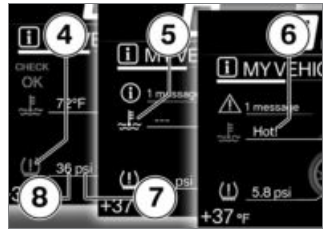
You will find an overview of the potential warnings on the following pages.



Check Control display

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

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



Value display

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

Color of the symbol

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

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

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



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

–If several Check Control messages of the same priority are present, the messages change in the order in which they occur, until they are acknowledged.
–If the symbol **2** is active, this can be acknowledged by tilting the Multi-Controller to the left.
–Check Control messages are dynamically attached as additional tabs to the pages in the menu `My vehicle` (➠ 83). The message can be called up again as long as the error persists.

Overview of warning indicators

Indicator and warning lights	Display text	Meaning
	 is displayed.	Outside temperature warning (➠ 33)
 lights up yellow.	 Remote key not in range.	Radio-operated key outside reception range (➠ 33)
 lights up yellow.	 Remote key battery at 50%.	Replacing the battery of the radio-operated key (➠ 34)
	 Remote key battery low.	
 lights up yellow.	 is displayed in yellow.	Vehicle voltage too low (➠ 34)
	 Vehicle voltage low.	
 lights up red.	 is displayed in red.	Vehicle voltage critical (➠ 34)
	 Vehicle voltage critical!	
 lights up red.	 is displayed in red.	Charging voltage critical (➠ 35)
	 Vehicle voltage critical!	
 lights up yellow.	 The faulty light source is displayed.	Light source defect (➠ 35)
 flashes yellow.	 The faulty light source is displayed.	
	 Anti-theft alarm batt. capacity low.	Anti-theft alarm battery low charge (➠ 36)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Anti-theft alarm battery discharged.	Anti-theft alarm battery discharged (➠ 37)
 lights up red.	 Coolant temperature too high!	Coolant temperature too high (➠ 37)
	Engine!	Drive malfunction (➠ 38)
 flashes red.		Severe drive malfunction (➠ 38)
 lights up yellow.	 No communication with engine control.	Engine control failure (➠ 38)
lights up yellow.	 Fault in the engine control.	Engine in emergency operation mode (➠ 38)
flashes red.	 Serious fault in the engine control.	Serious fault in the engine control (➠ 39)
 lights up yellow.	Displayed in yellow.	Tire pressure is at limit of approved range (➠ 41)
	 Tire pressure not at set-point.	
 flashes red.	 Displayed in red.	Tire pressure is outside the approved tolerance range (➠ 41)
	Tire pressure not at set-point.	
	 Tire Press. Monitor. Loss of pressure.	

Indicator and warning lights	Display text	Meaning
	"---"	Transmission fault (➠ 42)
lights up yellow.	"---"	Sensor faulty or system fault (➠ 43)
lights up yellow.	TPM sensors battery low.	Battery of the tire pressure sensor weak (➠ 43)
	Fall sensor faulty.	Fall sensor defective (➠ 43)
	Side stand monitoring faulty	Side stand monitoring faulty (➠ 44)
flashes.		ABS self-diagnosis not completed (➠ 44)
lights up.	Limited ABS availability!	ABS fault (➠ 44)
lights up.	ABS failure!	ABS failure (➠ 44)
lights up.	ABS Pro failure!	ABS Pro failure (➠ 45)
flashes rapidly.		ASC/DTC intervention (➠ 45)
flashes slowly.		ASC/DTC self-diagnosis not completed (➠ 45)
lights up.	Off!	ASC/DTC switched off (➠ 46)
	Traction control deactivated.	

Indicator and warning lights	Display text	Meaning
 lights up.	 Traction control limited.	Limited ASC/ DTC availability (➠ 46)
 lights up.	 Traction control failure!	ASC/DTC error (➠ 46)
 lights up yellow.	 Spring strut adjustment faulty!	D-ESA fault (➠ 47)
	 Fuel reserve is being used up. Ride to the nearest gas station	Fuel down to reserve volume (➠ 47)
	 flashes.	Gear not taught in (➠ 48)
 flashes in green.		Hazard warning lights system switched on (➠ 48)
 flashes in green.		
	 is displayed in white.	Service due (➠ 49)
	Service due!	
 lights up yellow.	 is displayed in yellow.	Service appointment missed (➠ 49)
	Service overdue!	

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


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

 Limit value for outside temperature
Approx. 37 °F (Approx. 3 °C)

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

Outside temperature warning

is displayed.

Possible cause:
The ambient temperature measured at the motorcycle is lower than 37 °F (3 °C).

WARNING

Risk of black ice, even above 37 °F (3 °C)
Accident hazard
- At a low outside temperature, icy conditions must expected on bridges and in shady road areas.

- Ride proactively.

Radio-operated key outside reception range
–with Keyless Ride[OE]


lights up yellow.


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

Possible cause:
The communication between the radio-operated key and the engine electronics is faulty.
- Check the battery in the radio-operated key.

–with Keyless Ride[OE]
- Replacing the battery of the radio-operated key (➠ 56).
- Use the spare key for further travel.

–with Keyless Ride[OE]
- Battery of the radio-operated key is drained or the radio-operated key is lost (➠ 55).

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

Replacing the battery of the radio-operated key
–with Keyless Ride[OE]


lights up yellow.


Remote key battery at 50%. No functional limitation.


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

Possible cause:
- The battery for the radio-operated key is no longer charged to full capacity. Operation of the radio-operated key is only ensured for a limited time.
- Replacing the battery of the radio-operated key (➠ 56).

Vehicle voltage too low


lights up yellow.


is displayed in yellow.

Vehicle voltage low. Switch off unneeded consumers.

The vehicle voltage is too low. If you continue riding, the motorcycle electronics will discharge the battery.
Possible cause:
Consumers with high electrical consumption, e.g. heating vests, are in operation; too many consumers are in operation at the same time, or the battery is defective.
- Switch off consumers that are not needed or disconnect them from the electrical system.
- If the malfunction persists or occurs without any consumers connected, have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Vehicle voltage critical


lights up red.


is displayed in red.

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

WARNING

Failure of vehicle systems
Accident hazard
• Do not continue riding.

The vehicle voltage is critical. If you continue riding, the motorcycle electronics will discharge the battery.
Possible cause:
Consumers with high electrical consumption, e.g. heating vests, are in operation; too many consumers are in operation at the same time, or the battery is defective.
- Switch off consumers that are not needed or disconnect them from the electrical system.
- If the malfunction persists or occurs without any consumers connected, have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Charging voltage critical


lights up red.


is displayed in red.


`Vehicle voltage critical! Battery is not being charged. Check battery status.`

WARNING

Failure of vehicle systems
Accident hazard
• Do not continue riding.

The battery is not being charged. If you continue riding, the motorcycle electronics will discharge the battery.
Possible cause:
Alternator or alternator drive is faulty, battery is faulty or fuse is blown.
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Light source defect


lights up yellow.


The faulty light source is displayed:


`High beam faulty!`


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

Low beam faulty!

Front parking lamp faulty!

Daytime running light faulty!

Tail light faulty!

Brake light faulty!

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

License plate light faulty!

–Have checked by a specialist workshop.

flashes yellow.

The faulty light source is displayed:

Active headlamp faulty. Have checked by a specialist workshop.

WARNING

Overlooking the vehicle in traffic due to a defective light source on the vehicle
Safety risk
- Replace defective bulbs as soon as possible; it is best always to carry a complete set of spare bulbs on the motorcycle.

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

Anti-theft alarm battery low charge

–with anti-theft alarm system (DWA) OE

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

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

Possible cause:
The anti-theft alarm battery no longer has its full capacity. The operation of the anti-theft alarm system is only ensured for a limited time with the motorcycle battery disconnected.
- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Anti-theft alarm battery discharged
–with anti-theft alarm system (DWA) OE


lights up yellow.


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


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

Possible cause:
The anti-theft alarm system battery is completely discharged. Operation of the anti-theft alarm system is no longer ensured when the motorcycle battery is disconnected.
- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Coolant temperature too high


lights up red.


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

ATTENTION

Riding with overheated engine
Engine damage
- Be sure to observe the measures listed below.

Possible cause:
Coolant level is too low.
- Checking coolant level (➠ 159).

If coolant level is too low:
- Topping up coolant (➠ 160).

Possible cause:
The coolant temperature is too high.
- If possible, continue riding in the partial load range to cool down the engine.
- In traffic jams, switch off the engine, but keep the ignition switched on so that the radiator fan continues to operate.

- Should the coolant temperature frequently be too high, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorized BMW Motorrad retailer.

Drive malfunction


Engine! Have checked by a specialist workshop.

Possible cause:
The engine control unit has diagnosed a fault that affects pollutant emission and/or performance.

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

» You may continue driving if the pollutant emission is above the setpoint values.

Severe drive malfunction


flashes red.

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

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

» Continued riding is possible, however it is not recommended.

Engine control failure


lights up yellow.


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

Engine in emergency operation mode


lights up yellow.


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

WARNING

Unusual handling when the engine is in emergency operation
Accident hazard

- Avoid rapid acceleration and passing maneuvers.

Possible cause:
The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and can no longer be started. Otherwise, the engine runs in emergency operation.
- Continued riding is possible, however the accustomed engine power may not be available.
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Serious fault in the engine control

 flashes red.

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

WARNING

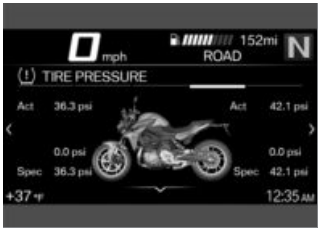
Damage to engine during emergency operation
Accident hazard
- Drive slowly and avoid rapid acceleration and passing maneuvers.
- If possible, have the vehicle picked up and the fault eliminated at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Possible cause:
The engine control unit has diagnosed a fault, which can lead to a severe secondary fault. The engine is in emergency operation.
- Avoid high load and engine speed ranges if possible.
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

» Continued driving is possible, however it is not recommended.

Tire pressure
–with tire pressure monitor (TPM) OE

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



The values on the left relate to the front wheel and the values on the right relate to the rear wheel.
The pressure differential is displayed via the actual and nominal tire pressure.
Immediately after switching on the ignition, only dashes are displayed. The transfer of the tire pressure values does not begin until the following minimum speed is exceeded for the first time:

RDC sensor is not active
min 19 mph (min 30 km/h) (The RDC sensor transmits its signal to the vehicle only once the minimum speed has been exceeded.)
The tire pressures are shown in the TFT display with temperature compensation and are always based on the following tire air temperature:
68 °F (20 °C)

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

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

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

For further information about the BMW Motorrad tire pressure control (RDC), see the Technology in detail (➠ 143) chapter.

Tire pressure is at limit of approved range

–with tire pressure monitor (TPM) OE

 lights up yellow.

 Displayed in yellow.

 `Tire pressure not at setpoint. Check tire pressure.`

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

- Correct the tire pressure.
- Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the Technology in detail chapter:

» Temperature compensation (➠ 143)
» Tire pressure adjustment (➠ 144)
» The target tire pressures can be found in the following locations:

–On the back cover of the operating instructions
–Instrument cluster in the `TIRE PRESSURE` view
–Sign underneath the seat

Tire pressure is outside the approved tolerance range

–with tire pressure monitor (TPM) OE

 flashes red.

 Displayed in red.

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

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

WARNING

Tire pressure is outside the approved tolerance range.
Risk of accident, deterioration in the handling characteristics of the vehicle.
• Adjust the driving style.

Possible cause:
The measured tire pressure is outside of the permissible tolerance.
- Check tire for damage and ridability.

If the tire is still ridable:
- Correct the tire pressure at the next opportunity.
- Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the Technology in detail chapter:

» Temperature compensation (➠ 143)
» Tire pressure adjustment (➠ 144)
» The target tire pressures can be found in the following locations:

–On the back cover of the operating instructions
–Instrument cluster in the TIRE PRESSURE view
–Sign underneath the seat

- Have the tire checked by a specialist workshop for damage, preferably by an authorized BMW Motorrad retailer.

If you are unsure about the tire's ridability:
- Do not continue riding.
- Contact roadside service.

Transmission fault
–with tire pressure monitor (TPM) OE


"---"

Possible cause:
The vehicle has not reached the minimum speed (➠ 143).

 RDC sensor is not active
min 19 mph (min 30 km/h) (The RDC sensor transmits its signal to the vehicle only once the minimum speed has been exceeded.)

- Observe the RDC display at higher speed.


This is a permanent fault only when the general warning light also lights up.
In this case:
- Have the malfunction corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Possible cause:
The radio link to the RDC sensors is disrupted. There are radio systems in the surrounding area that are causing interference to the connection between the TPM control unit and the sensors.

- Observe the RDC display in different surroundings.


This is a permanent fault only when the general warning light also lights up.
In this case:
- Have the malfunction corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Sensor faulty or system fault

–with tire pressure monitor (TPM) OE


lights up yellow.


"---"

Possible cause:
Wheels without installed TPC/ RDC sensors are mounted.
- Retrofit wheel set with RDC sensors.

Possible cause:
1 or 2 RDC sensors have failed or there is a system fault.
- Have the malfunction corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Battery of the tire pressure sensor weak

–with tire pressure monitor (TPM) OE


lights up yellow.


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


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

Possible cause:
The battery for the tire pressure sensor is no longer charged to full capacity.
Operation of the RDC is only ensured for a limited time.
- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Fall sensor defective


Fall sensor faulty. Have checked by a specialist workshop.

Possible cause:
The fall sensor is not functioning.
- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

Side stand monitoring faulty



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

Possible cause:
The side-stand switch or its wiring is damaged. The engine is switched off when the speed falls below 5 km/h. The journey cannot be continued.

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

ABS self-diagnosis not completed



flashes.

Possible cause:
The ABS is not available because the self-diagnosis has not been completed. To check the wheel sensors, the motorcycle must be driven a few yards.

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

ABS fault



lights up.



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

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

- You may continue riding. Observe additional information on special situations that can lead to an ABS fault memory entry (➠ 135).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

ABS failure



lights up.



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

Possible cause:
The ABS control unit has detected an error.

- You may continue riding. It must be noted that the ABS function is not available. Ob-

serve additional information on special situations which can lead to ABS fault memory entries (➠ 135).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

ABS Pro failure

–with riding modes Pro[OE]



lights up.


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

Possible cause:
The ABS Pro control unit has detected a fault. The ABS Pro function is not available. The ABS remains available, but function is limited. ABS only supports braking in straight-ahead riding.
- You may continue riding. Observe additional information on special situations that can lead to an ABS Pro fault memory entry (➠ 135).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

ASC/DTC intervention


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

ASC/DTC self-diagnosis not completed


flashes slowly.

Possible cause:

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

- Ride off slowly. The ASC/DTC indicator and warning light must go out after a few meters.

If the ASC/DTC indicator and warning light continues flashing:
- Contact a specialist workshop, preferably an authorized BMW Motorrad retailer.

ASC/DTC switched off

 lights up.



Off!



Traction control deactivated.

Possible cause:
The ASC/DTC system was switched off by the rider.
- Switching on the ASC/DTC function (➠ 61).

Limited ASC/DTC availability

 lights up.



Traction control limited. Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:
The ASC/DTC control unit has detected a fault.

ATTENTION

Damage to components
Damage to sensors, for example, with the resultant malfunctions
- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.
- Do not damage the rotational speed sensor.
- It must be noted that only limited ASC/DTC function is available.
- You may continue riding. Observe additional information on situations that can lead to a ASC/DTC fault (➠ 138).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

ASC/DTC error

 lights up.



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

Possible cause:
The ASC/DTC control unit has detected a fault.

ATTENTION

Damage to components
Damage to sensors, for example, with the resultant malfunctions
- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.

- Do not damage the rotational speed sensor.
- Note that the ASC/DTC function and the dynamic engine brake control are not available.
- You may continue riding. Observe additional information on situations that can lead to a ASC/DTC fault (➠ 138).
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

D-ESA fault


lights up yellow.


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

Possible cause:
The D-ESA control unit has detected a fault. Damping action and/or the spring adjustment may be the cause. In this state, the motorcycle is probably heavily damped and is uncomfortable to drive, particularly on poor roads. Alternatively, the spring preload may be set incorrectly.
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Fuel down to reserve volume


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

WARNING

Rough engine running or switching off of the engine due to a fuel shortage
Accident hazard, damage to catalytic converter
- Do not drive to the extent that the fuel tank is completely empty.

Possible cause:
At the most, the fuel tank still contains the reserve fuel quantity.

 Reserve fuel quantity
Approx. 3.7 quarts (Approx. 3.5 l)

- Refueling procedure (➠ 125).

Gear not taught in

–with Gearshift Assistant Pro[OE]


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

Possible cause:

–with Gearshift Assistant Pro[OE]

The transmission sensor has not been completely taught in.

- Engage idle position N and allow the engine to run for at least 10 seconds while parked to train the idle position.
- Shift all gears with clutch control and ride for at least 10 seconds in each engaged gear.

» The gear display stops flashing when the transmission sensor has been successfully taught in.

–If the transmission sensor is completely trained, the Gear Shift Assistant Pro functions as described (➠ 144).

- If the teach-in procedure is unsuccessful, have the fault corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Hazard warning lights system switched on


flashes in green.


flashes in green.

Possible cause:
The hazard warning flasher was switched on by the rider.

- Operating the hazard warning lights (➠ 59).

Service display


If service is overdue, the due date or the odometer reading at which service was due is accompanied by the 'General' warning light in yellow.

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

If the service display appears more than a month before the service date, the current day's date must be reset in the instrument cluster. This situation can occur if the battery was disconnected.

Service due

 is displayed in white.

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

Possible cause:
Service is due because of the mileage or the date.

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

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

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

Service appointment missed

 lights up yellow.

 is displayed in yellow.

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

Possible cause:
Service is overdue because of the riding performance or the date.

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

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

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

OPERATION

04

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IGNITION SWITCH/STEERING LOCK

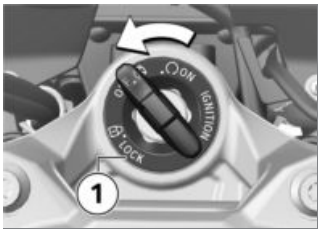
Ignition key

You receive two ignition keys. Should you lose your keys, please refer to the notes regarding the electronic immobilizer (EWS) (➠ 56). The ignition lock, fuel filler cap and seat lock are operated with the same key.

–with case OA
–with topcase OA
The cases and the topcase can also be ordered with locks for the same key on request. Please contact a specialist workshop for this purpose, preferably a BMW Motorrad retailer.

Locking the steering lock

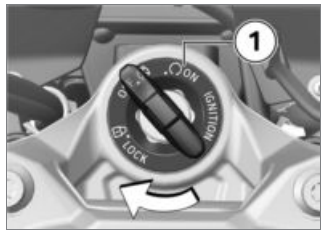
- Turn handlebars to left.



- Turn key to position **1** while moving handlebars slightly.

» Ignition, lights and all electrical circuits switched off.
» Steering lock locked.
» Ignition key can now be removed.

Switching on ignition



- Turn ignition key to position **1**.

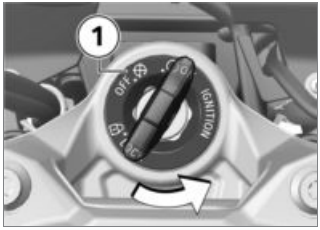
» Parking lights and all function circuits switched on.
» Engine can be started.
» Pre-Ride-Check is carried out. (➠ 116)
» ABS self-diagnosis is performed. (➠ 117)
» ASC self-diagnosis is performed. (➠ 118)
» DTC self-diagnosis is performed. (➠ 119)

Welcome light

- Switch on the ignition.

» The parking lights light up briefly.

Switching off ignition



- Turn ignition key to position **1**.

» Light switched off.
» Steering lock is not locked.
» Ignition key can now be removed.
» Electrically powered accessories remain operational for a limited period of time.
» Battery charging possible via the on-board socket.

IGNITION WITH KEYLESS RIDE

–with Keyless Ride OE

Ignition key

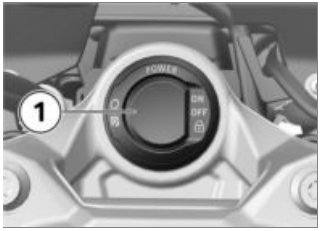
The indicator light for the radio-operated key flashes as long as the radio-operated key is being searched for.
If the radio-operated key or the spare key is detected, it goes out.
If the radio-operated key or the spare key is not detected, it lights up briefly.

You are provided with one radio-operated key and one spare key. Should you lose your keys, refer to the notes regarding the electronic immobilizer (EWS) (➠ 56).
The ignition, fuel filler cap and anti-theft alarm system are activated with the radio-operated key. The seat lock, Topcase and case can be operated manually.

When the range of the radio-operated key is exceeded (e.g. in case or Topcase), the vehicle cannot be started.
If the radio-operated key continues to be missing, the ignition is switched off after approx. 1.5 minutes to protect the battery charge.
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.

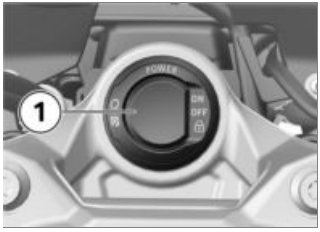
Range of Keyless Ride radio-operated key
–with Keyless Ride OE
Approx. 3.3 ft (Approx. 1 m)◁

Locking the steering lock
Requirement
Handlebars are turned to the left. Radio-operated key is within reception range.



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

Switching on the ignition
Requirement
The radio-operated key is within reception range.

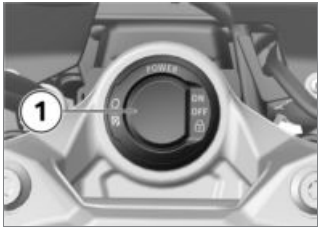


- There are **two** ways to activate the ignition.

Version 1:
- Briefly press button **1**.
» Parking lights and all function circuits are switched on.
» Pre-Ride-Check is carried out. (➠ 116)
» ABS self-diagnosis is performed. (➠ 117)
» ASC self-diagnosis is performed. (➠ 118)
» DTC self-diagnosis is performed. (➠ 119)

Version 2:
- Steering lock is engaged, press and hold button **1**.
» Steering lock is unlocked.
» Parking lights and all function circuits switched on.
» Pre-Ride-Check is carried out. (➠ 116)
» ABS self-diagnosis is performed. (➠ 117)
» ASC self-diagnosis is performed. (➠ 118)
» DTC self-diagnosis is performed. (➠ 119)

Switching off ignition
Requirement
Radio-operated key is within reception range.



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

Version 1:

- Press button **1** briefly.

» Light is switched off.
» Steering lock is not locked.

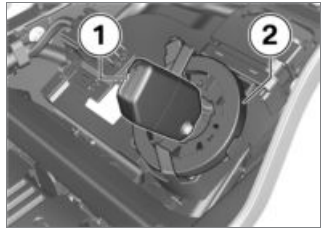
Version 2:

- Turn handlebars to left.
- Press and hold button **1**.

» Light is switched off.
» Steering lock is locked.

Battery of the radio-operated key is drained or the radio-operated key is lost

- If you lose your keys, refer to the notes regarding the electronic immobilizer (**EWS**) .
- Should you loose the radio-operated key while riding, the motorcycle can be started by using the spare key.
- If the battery in the radio-operated key is drained, the vehicle can be started by simply dipping the folded-in radio-operated key into the ring antenna under the seat.



- Removing seat (➠ 77).
- Insert spare key or the dead folded-in radio-operated key **1** into the ring antenna **2**.

The spare key or dead folded-out radio-operated key must be **inserted** into the opening of the ring antenna.

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

» Pre-Ride-Check is carried out.
– Key has been detected.
– Engine can be started.

- Starting the engine (➠ 116).

Replacing the battery of the radio-operated key
Requirement
The key fob transmitter does not react because the battery is weak.

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

- Replace battery.



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

⚠ ATTENTION

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

- Insert the new battery with the positive terminal up.

Battery type
For Keyless Ride radio-operated key
CR 2032

- Install battery cover **2**.
» Red LED in instrument cluster flashes.
» The key fob transmitter is working again.

EWS ELECTRONIC IMMOBILIZER

The motorcycle's electronics monitor the data stored in the ignition key through a ring antenna incorporated in the ignition lock/wireless lock. The engine control unit does not enable an engine start until the ignition key has been recog-

nized as "authorized" for your motorcycle.

An additional ignition key attached to the same ring as the ignition key / radio-operated key used to start the engine could "irritate" the electronics, in which case the enabling signal for an engine start is not issued.
Always store further vehicle keys separately from the ignition key / radio-operated key.

If you lose an ignition key, you can have it disabled by your BMW Motorrad retailer. When having a radio-operated key disabled you should also bring all of the motorcycle's remaining keys with you.
The engine can no longer be started using a disabled ignition key; however, a disabled ignition key can be enabled again.
Ignition keys can only be obtained from an authorized BMW Motorrad retailer. The keys are part of an integrated safety system, so the retailer is under an obligation to check the legitimacy of all applications for replacement/ extra ignition keys.

EMERGENCY-OFF SWITCH

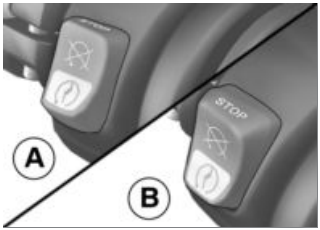


1 Emergency-off switch

WARNING

Operation of the emergency ON/OFF switch when riding
Danger of falling due to blocking of rear wheel
- Do not operate the emergency ON/OFF switch when riding.

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



A Engine is switched off
B Operating position

LIGHTS

Low beams and parking lights

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

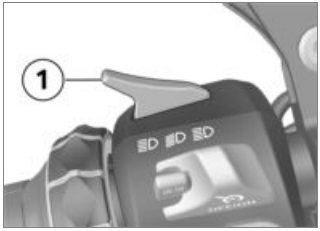
The parking lights are a strain on the battery. Do not leave the ignition switched on longer than absolutely necessary.

The low beams come on automatically under the following conditions:
– If the engine starts.
– If the vehicle is pushed while the ignition is on.

With the engine switched off, you can switch on the lights by switching on the high-beam headlight with the ignition switched on or by operating the headlight flasher.

High beams and headlight flasher

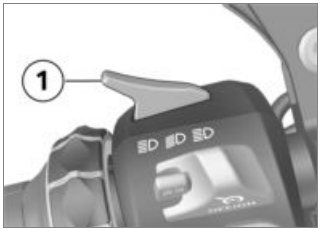
- Switching on ignition (➠ 52).



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

Headlight courtesy delay feature

- Switch off the ignition.

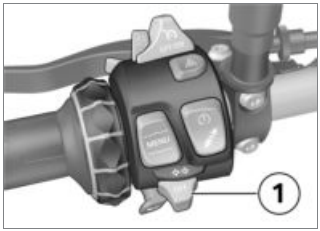


- Immediately after turning off the ignition, pull switch **1** back and hold until the headlight courtesy delay feature turns on.

» The motorcycle lights light up for one minute and then turn off automatically.
– This can be used after parking the vehicle in order to illuminate the path to your front door, for instance.

Parking lights

- Switching off ignition (➠ 53).



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

HAZARD WARNING LIGHTS

Operating the hazard warning lights

- Switch on the ignition.

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

If a turn indicator button is pressed when hazard warning lights are on, the turn indicator function replaces the hazard warning light function for the duration of turn indicator operation. Once the turn indicator button is no longer being pressed, the hazard warning light function will resume.



- Press button **1** to switch on the hazard warning lights.
» Ignition can be switched off.
- To switch off the hazard warning flasher, switch on the ignition, as required, and press button **1** once again.

TURN INDICATORS

Operating turn indicators

- Switch on the ignition.



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

Comfort turn signals



When button **1** is pressed to the right or left, the turn signal automatically turns off under the following conditions:

–Speed is under 18 mph (30 km/h): after distance covered of 165 ft (50 m).

–Speed is between 18 mph and 60 mph (30 km/h and 100 km/h): after covering a particular distance travelled, depending on the speed, or when accelerating.

–Speed is above 60 mph (100 km/h): after turn signal flashes five times.

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

TRACTION CONTROL (ASC/DTC)

Switching off the ASC/DTC function

- Switching on ignition (➠ 52).

The ASC/DTC function can also be deactivated while you are riding.



- Press and hold button **1** until the ASC/DTC indicator and warning light changes its display behavior.

Immediately after pressing button **1**, the ASC/DTC system status ON is displayed.

 lights up.

Possible ASC system status OFF! is displayed.

- Release button **1** after switchover of the ASC/DTC system status.

 continues to light up.

The new ASC/DTC system status OFF! is displayed briefly.

» The ASC/DTC function is switched off.

Switching on the ASC/DTC function



- Press and hold button **1** until the ASC/DTC indicator and warning light changes its display behavior.

Immediately after pressing button **1**, the ASC/DTC system status OFF! is displayed.

 goes out, and if self-diagnosis has not been completed, it begins to flash.

Possible ASC system status ON is displayed.

- Release button **1** after changeover of the status.

 remains off or continues to flash.

The new ASC/DTC system status ON is displayed briefly.

» The ASC/DTC function is switched on.

- As an alternative, the ignition can also be switched off and then on again.

 If the ASC/DTC indicator and warning light lights up after switching the ignition off and on and then continuing riding with the following minimum speed, an ASC/DTC fault has occurred.

min 3 mph (min 5 km/h)

- For more information on ASC/DTC traction control, see Technology in detail (➠ 137) chapter.

ELECTRONIC CHASSIS AND SUSPENSION ADJUSTMENT (D-ESA)

–with Dynamic ESA[OE]

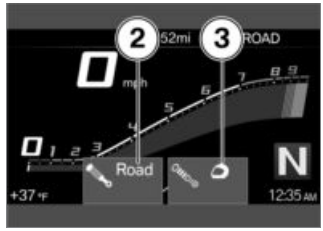
Adjustment options

Using the electronic chassis and suspension adjustment Dynamic ESA, you can adjust the damping on the rear wheel comfortably to the road surface. Two damper settings and three spring preload steps are available.

Displaying chassis and suspension adjustment



- Switching on ignition (➠ 52).
- Press button **1** briefly to display current setting.

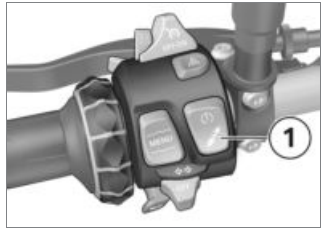


The chassis and suspension adjustment options for damping **2** and spring preload **3** are displayed.

» The display automatically disappears again after a short time.

Adjusting the suspension

- Switching on ignition (➠ 52).



- Press button **1** briefly to display current setting.

To adjust the damping rate:

- Repeatedly press button **1** briefly until the desired setting is displayed.

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



The selection arrow **4** is displayed.

» The selection arrow **4** goes away after the changeover of the status.

The following settings are available:

– `Road`: Damping for comfortable road travel
– `Dynamic`: damping for dynamic road travel



To adjust the spring preload:

- Starting the engine (➠ 116).
- Repeatedly press and hold button **1** until the desired setting is displayed.

The spring preload cannot be adjusted while the motorcycle is being ridden.

The following settings are available:

One-up

One-up with luggage

Two-up (with luggage)

The following message is output if no adjustments are possible: `Load adjust. only avail. when halted.`



The selection arrow **4** is displayed.

» The selection arrow **4** goes away after the changeover of the status.
• Wait for the adjustment routine to finish before starting off again.
» If the button **1** is not pressed for an extended period, the damping action and the spring preload will be adjusted to the displayed settings.

RIDING MODE

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

Standard
–RAIN: Riding on roads that are slick from rain.
–ROAD: Riding on dry roads.

–with riding modes Pro OE
With Pro riding modes
–DYNAMIC: Dynamic riding on dry roads.
–DYNAMIC PRO: Dynamic riding on dry roads, taking account of the settings made by the rider.

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

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

–with Dynamic ESA OE
The chassis and suspension adjustments can also be adapted in the selected scenario.

Riding mode preselection
–with riding modes Pro OE
With the aid of the riding mode preselection, individually preferred riding modes can be compiled in a preselection.

Two to a maximum of four riding modes can be added to the riding mode preselection.
Factory setting:
RAIN, ROAD, DYNAMIC and DYNAMIC PRO

Configuring the riding mode preselection

–with riding modes Pro[OE]

- Switching on ignition (➠ 52).
- Go to menu `Settings`, `Vehicle settings`, `Riding mode preselection`.
- Activate or deactivate riding modes for the riding mode preselection.

» The activated riding modes are available for selection.

» If fewer than two riding modes are activated, the following message appears: `Action not possible. Min. number reached.`

» If more than four riding modes are activated, the following message appears: `Action not possible. Max. number reached.`

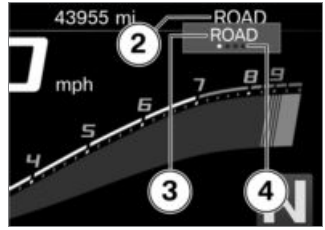
» The compilation of the riding modes in the riding mode preselection is retained, even after the ignition is switched off.

Select riding mode

- Switching on ignition (➠ 52).



- Press button **1**.



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



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

Depending on the riding mode or its configuration, the intervention of electronic stability control systems can be restricted.
Possible restrictions are displayed as a pop-up message, e.g. `Caution! ABS & DTC setting.`.
You can find more detailed information regarding road handling control systems such as ABS and ASC/DTC in the "Technology in detail" chapter.

–with riding modes Pro[OE]

» The availability of the riding modes depends on the individual configuration of the riding mode preselection.◁

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

» The new riding mode is activated while the vehicle is in motion under the following conditions:
–The throttle grip is in neutral.
–Brake is not engaged.
–Adaptive cruise control is deactivated.

» The riding mode selected and its associated engine characteristics, ABS, ASC/DTC and Dynamic ESA settings are retained even after the ignition has been switched off.

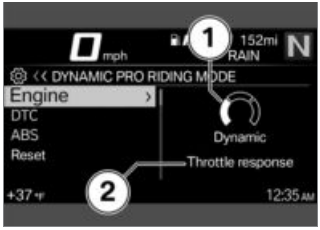
PRO RIDING MODE

–with riding modes Pro[OE]

Adjustment options
The PRO riding modes can be adjusted individually.

Configuring the DYNAMIC PRO riding mode

- Switching on ignition (➠ 52).
- Call up `Settings`, `Vehicle settings`, `Riding mode preselection` menu.
- Select and activate `DYNAMIC PRO riding mode`.
- Select and confirm `Configuration`.



The `Engine` system is selected. The current setting is displayed as a diagram **1** with explanations on the system **2**.

- Select and confirm the system.



You can browse through the possible settings **3** and the related descriptions **4**.

- Adjust the system.

» The `Engine`, `DTC`, and `ABS` systems can all be adjusted in the same way.

- The settings can be reset to factory settings:
- Riding mode settings reset (➠ 67).

Riding mode settings reset

- Configuring the `DYNAMIC PRO riding mode` (➠ 66).
- Select `Reset` and confirm.

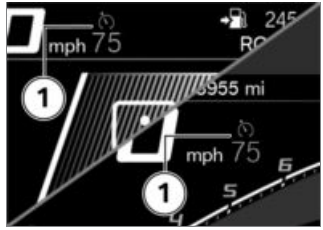
» The following factory settings apply to `DYNAMIC PRO riding mode`:

– `DTC`: `DYNAMIC PRO`
– `ABS`: `DYNAMIC`
– `Engine`: `DYNAMIC`

ADAPTIVE CRUISE CONTROL

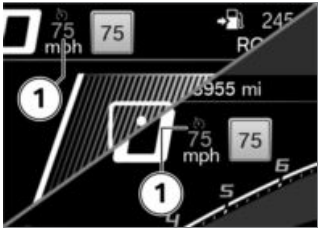
– with speed control [OE]

Display while adjusting (Speed Limit info not active)



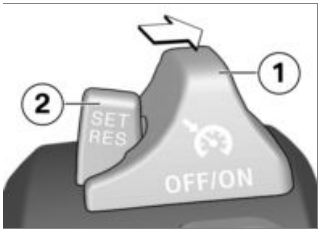
The symbol **1** for the cruise control is displayed in the Pure Ride view and in the upper status line.

Display while adjusting (Speed Limit info active)



The symbol **1** for the cruise control is displayed in the Pure Ride view and in the upper status line.

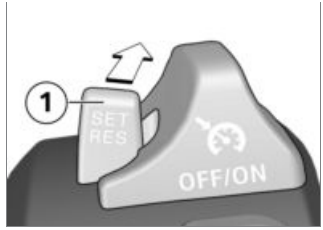
Switching on the adaptive cruise control



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

» Button **2** can be operated.

Storing speed



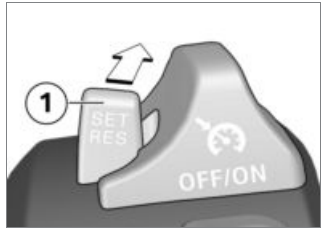
- Briefly push button **1** forward.

Adjustment range of the adaptive cruise control
19...130 mph (30...210 km/h)

The indicator light for adaptive cruise control illuminates.

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

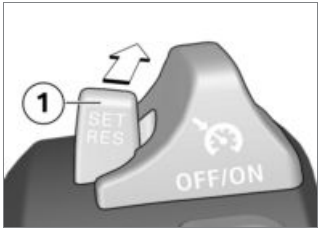
Accelerating



- Briefly push button **1** forward.

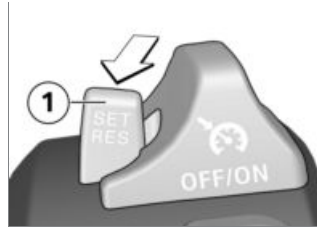
» The speed is increased by 1 km/h each time the button is pressed.

- Press button **1** forward and hold.
» The speed increases steplessly.
» If button **1** is no longer pressed, the speed reached is maintained and saved.

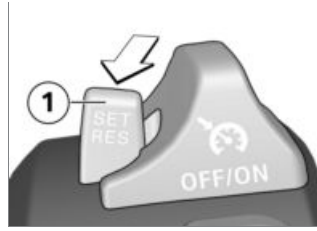


- Briefly push button **1** forward.
» Speed is increased by 1 mph (1.6 km/h) each time the button is pressed.
- Press button **1** forward and hold.
» The speed increases steplessly.
» If button **1** is no longer pressed, the speed reached is maintained and saved.

Decelerating



- Briefly press button **1** backward.
» Speed is reduced by 1 km/h each time the button is pressed.
- Press button **1** back and hold.
» The speed is reduced continuously.
» If button **1** is no longer pressed, the speed reached is maintained and saved.



- Briefly press button **1** backward.
» Speed is reduced by 1 mph (1.6 km/h) each time the button is pressed.
- Press button **1** back and hold.

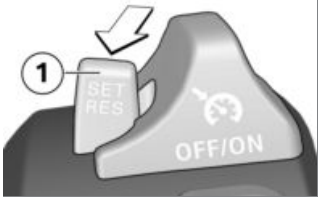
» The speed is reduced continuously.
» If button **1** is no longer pressed, the speed reached is maintained and saved.

Deactivating the adaptive cruise control

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

» The indicator light for adaptive cruise control goes out.

Resuming previous cruising speed

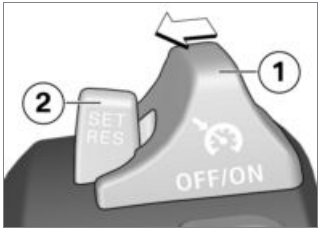


- Briefly push button **1** back to return to the speed saved beforehand.

Cruise control is not deactivated by accelerating. If you release the throttle grip, the motorcycle will decelerate only to the cruising speed saved in memory, even though you might have wanted to slow down to a lower speed.

The indicator light for adaptive cruise control illuminates.

Switching off the adaptive cruise control



- Push switch **1** to the left.

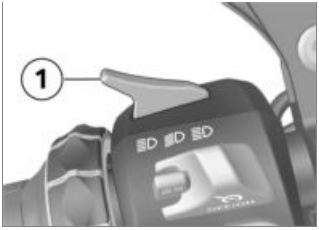
» The system is switched off.
» Button **2** is locked.

LAPTIMER

–with riding modes Pro[OE]

Time recording start

- Go to menu `Sport` and switch to the Sport 2 display.
- Starting the engine (➠ 116).



- Press button **1**.

» The time recording is running.

- Each time when riding over the Start/Finish line, press button **1** again to start the recording for the next racing lap.

» The data of the preceding race lap will be saved.

» The time for the current lap restarts at 00:00:00.

» The stopped time of a racing lap is displayed for a configurable Disp. duration before the system switches to the current time for the current racing lap.

» If the display mode is exited during a recording, then the recording continues to run.

Ending time recording and managing times

Requirement

The display Sport 2 is shown.

- Press MENU rocker button down.

» The menu LAPTIMER is displayed.

– Stop recording can be used to end a recording that is currently in progress.

– Laps can be used to go to the current lap times and riding data. 99 laps can be saved. If you do not delete any laps after reaching the maximum, any further laps will overwrite the first laps.

– Delete all laps can be used to delete all laps.

– Reset Best Ever can be used to reset the best ever racing lap (Best Ever).

Laptimer adjust

- Call up menu Settings, Vehicle settings, Laptimer.

» The following settings are available:

– Debounce time: If the headlight flasher was operated, the headlight flasher can be operated again within this time without affecting the lap time measurement.

– Disp. duration: Within this time, the stopped time of a lap is displayed before the current lap time is shown.

– Reference: Selection of which best time is shown as the reference. Best: Best

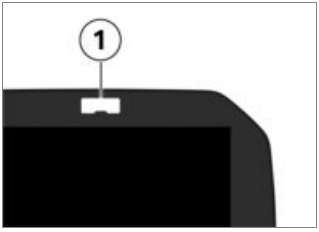
time of the current recording or Best Ever: Best ever time measured.
– Best lap in progress: When this function is activated, the display does not show the difference between the last lap time and the reference time, but rather the difference between the current lap time and the reference time.

Best ever racing lap

The best ever racing lap (Best Ever) is the fastest of all recorded racing laps and is updated as soon as a faster lap has been recorded.
The best ever racing lap remains stored even if the recorded racing laps are deleted. As a result, a new race can be recorded at other times and compared with the best lap from previous races.
The best ever racing lap can be deleted in the LAPTIMER menu.
If the best ever racing lap is from a stored recording, the corresponding lap number is also displayed. If the best ever racing lap does not have a lap number, it is from a recording that has already been deleted.

SHIFTPOINT LIGHT

Turning the shiftpoint light on and off



- Call up menu Settings, Vehicle settings.
- Switch Shift light on or off.

Setting shifting flash

- Turn on the Shift light function.
- Go to menu Settings, Vehicle settings, Configuration (under Shift light).

» The following settings are available:
– Start RPM
– End RPM
– Brightness
– Frequency. A flashing frequency of 0 Hz corresponds to continuous lighting.

» Changes to the brightness and the flashing frequency are signaled by the shiftpoint light briefly lighting up or flashing.

ANTI-THEFT ALARM SYSTEM (DWA)

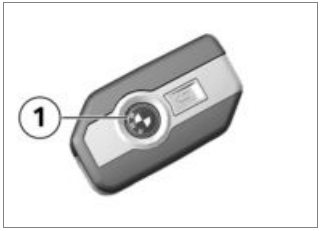
Activation

–with anti-theft alarm system (DWA) OE

- Switching on ignition (➠ 52).
- Adjust DWA (➠ 75).
- Switch off the ignition.

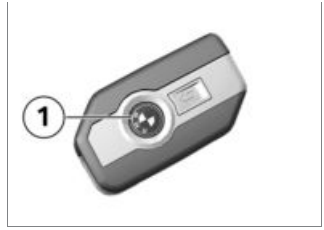
» If DWA is activated, DWA is automatically activated after the ignition is switched off.
» Activation takes approximately 30 seconds to complete.
» Turn indicators are illuminated twice.
» Confirmation tone sounds twice (if programmed).
» The anti-theft alarm system is active.

–with Keyless Ride OE



- Switch off the ignition.
- Press button **1** on the radio-operated key twice.

» Activation takes approximately 30 seconds to complete.
» Turn indicators are illuminated twice.
» Confirmation tone sounds twice (if programmed).
» The anti-theft alarm system is active.



- To deactivate the movement sensor (for example if you are about to transport the motorcycle on a train and the swaying movement of the moving train could trip the alarm), press button **1** on the radio-operated key during the activation phase.

» Turn indicators are illuminated three times.
» Confirmation tone sounds three times (if programmed).
» Movement sensor is deactivated.◁

Alarm signal

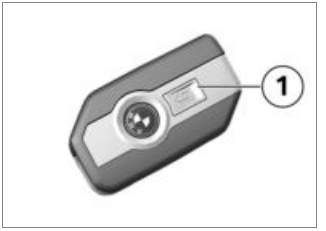
–with anti-theft alarm system (DWA) OE

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

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

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

–with Keyless Ride OE



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

If an alarm signal was activated while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when the ignition is switched on. The DWA LED then indicates the reason for the alarm signal for one minute.

Light signals on DWA LED:
–1 flash: motion sensor 1
–2 flashes: motion sensor 2
–3 flashes: ignition turned on with unauthorized ignition key
–4 flashes: anti-theft alarm system disconnected from vehicle battery
–5 flashes: motion sensor 3

Deactivation

–with anti-theft alarm system (DWA) OE

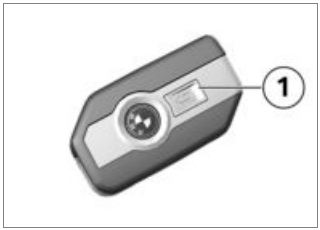
- Switching on ignition (➠ 52).

» Turn indicators are illuminated once.

» Confirmation tone sounds once (if programmed).

» The anti-theft alarm system is turned off.

–with Keyless Ride OE



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

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

» Turn indicators are illuminated once.

» Confirmation tone sounds once (if programmed).

» The anti-theft alarm system is turned off.◁

Adjust DWA

- Switching on ignition (➠ 52).
- Call up menu `Settings`, `Vehicle settings`, `Alarm system`.

» The following settings are available:

–Adjust `Warning signal`

–Turn `Tilt sensor` on and off

–Turn `Arming tone` on and off

–Turn `Arm automatically` on and off

–with anti-theft alarm system (DWA) OE

» Adjustment options (➠ 75)◁

Adjustment options

–with anti-theft alarm system (DWA) OE

`Warning signal`: Set rising and falling or intermittent alarm tone.

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

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

`Arming tone`: Confirmation alarm tone after activating/de-

activating the DWA in addition to flashing turn indicators.
`Arm automatically`: Automatic activation of the alarm function when the ignition is turned off.

TIRE PRESSURE CONTROL (RDC)

–with tire pressure monitor (TPM) OE

Switching setpoint pressure warning on or off

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

HEATED GRIPS

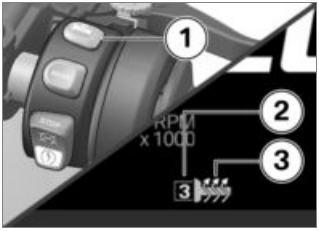
–with heated grips OE

Operating heated grips

- Starting the engine (➠ 116).

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

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



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

The handlebar grips can be heated at three different levels. High heater output is used for fast heating of the grips; the switch should then be switched back to a lower heater output.



High heater output



Medium heater output



Low heater output

» If no further changes are made, the selected heating level is set.

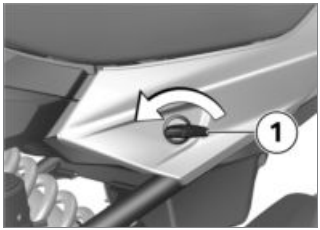
- To switch off the heated grip, press button **1** repeatedly until heated grip symbol **3** is not shown anymore in the display.

SEAT

Removing seat

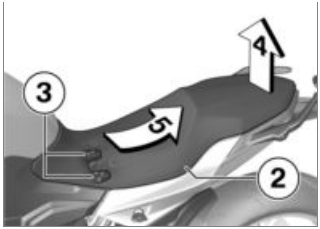
Requirement

Motorcycle is parked, ensuring that support surface is firm and level.



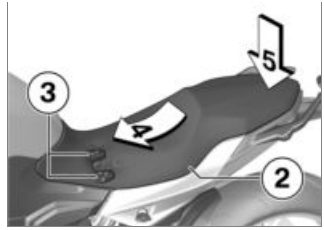
- Turn the seat lock **1** counterclockwise using the ignition key.

» Seat bench is unlocked.



- Lift seat **2** in arrow direction **4**.
- Pull seat **2** in arrow direction **5** from the holder **3**.
- Put seat **2** on a clean surface.

Installing seat



- Push seat **2** in direction of arrow **4** onto the brackets **3**.
- Forcibly push seat in direction of arrow **5**.

» The seat will audibly engage.

TFT DISPLAY

05

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GENERAL NOTES

Warnings

WARNING

Operation of a smartphone while riding or with the engine running
Accident hazard
- Observe the relevant road traffic regulations.
- Do not use while riding (except for applications without operation such as telephony via the hands-free system).

WARNING

Distraction from traffic conditions and loss of control
Risk of accident through the use of integrated information systems and communication devices during the journey
- Operate these systems or devices only if the traffic situation allows.
- If necessary, stop and operate the system or devices at a standstill.

Connectivity functions
Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the TFT display is connected with a mobile end device and a helmet (➠ 90). You can find more information about the Connectivity functions at: **bmw-motorrad.com/connectivity**

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

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

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

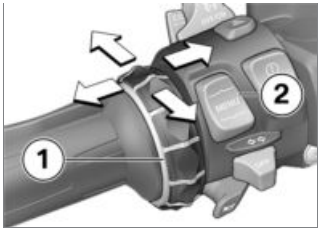
On some mobile devices, e.g. with operating system iOS, the BMW Motorrad Connected App must be called up before using.

Notice concerning current status

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

PRINCIPLE

Operating elements



All contents of the display are controlled by the Multi-Controller **1** and the rocker button MENU **2**.
The following functions are possible depending on the context.

Functions of the Multi-Controller

Turn the Multi-Controller up:
- Move the mouse pointer up in lists.
- Make settings.
- Increase volume.

Turn the Multi-Controller down:
- Move the mouse pointer down in lists.
- Make settings.
- Reduce volume.

Tilt Multi-Controller to the left:
- Activate the function according to the Check Control messages.
- Activate function to the left or back.
- After settings, return to menu view.
- In the menu view: move up one hierarchy level.
- In the My Vehicle menu: leaf to the next menu sheet.

Tilt Multi-Controller to the right:
- Confirm selection.
- Confirm settings.
- Leaf to the next menu step.
- Scroll to right in lists.
- In the My Vehicle menu: leaf to the next menu sheet.

Rocker button MENU functions

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

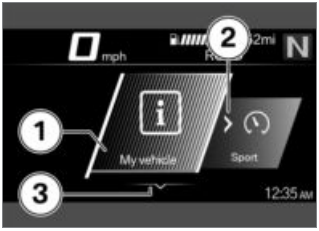
Briefly press the MENU up:
- In the menu view: move up one hierarchy level.
- In the Pure Ride view: Change display for rider info. status line.

MENU long press up:
- In the View menu: Open Pure Ride view.
- In the Pure Ride view: change the operating focus to the navigator.

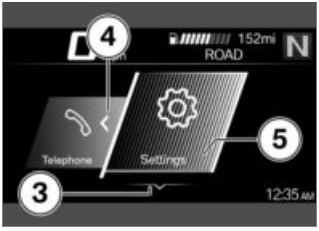
MENU short press down:
- Change a hierarchy level down.
- No function when lowest hierarchy level is reached.

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

Operating instructions in the main menu



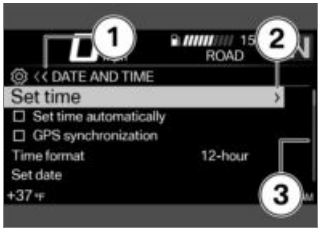
The operating instructions indicate whether and which interactions are possible.



Meaning of the operating instructions:
- Operating instruction **1**: the left end has been reached.
- Operating instruction **2**: you can leaf to the right.
- Operating instruction **3**: you can leaf down.
- Operating instruction **4**: you can leaf to the left.
- Operating instruction **5**: the right end has been reached.

Operating instructions in submenus

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



Meaning of the operating instructions:

–Operating instructions **1**: the current display is in a hierarchical menu. The number of icons indicates up to three submenu levels. The color of the icon changes depending on whether it is possible to return to the top.

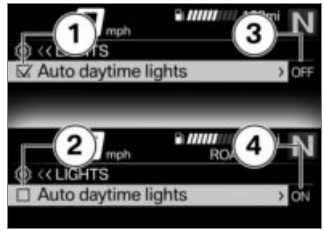
–Operating instructions **2**: another submenu level can be called up.

–Operating instructions **3**: there are more entries than can be displayed.

Show Pure Ride view

- Press and hold the top MENU rocker button.

Switching functions on and off



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

Examples for switching on and off:

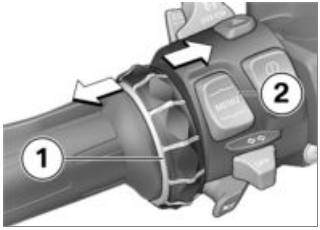
–Symbol **1** indicates that the function is switched on.

–Symbol **2** indicates that the function is switched off.

–Symbol **3** indicates that the function can be switched off.

–Symbol **4** indicates that the function can be switched on.

Calling up the menu



- Show Pure Ride view (➠ 83).
- Briefly press button **2** downward.

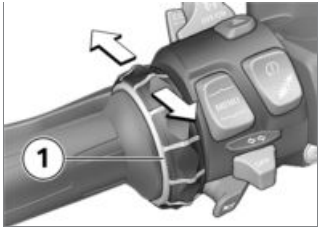
The following menus can be called up:

–My vehicle
–Navigation
–Media
–Telephone
–Settings

- Press Multi-Controller **1** repeatedly briefly to the right until the desired menu item is marked.
- Briefly press button **2** downward.

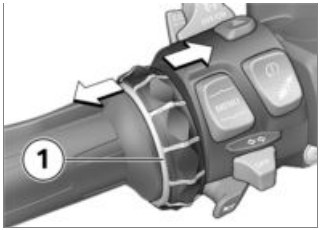
The Settings menu can only be called up when stationary.

Moving the cursor in lists



- Calling up the menu (➠ 84).
- To move the cursor down in lists, turn the Multi-Controller **1** down until the desired entry is marked.
- To move the cursor up in lists, turn the Multi-Controller **1** up until the desired entry is marked.

Confirming the selection



- Select desired entry.
- Multi-Controller **1** short press to right.

Calling up the last menu used

- In the Pure Ride view: press and hold the bottom of the MENU rocker button.

» The last used menu is called up. The last marked entry is selected.

Changing operating focus

–with preparation for navigation system OE

When the Navigator is connected, you can switch between the operation of the Navigator and the TFT display.

Changing the operating focus

–with preparation for navigation system OE

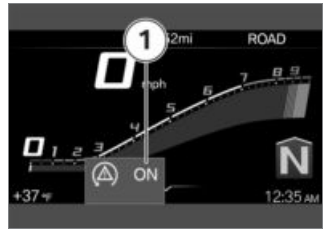
- Securely fasten navigation device (➠ 191).
- Show Pure Ride view (➠ 83).
- Press and hold the top MENU rocker button.

» Operating focus changes to the Navigator or the TFT display. The active device is marked in the upper left status line. Operating actions affect the active device until the operating focus is changed again.

» Operating the navigation system (➠ 192)

System status displays

The system status is displayed in the lower menu area when a function has been switched on or off.



Example of the meaning of the system statuses:

–System status **1**: ASC/DTC function is switched on.

Changing the display for driver info. status line

Requirement

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

- Switching on ignition (➠ 52).

» All of the information necessary for operating the vehicle on public roads is made available from the on-board computer (e.g. TRIP **1**) and the travel on-board computer (e.g. TRIP **2**) in the TFT display. The information can be displayed in the upper status line.

–with tire pressure monitor (TPM) OE

» In addition, information from the RDC can be displayed.◁

- Selecting content of driver info. status line (➠ 86).



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

The following values can be displayed:

–Odometer `Total`

–Trip distance 1 `TRIP 1`

–Trip distance 2 `TRIP 2`

Average consumption 1

Average consumption 2

Riding time 1

Riding time 2

Break 1

Break 2

Average speed 1

Average speed 2

Tire pressure

Fuel gauge

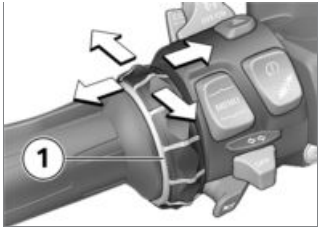
Range

Selecting content of driver info. status line

- Call up menu `Settings`, `Display`, `Status line content`.
- Turn on desired displays.

» It is possible to change between the selected displays in the driver info. status line. If no displays are selected, only the range is shown.

Making settings



- Select desired settings menu and confirm.
- Turn Multi-Controller **1** down until the desired setting is marked.
- If an operating instruction is present, tilt Multi-Controller **1** to the right.
- If no operating instruction is present, tilt Multi-Controller **1** to the left.

» The setting is saved.

Switching Speed Limit Info on or off

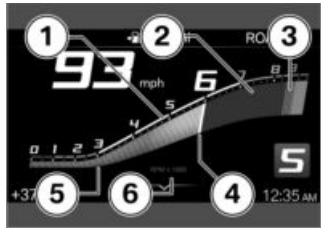
Requirement

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

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

PURE RIDE VIEW

Tachometer



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

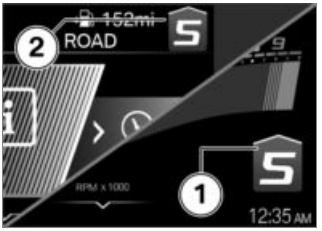
Range



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

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

Upshift recommendation



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

GENERAL SETTINGS

Adjusting the volume

- Connect the rider's helmet and the passenger helmet (➠ 92).
- Increase volume: turn Multi-Controller up.
- Reduce volume: turn Multi-Controller down.
- Mute: turn Multi-Controller all the way down.

Setting the date

- Switching on ignition (➠ 52).
- Call up menu `Settings`, `System settings`, `Date and time`, `Set date`.
- Set `Day`, `Month`, and `Year`.
- Confirm setting.

Adjusting the date format

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

Setting the clock

- Switching on ignition (➠ 52).
- Call up menu Settings, System settings, Date and time, Set time.
- Set Hour and Minute.

Setting the time format

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

Switch GPS synchronization on or off

–with preparation for navigation system OE

- Call up menu Settings, System settings, Date and time.
- Turn GPS synchronization on or off.

» When the corresponding option is activated in the Navigator, the time is taken from the Navigator.

» Special functions (➠ 195)

Setting the units of measurement

- Call up menu Settings, System settings, Units.

The following units of measurement can be set:

–Consumption
–Pressure
–Temperature

Setting the language

- Call up menu Settings, System settings, Language.

The following languages can be set:

–German
–English (UK)
–English (US)
–Spanish
–French
–Italian
–Dutch
–Polish
–Portuguese
–Turkish
–Russian
–Ukrainian
–Chinese
–Japanese
–Korean
–Thai

Adjusting brightness

- Call up menu Settings, Display, Brightness.
- Adjust brightness.

» The brightness of the display is dimmed to the set value if

ambient brightness falls below a defined value.

Resetting all settings

- All settings in the Settings menu can be reset to the factory settings.
- Call up menu Settings.
- Select Reset all and confirm.

The settings of the following menus are reset:

–Vehicle settings
–System settings
–Connections
–Display
–Information

» Existing Bluetooth connections are not deleted.

BLUETOOTH

Short-range radio technology

The Bluetooth function may not be offered depending on the country of use.

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

Although Bluetooth is designed for establishing robust connections over short distances, faults are possible as with any other wireless technology. Connections can be subject to interference, can be briefly interrupted or lost entirely. Especially when several devices are operated in one Bluetooth network, there is no guarantee for smooth operation in every situation.

Possible sources of interference:

–Interference fields due to transmission towers and similar.
–Devices with incorrectly implemented Bluetooth radio standard.
–By nearby Bluetooth-capable devices.

Pairing

Before two Bluetooth devices can establish a connection with each other, they must have identified each other. This process of mutual recognition is known as pairing. When two devices have paired they remember each other, so the pairing process is conducted only once, on initial contact.

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

During the pairing process, the TFT display searches for other Bluetooth-compatible devices within its reception range. The conditions that have to be satisfied before the audio system can identify another device are as follows:
– The Bluetooth function of the device must be enabled
– The device must be "visible" to others
– The device must support the A2DP profile
– Other Bluetooth-capable devices must be switched off (e.g. mobile phones and navigation systems).

Please consult the operating instructions for your communication system.

Pairing
- Call up menu `Settings`, `Connections`.

» Bluetooth connections can be established, managed, and deleted in the `CONNECTIONS` menu. The following Bluetooth connections are displayed:
– `Mobile device`
– `Rider's helmet`
– `Passenger helm.`

The connection status for mobile end devices is displayed.

Connecting a mobile end device
- Pairing (➠ 91).
- Activate the Bluetooth function of the mobile end device (see operating instructions for the mobile end device).
- Select `Mobile device` and confirm.
- Select `Pair new mobile device` and confirm.

Mobile end devices are searched for.

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

Visible mobile end devices are displayed.
- Select the mobile end device and confirm.
- Observe the instructions for the mobile end device.
- Confirm that the codes match.

» The connection is established and the connection status is updated.

» If the connection cannot be established, the troubleshooting chart in the Technical data

chapter may provide assistance. (➠ 206)
» Depending on the mobile end device, telephone data is transferred to the vehicle automatically.
» Telephone data (➠ 100)
» If the phone book is not displayed, the troubleshooting chart in the Technical data chapter may provide assistance. (➠ 207)
» If the Bluetooth connection does not work as expected, the troubleshooting chart in the Technical data chapter may provide assistance. (➠ 207)

Connect the rider's helmet and the passenger helmet
- Pairing (➠ 91).
- Select `Rider's helmet` or `Passenger helm.` and confirm.
- Show the communication system of the helmet.
- Select `Pair new rider's helmet` or `Pair new passeng. helmet` and confirm.

Helmets are searched for.


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

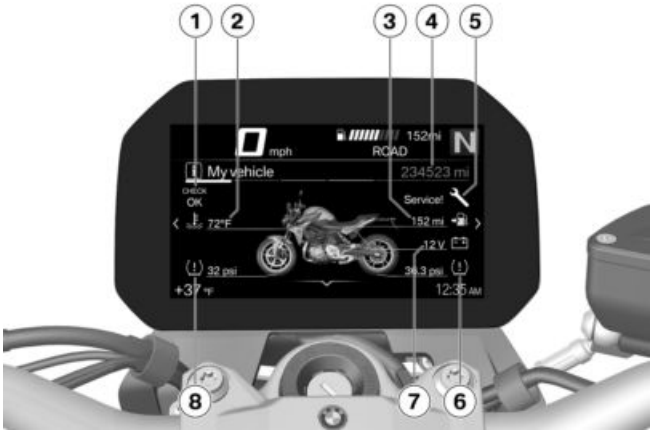
Visible helmets are displayed.
- Select helmet and confirm.

» The connection is established and the connection status is updated.
» If the connection cannot be established, the troubleshooting chart in the Technical data chapter may provide assistance. (➠ 206)
» If the Bluetooth connection does not work as expected, the troubleshooting chart in the Technical data chapter may provide assistance. (➠ 207)

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

MY VEHICLE

Start screen



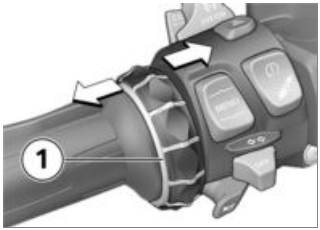
1 Check Control display (➠ 27)
2 Coolant temperature (➠ 37)
3 Range (➠ 88)
4 Total mileage
5 Service display (➠ 48)
6 Rear tire pressure (➠ 160)
7 Vehicle voltage (➠ 177)
8 Front tire pressure (➠ 160)

Operating instructions



–Operating instructions **1**: Tab that shows how far to the left or right you can leaf.
–Operating instructions **2**: Tab that shows the position of the current menu screen.

Scrolling through menu windows



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

The following screens are included in the My Vehicle menu:
–MY VEHICLE
–ONBOARD COMPUTER
–TRIP COMPUTER
–with tire pressure monitor (TPM) OE
–TIRE PRESSURE◁
–SERVICE REQUIREMENTS
–CHECK CONTROL MESSAGE (if present)

- Further information on the tire pressure and Check Control messages can be found in the Displays (➠ 27) chapter.

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

On-board computer and travel on-board computer

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

Service display



If the time remaining until the next service is less than a month, or if the next service is due within 621 mi (1000 km), a white Check Control message is displayed.

ONBOARD COMPUTER

Calling up the on-board computer

- Call up the My vehicle menu.
- Scroll to the right until the ONBOARD COMPUTER menu panel is displayed.

On-board computer reset

- Calling up the on-board computer (➠ 96).
- Press MENU rocker button down.
- Select Reset all values or Reset individual values and confirm.

The following values can be reset individually:
–Break
–Journey
–Current (TRIP 1)
–Speed
–Consump.

Calling up the travel on-board computer

- Calling up the on-board computer (➠ 96).
- Scroll to the right until the TRIP COMPUTER menu panel is displayed.

Resetting the travel on-board computer

- Calling up the travel on-board computer (➠ 96).
- Press MENU rocker button down.
- Select Automatic reset or Reset all values and confirm.

» If Automatic reset is selected, the travel on-board computer is automatically reset if at least 6 hours have passed since the ignition was switched off and the date has changed.

NAVIGATION

Warnings

WARNING

Operation of a smartphone while riding or with the engine running
Accident hazard
- Observe the relevant road traffic regulations.
- Do not use while riding (except for applications without operation such as telephony via the hands-free system).

WARNING

Distraction from traffic conditions and loss of control
Risk of accident through the use of integrated information systems and communication devices during the journey
- Operate these systems or devices only if the traffic situation allows.
- If necessary, stop and operate the system or devices at a standstill.

Prerequisite
The vehicle is connected to a compatible mobile end device.

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

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

Enter destination address
- Connecting a mobile end device (➠ 91).
- Call up the BMW Motorrad Connected app and start the route guidance.
- Call up menu `Navigation` in the TFT display.

» Active route guidance is displayed.
» If the active route guidance is not displayed, the troubleshooting chart in the Technical data chapter may provide assistance. (➠ 207)

Select destination from most recent destinations
- Call up menu `Navigation`, `Recent destinations`.
- Select destination and confirm.
- Select `Start route guidance`.

Select destination from favorites
- The `FAVORITES` menu shows all destinations that have been saved as a favorite in the BMW Motorrad Connected app. It is not possible to create new favorites on the TFT display.
- Call up menu `Navigation`, `Favorites`.
- Select destination and confirm.
- Select `Start guidance`.

Entering special destinations
- Special destinations, e.g. landmarks, can be displayed on the map.

- Call up menu Navigation, POIs.

The following locations can be selected:
–At current location
–At destination
–Along the route

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

E.g. the following special destination can be selected:
–Filling station

- Select special destination and confirm.
- Select Start route guidance and confirm.

Specifying route criteria

- Call up menu Navigation, Route criteria.

The following criteria can be selected:
–Route type
–Avoid

- Select desired Route type.
- Turn desired Avoid on or off.

The number of enabled avoidances is displayed in brackets.

Ending route guidance

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

Switching spoken instructions on or off

- Connect the rider's helmet and the passenger helmet (➠ 92).
- The navigation can be read out by a computer voice. To do this, the Spoken instructions must be turned on.
- Call up menu Navigation, Active route guidance.
- Turn Spoken instructions on or off.

Repeating the last spoken instruction

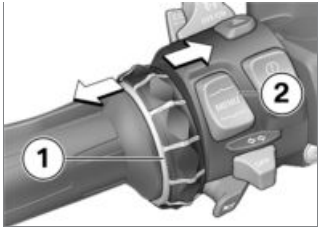
- Call up menu Navigation, Active route guidance.
- Select Current instruction and confirm.

MEDIA

Prerequisite

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

Controlling audio playback



- Call up menu Media.

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

- Adjusting the volume (➠ 88).
- Next title: Tilt the Multi-Controller **1** briefly to the right.
- Last title or start of current title: Tilt the Multi-Controller **1** briefly to the left.
- Fast forward: Tilt and hold the Multi-Controller **1** to the right.
- Fast rewind: Tilt and hold the Multi-Controller **1** to the left.
- Call up context menu: Press button **2** down.

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

» The following functions can be used in the context menu:

–Start playback or Pause playback.
–For search and playback, select the category Now playing, All artists, All albums or All tracks.
–Select Playlists.

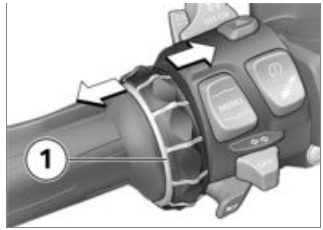
In the submenu Audio options, you can adjust the following settings:
–Switch Shuffle on or off.
–Select Repeat: Off, One (current title) or All.

PHONE

Prerequisite

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

Making a phone call



- Call up menu Telephone.
- Accept call: Tilt Multi-Controller **1** to the right.
- Reject call: Tilt Multi-Controller **1** to the left.
- End call: Tilt Multi-Controller **1** to the left.

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

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

Telephone data
Depending on the mobile end device, telephone data is transferred to the vehicle automatically after pairing (➠ 90).
`Phone book`: List of contacts saved in the mobile end device
`Call list`: List of telephone calls with the mobile end device
`Favorites`: List of favorites saved in the mobile end device

DISPLAYING SOFTWARE VERSION

- Call up menu `Settings`, `Information`, `Software version`.

DISPLAYING LICENSE INFORMATION

- Call up menu `Settings`, `Information`, `Licenses`.

SETTING

06

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HEADLIGHT 104
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BRAKE 106
SPRING PRELOAD 106
DAMPING 107

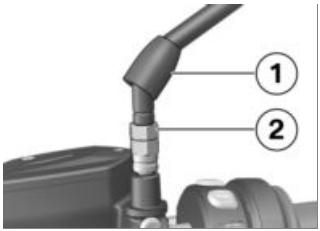
MIRRORS

Adjusting mirrors



- Move mirrors into desired position by rotating.

Adjusting mirror arm



- Slide protective cap **1** up over screw connection on mirror arm.
- Loosen nut **2**.
- Turn mirror arm into desired position.
- Tighten nut to specified torque while holding mirror arm in place.

	Mirror (locknut) on clamping piece
16 lb/ft (22 Nm) (Left-hand thread)	

- Slide protective cap over screw connection.

HEADLIGHT

Headlight beam throw and spring preload

The headlight beam throw generally remains constant due to the adjustment of the spring preload to the load status. Only with a very heavy payload can adjustment of the spring preload be insufficient. If that is the case, the headlight beam throw must be adapted to the weight.

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

Headlight beam throw adjust



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

- Adjust the height of the headlight beam throw at the adjustment screw **1** on the left and right for both headlights.

If the motorcycle is ridden again with lower payload:

- Restore basic setting of headlight.
- Loosen nut **1**.
- Adjust the headlight **2** by tilting slightly.
- Tighten nut **1**.

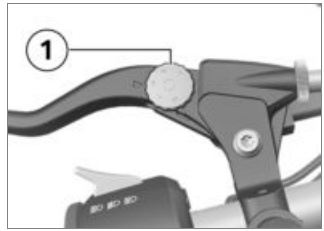
CLUTCH

Adjusting the clutch lever

WARNING

Adjusting the clutch lever while driving
Accident hazard

- Adjust the clutch lever when the motorcycle is stationary.



- Turn the adjusting screw **1** clockwise to increase distance between clutch lever and handlebar grip.
- Turn the adjusting screw **1** counterclockwise to decrease distance between clutch lever and handlebar grip.

The adjusting screw is easier to turn when the clutch lever is pressed forward.

BRAKE

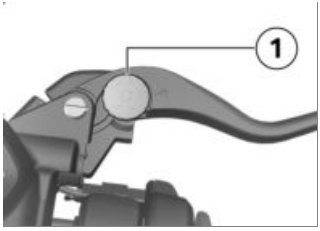
Adjusting brake lever

WARNING

Modified position of the brake fluid reservoir
Air in the brake system
- Do not twist the handlebar fitting or the handlebars.

WARNING

Adjusting the brake lever while driving
Risk of accident
- Do not attempt to adjust the brake lever unless the motorcycle is at a standstill.



- Turn the adjusting screw **1** counterclockwise to increase the distance between the brake lever and handlebar grip.
- Turn the adjusting screw **1** clockwise to decrease the distance between the brake lever and handlebar grip.

The adjustment screw is easier to turn when the brake lever is pressed forward.

SPRING PRELOAD

–without Dynamic ESA OE

Setting

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

Adjusting spring preload at rear wheel

- Removing seat (➠ 77).
- Remove the onboard vehicle tool kit.



WARNING

Uncoordinated settings of spring preload and spring strut damping.
Poorer handling.
- Adjust damping characteristic to changed spring preload.

- To increase the spring preload, rotate the adjustment wheel **1** clockwise using the onboard vehicle tool kit.
- To reduce the spring preload, rotate the adjustment wheel **1** counterclockwise using the onboard vehicle tool kit.

Basic setting of spring preload, rear
Turn adjustment wheel counterclockwise as far as it will go. (One-up without load)
Basic setting of spring preload, rear
Turn adjustment wheel counterclockwise as far as possible, then 20 turns clockwise. (One-up with load)
Turn adjuster wheel clockwise as far as it will go. (Two-up and load)

- Refit the onboard vehicle tool kit.
- Installing seat (➠ 77).

DAMPING

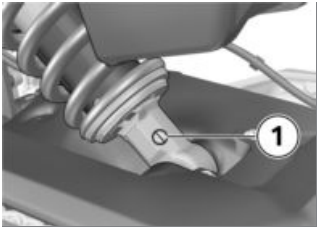
–without Dynamic ESA OE

Setting

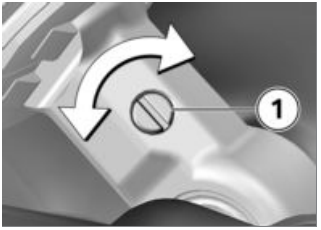
Damping must be adjusted to the road condition and the spring preload.
–A rough road requires softer damping than a smooth road.
–An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

Adjusting damping at rear wheel

- Park motorcycle. Ensure that the ground is firm and level.



- Adjust damping via the adjusting screw **1**.



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

Basic setting of rear wheel damping
Turn adjusting screw as far as possible clockwise, then turn back 1.5 turns. (One-up without load)
Turn adjusting screw clockwise up to the stop, then turn back by 0.5 turns. (One-up with load)

Basic setting of rear wheel damping
Turn adjusting screw clockwise as far as possible, then back a quarter turn. (Two-up with load)

RIDING

07

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SAFETY INSTRUCTIONS

Rider's equipment

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

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

WARNING

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

Risk of accident

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

Reduced clearance in inclined position

–with lowered OE

Motorcycles with lowered chassis have a reduced ground clearance in angular position and to the ground compared to motorcycles with a standard chassis (see chapter Technical data).

WARNING

When cornering with lowered motorcycles, motorcycle parts can contact the road surface sooner than normal.

Accident hazard

- Carefully test the clearance of the motorcycle in an inclined position and adjust your riding style accordingly.

Test the clearance of your motorcycle at an angle in safe situations. Remember to take the limited ground clearance of your motorcycle into account when riding over curbs and similar obstacles.

Lowering the motorcycle reduces the spring travel. A possible reduction in the accustomed riding comfort may result. Especially in two-up mode,

the spring preload should be adjusted accordingly.

Correct loading

WARNING

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

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

–with case OA

- Ensure that case volumes on left and right are equal.
- Make sure that weight is uniformly distributed between right and left.
- Pack heavy luggage items to the bottom and center of cases.
- Observe the maximum payload and maximum speed; also see the Accessories (➠ 188) chapter.

Payload per case
max 11 lbs (max 5 kg)◁

–with topcase OA

- Observe the maximum payload and maximum speed; also see the Accessories (➠ 190) chapter.

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

Speed
If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle, e.g.:
–Incorrect settings of spring-strut and shock absorber system
–Unevenly distributed load
–Loose clothing
–Insufficient tire pressure
–Tire tread in poor condition
–Installed luggage systems, such as cases, topcases and tank rucksacks.

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

WARNING

Harmful exhaust gas
Danger of suffocation
- Do not inhale exhaust fumes.
- Do not run the engine in closed rooms.

WARNING

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

Burn hazard

CAUTION

Intense heating up of engine and exhaust system while riding
Burn hazard
- After parking the motorcycle, make sure that no persons or objects come into contact with the engine and exhaust system.

Catalytic converter
If misfiring causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.
The following must be observed:
–Do not run the fuel tank dry
–Do not run the engine with the spark-plug cap removed
–Stop the engine immediately if it misfires
–Use unleaded fuel only
–Comply with all specified maintenance intervals.

ATTENTION

Unburned fuel in the catalytic converter
Damage to catalytic converter
- Note the points listed for protection of the catalytic converter.

Danger of overheating

ATTENTION

Engine idling for a lengthy period while at a standstill
Overheating due to insufficient cooling; in extreme cases vehicle fire
- Do not allow the engine to idle unnecessarily.
- After starting, ride off immediately.

Modifications

ATTENTION

Modifications to the motorcycle (e.g. engine control unit, throttle valves, clutch)
Damage to the affected parts, failure of safety-relevant functions, expiration of warranty
- Do not make any modifications.

REGULAR CHECK

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

In the event of a change to the load status:
–without Dynamic ESA OE
- Adjusting spring preload at rear wheel (➠ 106).
- Adjusting damping at rear wheel (➠ 107).◁

–with Dynamic ESA OE
- Adjusting the suspension (➠ 62).◁

Before every journey:
- Check operation of the brake system.
- Check operation of the lighting and signal system.
- Checking clutch function (➠ 158).
- Checking tire tread depth (➠ 161).
- Checking tire pressure (➠ 160).
- Check secure hold of cases and luggage.

At every third refueling stop:
- Checking engine oil level (➠ 152).
- Checking the front brake pad thickness (➠ 154).
- Checking rear brake pad thickness (➠ 155).
- Checking the front brake fluid level (➠ 156).
- Checking the rear brake fluid level (➠ 157).
- Checking coolant level (➠ 159).
- Lubricating drive chain (➠ 172).
- Checking chain tension (➠ 172).

STARTING

Starting the engine

ATTENTION

Sufficient transmission gearbox lubrication only when the engine is running.
Transmission damage
- Do not allow the motorcycle to roll for longer periods or push it over longer distances with the engine switched off.

- Switching on ignition (➠ 52).
» Pre-Ride-Check is carried out. (➠ 116)
» ABS self-diagnosis is performed. (➠ 117)
» DTC self-diagnosis is performed. (➠ 119)
- Engage neutral, or pull back clutch lever if a gear is engaged.

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



- Press starter button **1**.

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

Engine starts.

» If the engine fails to start, the troubleshooting chart in the Technical Data chapter may provide assistance. (➠ 206)

Pre-Ride-Check

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

Phase 1
All indicator and warning lights are switched on.
After a longer standstill of the vehicle, an animation is displayed during the system start.

Phase 2
The general warning light switches from red to yellow.

Phase 3
All switched-on indicator and warning lights are switched off one after the other in reverse order.

If one of the indicator and warning lights has not been switched on:
- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Depending on the riding mode or its configuration, the intervention of electronic stability control systems can be restricted.
Possible restrictions are displayed as a pop-up message, e.g. `Caution! ABS & DTC setting.`.
You can find more detailed information regarding road handling control systems such as ABS and ASC/DTC in the "Technology in detail" chapter.

ABS self-diagnosis
The self-diagnosis routine is determining whether BMW Motorrad ABS is ready for operation. The self-diagnosis routine launches automatically when you start the ignition.

Phase 1
» Check on system components monitored by diagnostic system while motorcycle is parked.

ABS indicator and warning light flashes.

Phase 2
» Check wheel speed sensors while starting off.

ABS indicator and warning light flashes.

ABS self-diagnosis completed
» The ABS indicator and warning light goes out.

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

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

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

ASC self-diagnosis

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

Phase 1

» Check of system components monitored by the diagnostic system while motorcycle is parked.


ASC indicator and warning light flashes slowly.

Phase 2

» Check of the diagnosable system components while the motorcycle is moving.


ASC indicator and warning light flashes slowly.

ASC self-diagnosis completed

» The ASC indicator and warning light goes out.

- Check the display of all indicator and warning lights.

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

If an ASC error is indicated following completion of the ASC self-diagnosis routine:

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

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

Phase 1
» Checking system components capable of diagnosis while vehicle is at a standstill.
 flashes slowly.

Phase 2
» Checking system components capable of diagnosis while riding off.
 flashes slowly.

DTC self-diagnosis completed
» The DTC symbol is no longer displayed.

- Check the display of all indicator and warning lights.

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

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

BREAKING IN

Engine
- In the period preceding the break-in service, attempt to engine load and engine speed ranges as frequently as possible, avoiding extended periods at constant rpm.
- Try to do most of your riding during this initial period on twisting, fairly hilly roads, avoiding highways if possible.
- Observe the engine run-in speeds.

 Engine run-in speed
<6500 min^{-1} (Odometer reading 0…746 miles (0…1200 km))
No full throttle (Odometer reading 0…746 miles (0…1200 km))

- Observe mileage, after which the running-in check should be performed.

Mileage until first running-in check
311…746 miles (500…1200 km)

Brake pads

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

WARNING

New brake pads

Extension of the braking distance, accident hazard

- Brake early.

Tires

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

WARNING

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

Accident hazard

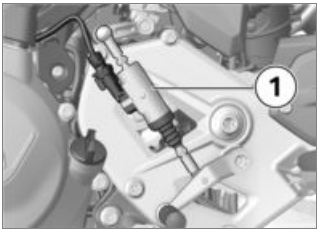
- Always think well ahead and avoid extreme angles.

SHIFTING GEARS

–with Gearshift Assistant Pro[OE]

Gear Shift Assistant Pro

Due to safety reasons, the cruise control is automatically disabled when downshifting with the Gear Shift Assistant Pro.



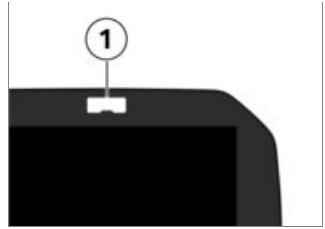
- Engage the gears as usual with the foot-operated gearshift lever.

» The Gear Shift Assistant provides assistance for upshifts and downshifts, without need for the rider to actuate the clutch or throttle grip.

– This is not an automatic gearshift system.
– The rider is the most important part of the system and decides when to shift gears.
– The sensor **1** on the gearshift shaft detects the gearshift request and triggers the shift assistance.
» When riding at a steady speed in a low gear at high RPM, an attempt to shift gears without clutch control can cause a strong load-change response.
– BMW Motorrad recommends clutch control for shifting gears in these riding circumstances.
– Use of the Gear Shift Assistant Pro should be avoided at RPMs where the engine speed limiter becomes active.
» Shift assistance is not available in the following situations:
– With clutch actuated.
– Gearshift lever not in its initial position
– When upshifting with closed throttle valve (coasting overrun) or when decelerating.
– When downshifting with open throttle valve or when accelerating.
• After a gearshift, you must fully release the gearshift lever before another gear shift with the Gear Shift Assistant Pro can take place. More detailed information on the Gear Shift Assistant Pro (➠ 144).

SHIFTPOINT LIGHT

Function



The shiftpoint light **1** signals to the rider that the engine speed is approaching the speed at which the rider needs to shift to the next highest gear.
– Shiftpoint light flashes at the preset frequency: The shifting speed will soon be reached
– Shiftpoint light goes out: Shifting speed reached

The speed thresholds and the behavior of the shiftpoint light can be adjusted in the `Settings`, `Vehicle settings` menu, see also the Operation (➠ 72) chapter.

BRAKES

How do you achieve the shortest braking distance?

The dynamic load distribution between the front and rear wheel changes during braking. The heavier you brake, the greater the weight transfer to the front wheel. Increases in the load on an individual wheel are accompanied by a rise in the effective braking 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 exploitation of the extra weight transfer to the front wheel. The clutch should also be disengaged at the same time.

With the frequently instructed "emergency braking," in which the brake pressure is generated as quickly as possible and with great force, dynamic load distribution lags behind the progressive increases in deceleration rate and the braking force cannot be completely transferred to the road. The front wheel can lock up.

Locking up of the front wheel is prevented by BMW Motorrad ABS.

Descending mountain passes

WARNING

Braking should be done predominantly using the rear wheel brake when riding on downhill routes

Loss of braking effect, destruction of the brakes due to overheating

- Apply the front and rear wheel brake and use the engine brake.

Wet, soiled brakes

Moisture and dirt on the brake discs and the brake pads result in a decrease in the braking effect.

Delayed or poorer braking effect must be expected in the following situations:

–When driving in the rain and through puddles.
–After washing the motorcycle.
–When driving on roads spread with salt.
–After working on the brakes due to oil or grease residues.
–When driving on soiled roads or offroad.

WARNING

Poorer braking action due to moisture and dirt
Accident hazard
- Brake until brakes are dry or clean; clean if necessary.
- Brake early until the full braking action is available again.

ABS Pro
–with riding modes Pro[OE]

Physical riding limits

WARNING

Braking in curves
Danger of falling despite ABS Pro
- The rider is always responsible for adapting his/her driving style.
- Do not reduce the system's extra safety margin with careless riding or unnecessary risks.

ABS Pro is available in all riding modes except for Dynamic PRO.

Falling cannot be excluded
Although ABS Pro represents valuable support and an enormous safety advantage for the rider when braking in the inclined position, it by no means redefines the physical riding limits. It is still possible to exceed those limits through misjudgments or riding errors. In extreme cases this my result in a fall.

Use on public roads
ABS Pro helps make riding your motorcycle on public roads even safer. When braking due to unexpected hazards in curves, locking-up and slipping of the wheels is prevented within the scope of the physical riding limits.

ABS Pro was not developed to increase the individual braking performance in the inclined position.

PARKING YOUR MOTORCYCLE

Side stand
- Switch off engine.

ATTENTION

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

ATTENTION

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

- Fold out side stand and park motorcycle.
- If the slope of the road permits, turn the handlebars to the left.
- On slopes point the motorcycle uphill and engage 1st gear.

Center stand
–with center stand OE

- Switch off engine.

ATTENTION

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

ATTENTION

Folding in the center stand in case of strong movements
Component damage cause by tipping over
- Do not sit on the vehicle while it is resting on the center stand.

- Fold down center stand and prop up motorcycle.

REFUELING

Fuel grade

Requirement
For optimal fuel consumption, the fuel should be sulfur-free or very low in sulfur content.

ATTENTION

Refueling with leaded fuel
Damage to catalytic converter
- Do not refuel with leaded gasoline or gasoline with metallic additives, e.g. manganese or iron.

ATTENTION

Use of Ethanol E85 as fuel
Damage to the engine and fuel supply
- Do not refuel with E85, i.e. fuel with an ethanol content of 85 %, or with Flex Fuel.

- Observe the maximum ethanol content of the fuel.

Fuel additives clean the fuel injection system and the combustion area. Fuel additives should be used when refueling with low-quality fuels or during longer periods of downtime. Your authorized BMW Motorrad retailer can provide you with more detailed information.

Recommended fuel quality
Regular unleaded (max. 15% ethanol, E15) 87 AKI (91 ROZ/RON) 87 AKI

Refueling procedure

WARNING

Fuel is highly flammable
Fire and explosion hazard
- Do not smoke. Never bring a naked flame near the fuel tank.

WARNING

Escaping of fuel due to expansion under exposure to heat with overfilled fuel tank
Accident hazard
- Do not overfill the fuel tank.

ATTENTION

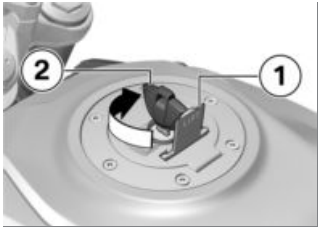
Contact of fuel and plastic surfaces
Damage to surfaces (become unattractive or cloudy)
- Immediately clean plastic surfaces after contact with fuel.

- Put the motorcycle up on the side stand, ensuring that it

is resting on a firm and level support surface.

–with center stand OE

- Make sure the ground is level and firm and place the motorcycle on its center stand.◁



- Open the protective flap **1**.
- Unlock the fuel cap **2** in a clockwise direction using the ignition key and fold it up.



- Refuel up to the lower edge of oil filler neck, but no higher.

If refueling is carried out after running on fuel reserve, the resulting filling capacity must be greater than the fuel reserve so that the new fill level is detected and the fuel reserve indicator light is switched off.

The "usable fuel quantity" specified in the technical data is the fuel quantity, which can be refueled if the fuel tank was completely emptied, i.e., if the engine dies off due to lack of fuel.

Fuel tank capacity
Approx. 3.4 gal (Approx. 13 l)

Reserve fuel quantity
Approx. 3.7 quarts (Approx. 3.5 l)

- Press fuel filler cap down firmly to close.
- Remove the ignition key and close the protective flap.

Refueling procedure

–with Keyless Ride OE

Requirement

Steering lock is unlocked.

WARNING

Fuel is highly flammable

Fire and explosion hazard

- Do not smoke. Never bring a naked flame near the fuel tank.

WARNING

Escaping of fuel due to expansion under exposure to heat with overfilled fuel tank
Accident hazard
• Do not overfill the fuel tank.

ATTENTION

Contact of fuel and plastic surfaces
Damage to surfaces (become unattractive or cloudy)
• Immediately clean plastic surfaces after contact with fuel.

• Put the motorcycle up on the side stand, ensuring that it is resting on a firm and level support surface.
–with center stand OE
• Make sure the ground is level and firm and place the motorcycle on its center stand.◁

–with Keyless Ride OE
• Switching off ignition (➠ 54).

After the ignition is switched off, the fuel filler cap can be opened within the specified run-on time even without the radio-operated key being within the reception area.

After-running period for opening the fuel filler cap
2 min

» There are **2 ways** to open the fuel filler cap:
–Within the after-run period.
–After the after-run period is over.

Version 1
–with Keyless Ride OE

Requirement
Within the after-run period



• Slowly pull the lug **1** of the fuel cap upward.
» Fuel filler cap unlocked.
• Open fuel filler cap completely.

Version 2
–with Keyless Ride OE

Requirement
After the end of the after-run period

- Bring radio-operated key into reception range.
- Slowly pull up tab **1**.

» The indicator light for the radio-operated key flashes as long as the radio-operated key is being searched for.

- Slowly pull the tab **1** of the fuel cap upward again.

» Fuel filler cap unlocked.

- Open fuel filler cap completely.



- Refuel with a fuel meeting the specifications above, continuing until fuel is no higher than lower edge of oil filler neck.

If refueling is carried out after running on fuel reserve, the resulting filling capacity must be greater than the fuel reserve so that the new fill level is detected and the fuel reserve indicator light is switched off.

The "usable fuel quantity" specified in the technical data is the fuel quantity, which can be refueled if the fuel tank was completely emptied, i.e., if the engine dies off due to lack of fuel.

Fuel tank capacity
Approx. 3.4 gal (Approx. 13 l)

Reserve fuel quantity
Approx. 3.7 quarts (Approx. 3.5 l)

- Press fuel filler cap of fuel tank down firmly.

» Fuel filler cap audibly engages.

» Fuel filler cap automatically locks after the end of the after-run period.

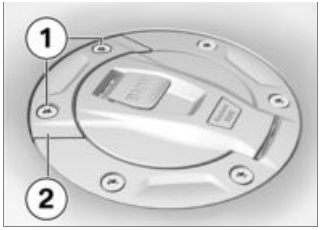
» The engaged fuel cap locks immediately when the steering lock is locked or the ignition is switched on.

Open fuel filler cap emergency release

–with Keyless Ride OE

The fuel filler cap cannot be opened.

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



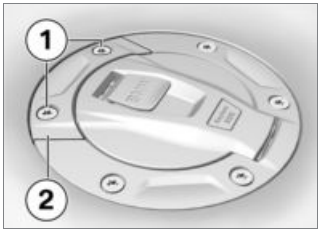
- Remove screws **1**.
- Remove emergency release **2**.

» Fuel filler cap unlocked.

- Open fuel filler cap completely.
- Refueling (➠ 126).
- Close fuel filler cap emergency release (➠ 129).

Close fuel filler cap emergency release
–with Keyless Ride[OE]

Requirement
Fuel filler cap is closed.



- Position the emergency release **2**.
- Install screws **1**.

SECURING MOTORCYCLE FOR TRANSPORTATION

- Make sure that all components that might come into contact with tensioning straps used to secure the motorcycle are adequately protected against scratching. Use adhesive tape or soft cloths, for example, for this purpose.

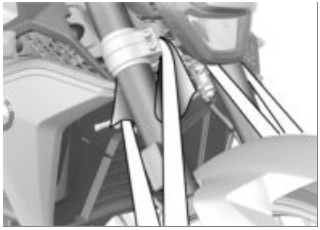


ATTENTION

Motorcycle tips to the side when raising
Component damage cause by tipping over

- Secure the motorcycle against tipping to the side, preferably with the assistance of a second person.

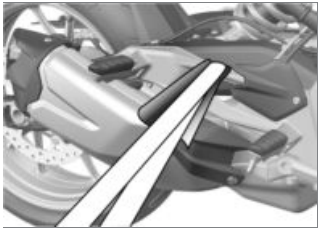
- Push the motorcycle onto the transportation flat and hold it in position; do not place it on the side stand or center stand.



ATTENTION

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

- Fasten the front tensioning straps on both sides on the lower fork bridge and tighten.



- Fasten rear tensioning straps on both sides to the footrest plates and then tighten them.
- Tighten all tensioning straps evenly.

TECHNOLOGY IN DETAIL

08

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GENERAL NOTES

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

ANTI-LOCK BRAKING SYSTEM (ABS)

How does ABS work?

The maximum braking force that can be transferred to the road is partially dependent on the coefficient of friction of the road. Gravel, ice, snow and wet roads offer a considerably poorer friction coefficient than a dry, clean asphalt surface. The poorer the coefficient of friction of the road is, the longer the braking distance will be.

If the maximum transferable braking force is exceeded when the rider increases the brake pressure, the wheels begin to lock and riding stability is lost, and a fall can result. Before this situation occurs, ABS 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 ABS must reduce the brake pressure to ensure riding stability when contact to the road is restored. At this point, the BMW Motorrad ABS must assume extremely low coefficients of friction (gravel, ice, snow) so that the running wheels turn in every imaginable case and the riding 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, however, it is possible under certain circumstances that the BMW Motorrad Antilock Brake System cannot prevent the rear wheel from lifting off the ground. In these cases, the motorcycle can also flip end over end.

WARNING

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

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

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

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

Special situations
To detect the tendency of the wheels to lock up, the speeds of the front and rear wheel are compared. If implausible values are detected over a longer period of time, the ABS function is switched off for safety reasons, and an ABS error is displayed. A self-diagnosis routine must be completed before the fault memory entry will be displayed.
Apart from problems with the BMW Motorrad ABS, unusual riding conditions can also cause a fault memory entry to be generated:
– Riding on the rear wheel (wheelie) for a longer period.
– Rear wheel spinning in place with front wheel brake engaged (burn out).
– Warm-up on the center or auxiliary stand at idle or with gear engaged.
– Rear wheel locked-up for a longer period of time by engine brake, e.g. when riding downhill on slippery surfaces.

Should a fault memory entry occur due to an unusual riding condition, the ABS function can be reactivated by switching the ignition off and then on again.

How important is regular 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
But remember, the potentially shorter braking distances that the BMW Motorrad ABS permits must not be used as an excuse for careless riding. ABS is primarily a means of ensuring a safety margin in genuine emergencies.
Be careful in curves! When you apply the brakes on a corner, the motorcycle's weight and momentum take over and even the BMW Motorrad ABS is unable to counteract their effects.

Further development of ABS to ABS Pro
–with riding modes Pro OE

In the past, the BMW Motorrad ABS system provided for a very high level of safety while braking during straight-ahead riding. Now ABS Pro also offers increased safety even when braking in curves. ABS Pro prevents the wheels from locking up, even in the event that the brakes are applied quickly. ABS Pro reduces abrupt changes in steering forces, especially during shock braking, and therefore decreases the risk of the motorcycle lifting off the ground inadvertently.

ABS control
From a technical standpoint, ABS Pro adjusts the ABS control to the angle of inclination of the motorcycle in dependence on the respective riding situation. Signals for the roll and yaw rate and the lateral acceleration are used to determine the inclination of the motorcycle.
With an increasing inclination, the brake pressure gradient is increasingly limited at the start of braking. This results in

a slower pressure buildup. In addition, the pressure modulation in the range of the ABS control is more uniform.

Advantages for the rider
The advantages of ABS Pro for the rider are sensitive response and high braking and riding stability with the best possible deceleration, even in curves.

TRACTION CONTROL (ASC/DTC)

How does traction control work?
Traction Control is available in two versions
- **Without** taking the angle into account: Automatic Stability Control ASC
- ASC is a rudimentary function intended to prevent falls.
- **With** taking the angle into account: Dynamic Traction Control DTC
- The additional inclined position and acceleration information enables the DTC to make more precise and comfortable adjustments.

The traction control compares the wheel circumferential velocities of the front and rear wheel. 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/DTC is designed as an assistance system for the rider and for riding on public roads. The extent to which the rider affects ASC/DTC control can be considerable (weight shifts when cornering, loose luggage on the motorcycle), especially when approaching the limits imposed by the laws of physics.
The system is not optimized for the special conditions encountered under the extreme conditions of competitive offroad and racetrack use. The BMW Motorrad ASC/DTC can be switched off in such instances.

WARNING

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

Special situations
As lean angles increase, acceleration capability is also progressively restricted by the laws of physics. This can result in reduced acceleration when coming out of very tight curves.

To detect spinning or slipping away of the rear wheel, among other things the speeds of the front and rear wheel are compared and the angle with DTC compared to ASC is taken into account.

–with riding modes Pro OE
If the values for the lean angle are detected to be implausible for a long period, a replacement value is used for the angle, or the DTC function is switched off. In these cases, a DTC error is displayed. A self-diagnosis must be completed before the fault memory entry will be displayed.
Under the following unusual riding conditions, BMW Motorrad Traction Control may be deactivated automatically.
Unusual riding conditions:
–Riding on the rear wheel (wheelie) for a longer period.
–Rear wheel spinning in place with front wheel brake engaged (burn out).
–Warming up the engine on an auxiliary stand in neutral or with gear engaged.

Minimum speed for DTC activation
min 3 mph (min 5 km/h)

–with riding modes Pro OE
If the front wheel loses contact with the ground under extreme acceleration, the DTC reduces the engine torque in the RAIN and ROAD riding modes until the front wheel makes contact with the ground again.
In the DYNAMIC setting of the DTC, the front wheel lift-off detection permits brief wheelies.
The front wheel lift-off detection is switched off in riding mode DYNAMIC PRO.
BMW Motorrad recommends that you respond to the front wheel lifting off by letting off on the throttle grip somewhat to return to a stable riding state as quickly as possible.
In the RAIN, ROAD and DYNAMIC riding modes, the DTC setting corresponds to the riding mode.
DTC can be set differently in the DYNAMIC PRO riding mode.

DYNAMIC ENGINE BRAKE CONTROL

–with riding modes Pro OE

How does dynamic engine brake control work?

The purpose of the dynamic engine brake control is to safely prevent unstable riding conditions that are related to excess drag torque at the rear wheel. Depending on the road condition and riding dynamics, excess drag torque can make the slip at the rear wheel increase severely and impede riding stability. The dynamic engine brake control reduces slip at the rear wheel to a safe, setpoint slip that is dependent on the mode.

Causes of excess slip at the rear wheel:

–Riding in coasting overrun on a road with low coefficient of friction (e.g. wet leaves).
–Hopping when shifting gears down.
–Hard brake onset in sporty riding style.

Like the BMW Motorrad DTC traction control, the dynamic engine brake control compares the wheel centrifugal velocity of the front and rear wheel, which are calculated from the wheel RPM and the tire radius. The dynamic engine brake control can determine the slip, and therefore the stability reserve, on the rear wheel using the speed difference.

If the slip exceeds the respective limit value, the engine torque is increased by slightly opening the throttle valves. The slip is reduced, and the vehicle is stabilized.

Effect of the dynamic engine brake control

–In the RAIN and ROAD riding modes: maximum stability.

–with riding modes Pro OE
–In the DYNAMIC and DYNAMIC PRO riding modes: Reduced intervention when compared to the RAIN and ROAD riding modes.

DYNAMIC ESA

–with Dynamic ESA OE

Dynamic ESA function

Using a ride height sensor, Dynamic ESA detects movements of the chassis and suspension and responds to them by adjusting the damper valve. As a result, the suspension is adjusted to the conditions of the ground surface.

Dynamic ESA calibrates itself at regular intervals to ensure that the system is operating correctly.

Adjustment options
Damping modes
–Road: Damping for comfortable road travel

–Dynamic: Damping for dynamic road travel

Load settings
–One-up
–One-up with luggage
–Two-up (with luggage)

RIDING MODE

Selection
In order to adjust the motorcycle to the road condition and the desired riding experience, it is possible to select one of the following riding modes:
Standard
–RAIN
–ROAD (standard mode)

–with riding modes Pro OE
With Pro riding modes
–DYNAMIC
–DYNAMIC PRO

For each of these riding modes, there is a coordinated setting for the ABS and ASC/DTC/ systems, the dynamic engine brake control and the throttle response.

–with Dynamic ESA OE
Dynamic ESA can be set regardless of the selected riding mode.

ASC/DTC can be switched off in any riding mode. The following explanations always refer to the riding safety systems that are switched on.

Throttle response
–In the RAIN riding mode: The response characteristics of the engine are soft.
–In the ROAD riding mode: The response characteristics of the engine are optimal.
–In the DYNAMIC riding mode: The response characteristics of the engine are direct.
–In the DYNAMIC PRO riding mode, the response characteristics of the engine can be set individually.

ABS
–The rear wheel lift-off detection is active in all riding modes except in the factory setting of DYNAMIC PRO.

– The rear wheel lift-off detection is reduced in DYNAMIC riding mode to achieve a greater braking effect.

– In the DYNAMIC PRO riding mode, the ABS can be set differently.

– with riding modes Pro [OE]

ABS Pro

– In the RAIN and ROAD riding modes, all ABS Pro functions are available. The stand-up tendency the motorcycle has when braking while traveling around curves is reduced to a minimum.
– In DYNAMIC riding mode, ABS Pro is available only when there are good traction conditions. The support is reduced compared to the RAIN and ROAD riding modes and is instead aimed at achieving the greatest braking effect.
– In the factory settings of the DYNAMIC PRO riding mode, ABS Pro is switched off.

ASC

– ASC is attuned for road use.
– In the ASC setting RAIN, the ASC intervenes early enough to ensure that maximum riding stability is achieved.
– In the ASC setting ROAD, the ASC intervenes later than in RAIN riding mode. Spinning of the rear wheel without traction is avoided wherever possible.

– with riding modes Pro [OE]

DTC

Tires

– DTC is attuned for road use with road tires in all riding modes.

Riding stability

– In the RAIN setting of the DTC, the DTC intervenes early enough to ensure that maximum riding stability is achieved.
– In the DTC setting ROAD, the DTC intervenes later than in RAIN riding mode. Spinning of the rear wheel without traction is avoided wherever possible.
– In the DTC settings RAIN and ROAD, the front wheel is prevented from lifting off.
– In the DYNAMIC setting of the DTC, the DTC intervenes later than in the ROAD riding mode so that minor drifts at the end of curves and brief wheelies are possible.

In the RAIN, ROAD, and DYNAMIC settings of the DTC,

the DTC setting corresponds to the riding mode.
In the DYNAMIC PRO setting of the DTC, the DTC can be set differently.

Switchover
Riding modes can be changed when the vehicle is at a standstill with the ignition switched on. A changeover while riding is possible under the following conditions:
–No drive torque at rear wheel.
–No brake pressure in the braking system.

For a changeover while riding, the following steps must be carried out:
–Turn back throttle grip.
–Do not actuate brake lever.
–Deactivate the adaptive cruise control.

First, the desired riding mode is preselected. The switchover does not take place until the affected systems are in the required state.
The Selection menu does not disappear from the display until the riding mode has been switched over.

DYNAMIC BRAKE CONTROL

–with riding modes Pro[OE]

Dynamic Brake Control function
The Dynamic Brake Control function helps the rider in the event of emergency braking.
Detection of emergency braking
–Emergency braking is detected when the front wheel brake is applied quickly and with force.

Behavior during emergency braking
–If emergency braking is applied at a speed of more than 10 km/h, in addition to the ABS function, the Dynamic Brake Control function will also be activated.

Behavior in the event of accidental activation of the throttle grip
–If the throttle grip is accidentally actuated during emergency braking (throttle position >5%), the intended braking effect is ensured by the Dynamic Brake Control ignoring the opening process of the throttle grip. This ensures the action of emergency braking.

–If the gas is shut off (throttle position <5%) during the intervention of the Dynamic Brake Control, the engine torque required by the ABS brake system will be restored.
–If the emergency braking is stopped and the throttle grip is still under actuation, the Dynamic Brake Control reduces the engine torque as required by the rider in a controlled manner.

TIRE PRESSURE CONTROL (RDC)

–with tire pressure monitor (TPM) OE

Function

A sensor located in each tire monitors the air temperature and the pressure inside the tire and transmits this information to the control unit.
The sensors are equipped with a centrifugal controller, which does not enable the transmission of the measured values until the minimum speed is exceeded for the first time.

Minimum speed for the transmission of the RDC measured values:
min 19 mph (min 30 km/h)

Before initial reception of the tire pressure, –– is shown in the display for each tire. The sensors continue to transmit the measured readings for some time after the vehicle comes to a stop.

Transmission time of the measured values after vehicle standstill:
min 15 min

If an RDC control unit is installed but the wheels have no sensors, a fault memory entry is generated.

Tire inflation pressure ranges

The RDC control unit distinguishes between three inflation pressure ranges matched to the motorcycle:
–Tire pressure within the permissible tolerance.
–Tire pressure at the limits of the permissible tolerance.
–Tire pressure outside the permissible tolerance.

Temperature compensation

The tire pressure is temperature dependent, i.e. it increases or decreases together with the tire air temperature. The tire temperature is dependent on the outside temperature, the riding style and the length of the journey.


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

68 °F (20 °C)

Tire pressure gages at gas stations do not make any compensation for the air temperature, the tire pressure indicated depends on the temperature of the air in the tire. As a result, in most cases the values displayed there do not match the values shown in the display.

Tire pressure adjustment
Compare the RDC value in the display with the value on the back cover of the operating instructions. The difference between the two values must be compensated with the tire inflation pressure tester at the filling station.


Example

According to the operating instructions, the tire pressure should have the following value:

36.3 psi (2.5 bar)


Example

The following value is indicated in the display:

33.4 psi (2.3 bar)

The shortfall is thus:

2.9 psi (0.2 bar)

The tester at the filling station shows:

34.8 psi (2.4 bar)

To produce the correct tire pressure, this must be increased to the following value:

37.7 psi (2.6 bar)

GEAR SHIFT ASSISTANT

–with Gearshift Assistant Pro[OE]

Gear Shift Assistant Pro
Your motorcycle is equipped with the Gear Shift Assistant Pro originally developed for racing but now specially adapted for touring use.
It allows you upshift and downshift under almost any load conditions and in virtually all engine-speed ranges without operating the clutch or accelerator.

Benefits

– 70-80 % of all gearshifts can be performed without using the clutch.
– Less movement between pilot and pillion due to shorter gear-change intervals.
– Throttle valve does not have to be closed when changing gear under acceleration.
– During deceleration and downshifts (throttle plate closed) the system blips the throttle valve to obtain the correct engine speed.
– Shifting times are faster than when the clutch is used to shift gears.

For the system to detect the rider's intention to change gear, the gearshift lever previously not operated must be moved against the spring force by a certain amount of "overtravel" in the desired direction with a normal to brisk action and held in that position until the gear change is completed. A further increase of the force applied to the gearshift lever during the gear-shift operation is not necessary. After the gear change is completed, the gearshift lever must be fully released before the Gear Shift Assistant Pro can execute a new gear change. The load factor (throttle grip position) should remain constant both prior to and during execution of shifts using the Gear Shift Assistant Pro. Changing the accelerator twistgrip position during the gearshift operation may cause the function to abort and/or the gear change to fail. The Gear Shift Assistant Pro does not provide support when gears are shifted with clutch control.

Downshifts

– Downshifts are assisted up to the speed at which the engine reaches maximum rpm in the gear to be engaged. Overrevving is thus prevented.

 Maximum engine speed
max 9000 min^{-1}

Upshifts

– Upshifting is supported until the idling speed is reached in the target gear.
– This prevents the idle speed from being dropped below.

 Idle speed
$1250^{\pm 50}$ min^{-1} (Engine at operating temperature)

ADAPTIVE HEADLIGHTS

–with Adaptive Lights[OE]

Function

In addition to the low beams, high beams and daytime running lights or parking lights, the headlight is equipped with separate LED elements with their own reflectors. Depending on the angle, the LED elements are also switched on for the low beams in order to improve the illumination of the interior range of the curve. The adaptive headlights are optimized for slight to moderate lean angles.

The adaptive headlights are activated under the following conditions:

–Riding at slight to moderate lean angle.
–The speed is higher than 10 km/h.
–The low beams are switched on.

MAINTENANCE

09

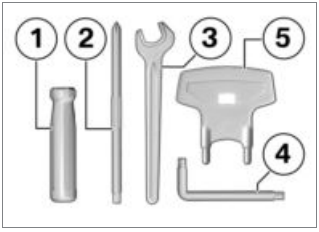
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GENERAL NOTES

The 'Maintenance' chapter describes work involving the checking and replacement of wear parts that can be performed with a minimum of effort.
If special tightening torques are to be taken into account for installation, these are listed. An overview of all required tightening torques is contained in the chapter "Technical data".
Information on additional preventive maintenance and repair procedures is provided in the repair instructions for your motorcycle on DVD, which you can obtain from your authorized BMW Motorrad retailer.

Special tools and thorough specialized knowledge are required to carry out some of the work described here. If you are in doubt, consult a specialist workshop, preferably your authorized BMW Motorrad retailer.

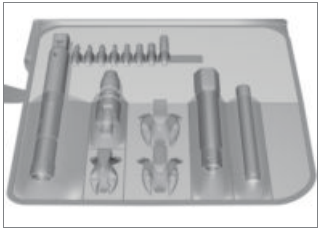
ONBOARD VEHICLE TOOL KIT



1 Screwdriver handle
2 Reversible screwdriver insert
with Phillips and slotted blade
–Removing the battery (➠ 178).
–Adjusting damping at rear wheel (➠ 107).
3 Open-ended wrench
Key range: 14 mm
–Adjusting mirror arm (➠ 104).
4 Torx wrench, T25/T30
T25 on short end, T30 on long end
5 Keys
–Adjusting spring preload at rear wheel (➠ 106).

SERVICE TOOL SET

–with service tool set[OA]



For expanded servicing (e.g. installing and removing wheels), BMW Motorrad has set up a service toolkit designed for your motorcycle. You can obtain the toolkit from your BMW Motorrad retailer.

FRONT-WHEEL STAND

Attaching front-wheel stand

ATTENTION

Use of the BMW Motorrad front wheel stand without an auxiliary stand

Component damage cause by tipping over

- Place the motorcycle on an auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.

- Ensure that the motorcycle is standing securely.
- Place motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad auxiliary stand.
- Mounting the rear-wheel stand (➠ 152).



- For a description of the correct installation, please refer to the instructions for the front-wheel stand.
- BMW Motorrad offers a suitable auxiliary stand for each motorcycle. Your authorized BMW Motorrad retailer will be very happy to assist you in choosing the suitable auxiliary stand.

REAR-WHEEL STAND

Mounting the rear-wheel stand



- For a description of the correct installation, please refer to the instructions for the rear-wheel stand.
- BMW Motorrad offers a suitable auxiliary stand for each motorcycle. Your authorized BMW Motorrad retailer will be very happy to assist you in choosing the suitable auxiliary stand.

ENGINE OIL

Checking engine oil level

ATTENTION

Misinterpretation of the oil filling quantity, as the oil level is temperature-dependent (the higher the temperature, the higher the oil level)
Engine damage
- Only check the oil level after a longer journey or when the engine is warm.

- Clean the area around the oil filler opening.
- Allow the engine to idle in neutral until the fan starts up, then allow it to idle one minute longer.
- Switch off the engine.

ATTENTION

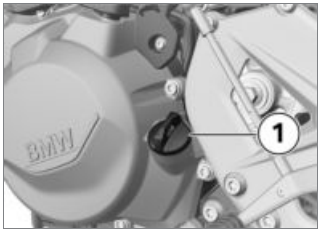
Lateral tipping of the vehicle
Component damage cause by tipping over
- Secure the vehicle from tipping over laterally, preferably with the support of a second person.

- Make sure the ground is level and firm and hold the motorcycle, which is at the operating temperature, upright.

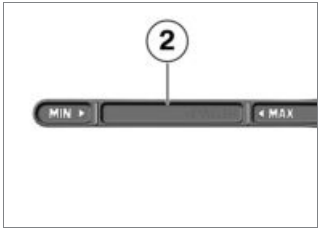
BMW Motorrad recommends the use of a suitable auxiliary stand.

–with center stand OE

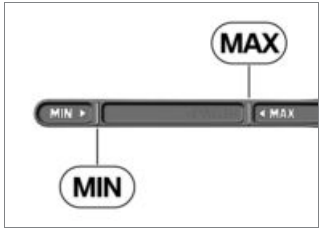
- Make sure the surface is level and firm and place the motorcycle on its center stand at operating temperature.◁



- Wait five minutes to allow oil to drain into the oil pan.
- Remove the oil level dipstick **1**.



- Clean measuring range **2** using a dry cloth
- Place oil dipstick on oil filler opening, but do not install.
- Remove the oil level dipstick and check oil level.



	Specified level of engine oil
Between **MIN** and **MAX** mark	

	Engine oil, quantity for topping up
max 0.5 quarts (max 0.5 l) (Difference between MIN and MAX)	

If the oil level is below the minimum mark:

- Topping up the engine oil (➠ 154).

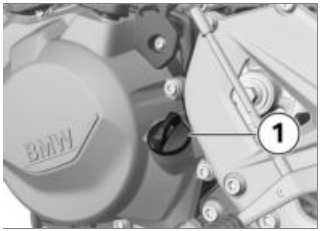
If the oil level is above the maximum mark:

- Have the oil level corrected at a specialist workshop, preferably an authorized BMW Motorrad retailer.
- Insert the oil level dipstick.

BMW Motorrad recommends occasionally checking the motor oil after a journey of at least 31 mi in order to reduce the environmental impact.

Topping up the engine oil

- Park motorcycle. Ensure that the ground is firm and level.
- Wipe the area around the oil filler opening clean.



- Remove oil level dipstick **1**.

ATTENTION

Use of too little or too much engine oil
Engine damage
- Always make sure that the oil level is correct.

- Top up the engine oil to the specified level.
- Checking engine oil level (➠ 152).
- Install oil level dipstick.

BRAKE SYSTEM

Checking function of brakes

- Actuate brake lever.

» The pressure point must be clearly perceptible.

- Press the footbrake lever.

» The pressure point must be clearly perceptible.

If pressure points are not clearly perceptible:

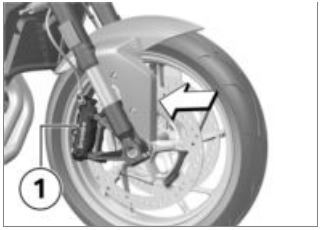
ATTENTION

Improper working on the brake system
Endangering of the operating safety of the brake system
- Have all work on the brake system carried out by experts.

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

Checking the front brake pad thickness

- Park motorcycle. Ensure that the ground is firm and level.



- Visually inspect the thickness of the left and right brake pads. Direction of view: between wheel and front suspension toward brake caliper **1**.



Front brake-pad wear limit
min 0.04 in (min 1.0 mm) (Only friction material without carrier plate. The wear markings, i.e. the grooves, must be clearly visible.)

If the wear marks are no longer clearly visible:

WARNING

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

- Have brake pads renewed at a specialist workshop, preferably an authorized BMW Motorrad retailer.

Checking rear brake pad thickness

- Park motorcycle. Ensure that the ground is firm and level.



- Conduct a visual inspection of the brake pad thickness.

Direction of view: from rear toward brake caliper **1**.

 Rear brake-pad wear limit
min 0.04 in (min 1.0 mm) (Only friction material without carrier plate.)

If brake pads are worn:

WARNING

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

- Have brake pads renewed at a specialist workshop, preferably an authorized BMW Motorrad retailer.

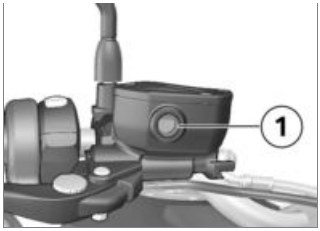
Checking the front brake fluid level

WARNING

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

–with center stand OE
- Make sure ground is level and firm and place the motorcycle on its center stand.
- Move handlebars to straight-ahead position.◁

- Make sure ground is level and firm and hold motorcycle vertically.
- Move handlebars to straight-ahead position.



- Check brake fluid level at brake fluid reservoir for front wheel brake **1**.

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



Front brake fluid level
Brake fluid, DOT4
The brake fluid level must not fall below the MIN mark. (Brake fluid reservoir horizontal, motorcycle standing upright)

If the brake fluid level falls below the approved level:

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

Checking the rear brake fluid level

WARNING

Insufficient or contaminated brake fluid in the brake fluid reservoir

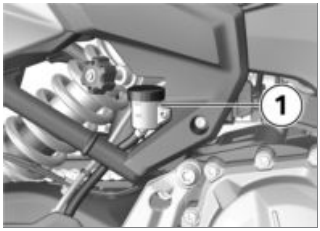
Considerably reduced braking power caused by air, dirt or water in the brake system

- Stop riding immediately until fault is rectified.
- Check brake fluid level regularly.
- Make sure that the lid of the brake fluid reservoir is cleaned before opening.
- Make sure that brake fluid is used from a sealed container only.

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

–with center stand OE

- Make sure ground is level and firm and place the motorcycle on its center stand.◁



- Check the brake fluid level at the brake fluid reservoir for the rear wheel brake **1**.

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



Rear brake fluid level (visual inspection)
Brake fluid, DOT4
The brake fluid level must not fall below the **MIN** mark.

If the brake fluid level falls below the approved level:

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

CLUTCH

Checking clutch function

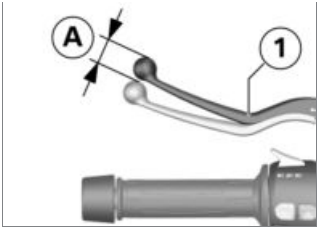
- Pull back the clutch lever.

» A rising force must be perceptible upon increasing operation.

If no rising force can be felt upon increasing operation:

- Have the clutch checked by a specialist workshop, preferably an authorized BMW Motorrad retailer.

Checking clutch pedal free play



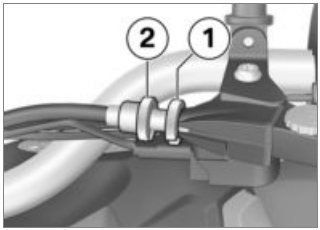
- Actuate clutch lever **1** several times until it touches the handle.
- Actuate clutch lever **1** slightly until you can feel resistance while observing the free play of the clutch pedal **A**.

Clutch cable play
0.12...0.2 in (3...5 mm) (along the outside of the hand lever, handlebars in the straight-ahead position, when the engine is cold)

If clutch play is outside of tolerance:

- Adjust clutch pedal free play (➠ 159).

Adjust clutch pedal free play



- Loosen lock nut .**1**.
- To increase clutch pedal free play: turn adjusting screw **2** into the handlebar fitting.
- To reduce clutch pedal free play: loosen adjusting screw **2** out of the handlebar fitting.

The distance between locknuts and nuts (measured inside) must not exceed 14 mm.

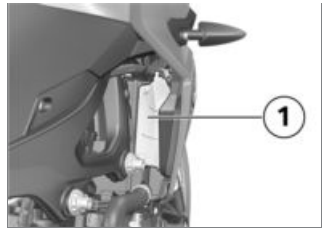
If the correct clutch play can only be set through further unscrewing, contact a specialist workshop, preferably a BMW Motorrad retailer.

- Checking clutch pedal free play (➠ 158).
- Tighten lock nut **1**, hold down adjusting screw **2** while doing so.

COOLANT

Checking coolant level

- Park motorcycle. Ensure that the ground is firm and level.



- Read the coolant level on the expansion tank **1**. Line of sight: from the rear, through the opening and into the right side trim panel.

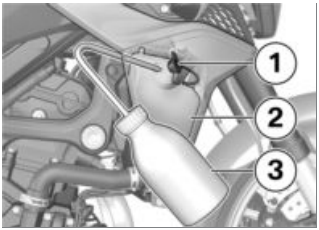


Required coolant level
Between the MIN - MAX marks on the expansion tank (Engine cold)

If coolant level drops below approved level:

- Top up coolant.

Topping up coolant



- Open cap **1** of expansion tank **2**.
- **3** Add coolant up to specified level using a suitable container, e.g. a laboratory bottle .
- Checking coolant level (➠ 159).
- Close the cap **1** of the expansion tank **2**.

TIRES

Checking tire pressure

WARNING

Incorrect tire inflation pressure

Poorer handling characteristic of motorcycle, reduction of tire service life

- Ensure proper tire inflation pressure.

WARNING

Automatic opening of vertically installed valve inserts at high speeds

Sudden loss of tire inflation pressure

- Use valve caps with rubber sealing ring and screw on firmly.

- Park motorcycle. Ensure that the ground is firm and level.
- Check tire pressure against data below.

Front tire pressure
36.3 psi (2.5 bar) (with tire cold)

 Rear tire pressure
42.1 psi (2.9 bar) (with tire cold)

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

Checking tire tread depth

WARNING

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

- Park motorcycle. Ensure that the ground is firm and level.
- Measure tire tread depth in main tread grooves with wear marks.

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

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

RIMS

Checking wheel rims
- Park motorcycle. Ensure that the ground is firm and level.
- Visually inspect rims for defects.
- Have damaged rims checked and, if necessary, renewed by a specialist workshop, preferably an authorized BMW Motorrad retailer.

WHEELS

Tire recommendation
For every tire size, BMW Motorrad has tested and approved certain tire brands as roadworthy. BMW Motorrad cannot evaluate the suitability of any other tires, and can therefore take no responsibility for their riding safety.
BMW Motorrad recommends only using the tires tested and approved by BMW Motorrad. Detailed information can be obtained from your authorized BMW Motorrad Retailer or online at
bmw-motorrad.com/service

Effect of wheel sizes on suspension control systems

The wheel sizes play an important role with suspension control systems. The diameter and width of the wheels stored in the control unit have particular significance as the basis for all necessary calculations. A change in these sizes resulting from conversion to wheels not installed as standard equipment can seriously affect the control efficiency of these systems. The sensor rings required for wheel speed detection must also match the installed control systems and may not be replaced.

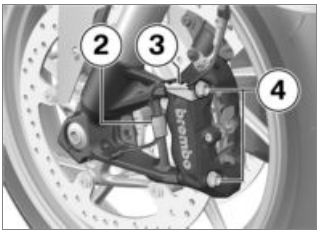
If you want to convert your motorcycle to different wheels, please contact a specialist workshop, preferably a BMW Motorrad retailer. In some cases, the data stored in the control units can be adapted for the new wheel sizes.

Removing the front wheel

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



- Remove screw **1** and remove wheel speed sensor from the drilled hole.



- Detach wheel speed sensor cable from holding clips **2** and **3**.
- Remove the mounting bolts **4** of the left and right brake caliper.



- Push the brake pads **3** apart slightly by turning the brake caliper **4** against the brake disc **5**.

ATTENTION

Using hard or sharp-edged objects near the component
Component damage
- Do not scratch components, if necessary tape off or cover.

- Mask off areas of the wheel rim that could be scratched in the process of removing the brake calipers.

ATTENTION

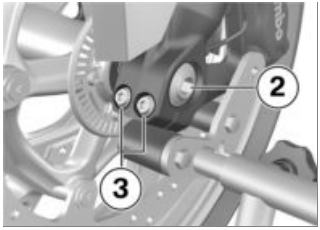
Unintentional pressing together of brake pads
Component damage when mounting the brake caliper or when pressing the brake pads apart
- Do not actuate the brakes with the brake caliper removed.

- Carefully pull the brake calipers back and outward to remove them from brake discs.

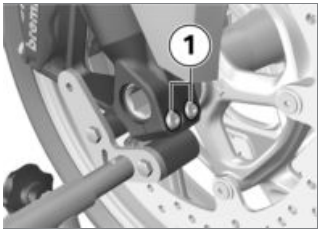
- Place motorcycle on a suitable auxiliary stand.
- Mounting the rear-wheel stand (➠ 152).

–with center stand[OE]
- Make sure the ground is level and firm and place the motorcycle on its center stand.◁

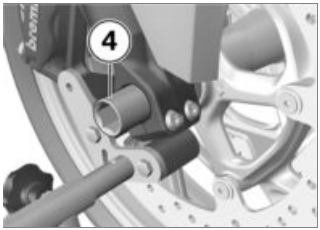
- Raise front of motorcycle until the front wheel can turn freely. Use a suitable front wheel stand to raise the motorcycle.
- Attaching front-wheel stand (➠ 151).



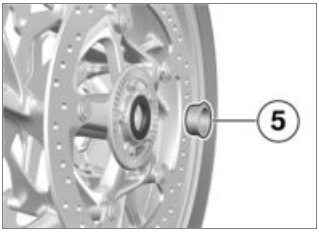
- Remove axle screw **2**.
- Loosen left-side axle clamping screws **3**.



- Loosen right-side axle clamping screws **1**.



- Remove axle **4** while supporting wheel.
- Do not remove grease on axle.
- Roll front wheel forward to remove it.



- Remove spacer bushing **5** on left side from wheel hub.

Installing the front wheel

WARNING

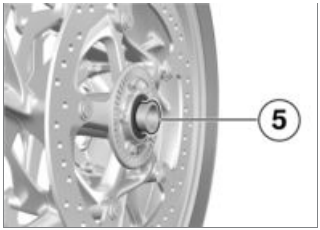
Use of a wheel which does not comply with series specifications

Malfunctions during control interventions by ABS and ASC/DTC

- Please see the information on the effect of wheel sizes on the ABS and ASC/DTC chassis control systems at the beginning of this chapter.

ATTENTION

Tightening of screwed connections with incorrect tightening torque
Damage or loosening of screwed connections
- Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.



- Lubricate the contact surface on the spacer bush **5**.

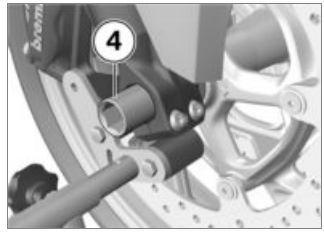
Lubricant
Unirex N3

- Insert spacer bushing **5** on left side in wheel hub.

ATTENTION

Front wheel installation opposite the running direction
Accident hazard
- Observe running direction arrows on tire or rim.

- Roll the front wheel into the front suspension.



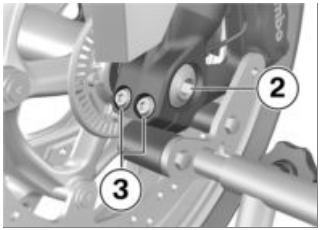
- Lubricate the quick-release axle **4**.

WARNING

Improper installation of quick-release axle
Loosening of the front wheel
- After the brake caliper is fastened and the spring fork is relaxed, tighten the quick-release axle and axle clamping with the specified torque.

- Raise the front wheel and insert the quick-release axle **4** as far as possible.

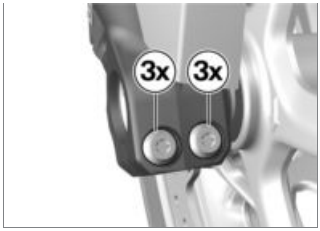
- Remove front wheel stand and firmly compress front forks. Do not actuate hand-brake lever at the same time.
- Attaching front-wheel stand (➠ 151).



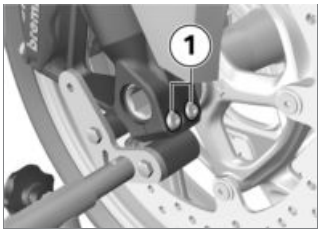
- Install the axle screw **2** to the specified torque. Brace quick-release axle on the right side at the same time.

Axle screw in front quick-release axle
37 lb/ft (50 Nm)

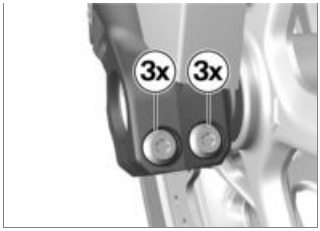
- Tighten the left-side axle clamping screws **3** to the specified torque.



Pinch bolt on quick-release axle
Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time
14 lb/ft (19 Nm)

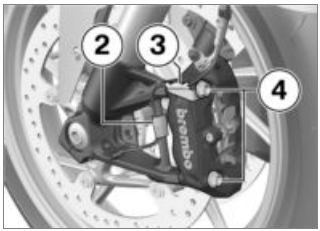


- Tighten the right-side axle clamping screws **1** to the specified torque.



Pinch bolt on quick-release axle
Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time
14 lb/ft (19 Nm)

- Slide the brake calipers on the left-hand and right-had side onto the brake discs.



- Tighten the mounting bolts **4** of the left and right brake caliper using an appropriate torque.

Brake caliper on telescopic forks
28 lb/ft (38 Nm)

- Remove adhesive tape from wheel rim.

WARNING

Brake pads do not contact the brake disc

Risk of accident due to delayed braking effect.

- Before driving off, check that the braking effect kicks in without any delay.

- Engage the brake repeatedly, continuing until the brake pads seat against the rotors.
- Insert the wheel speed sensor cable into the holding clips **2** and **3**.



- Insert the wheel speed sensor into the bore and tighten the screw **1** using an appropriate torque.

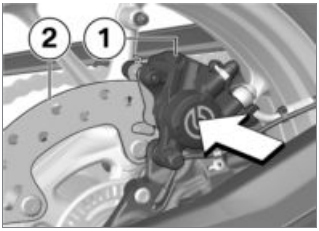
Wheel speed sensor at front on fork
Thread-locking compound: micro-encapsulated
6 lb/ft (8 Nm)

- Remove the front-wheel stand.

–without center stand OE
- Remove the auxiliary stand.
- Place motorcycle on its side stand.◁

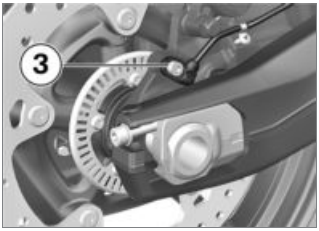
Removing the rear wheel
- Make sure the ground is level and firm and prop the motorcycle up on a suitable auxiliary stand.
- Mounting the rear-wheel stand (➠ 152).

–with center stand OE
- Make sure the ground is level and firm and place the motorcycle on its center stand.◁
- Support the rear wheel, e.g. with a wooden block, so that it cannot fall down after the quick-release axle is removed.

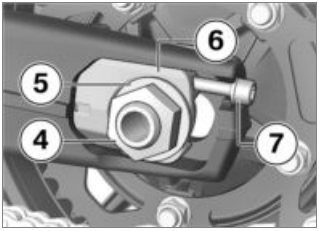


- Press the brake caliper **1** against the brake disk **2**.

» Brake pistons are pressed back.

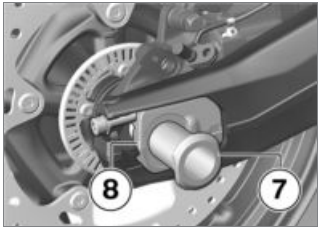


- Remove the screw **3** and remove the wheel speed sensor from the drilled hole.

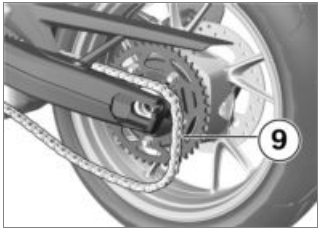


- Remove the axle nut **4** and washer **5**.

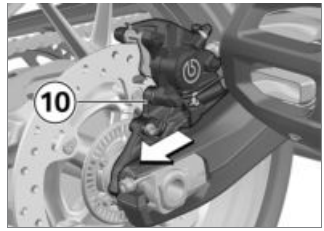
- Loosen the adjustment screws **7** on both sides.
- Remove chain tensioner **6** and push axle forward as far as possible.



- Remove the quick-release axle **7** and remove the chain tensioner **8**.



- Roll the rear wheel as far forward as possible and disengage the drive chain **9** from the chain sprocket.



- Roll rear wheel toward rear out of swinging arm while pulling brake caliper carrier **10** toward rear until rear-wheel rim can be guided past it.

The camshaft sprocket and the spacing bushings on the left and right are loosely inserted in the wheel. During removal, make sure that the parts are not damaged or lost.

Installing the rear wheel

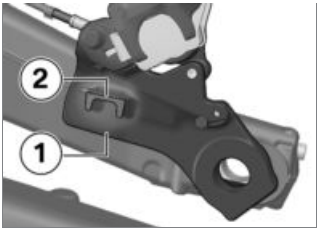
WARNING

Use of a wheel which does not comply with series specifications
Malfunctions during control interventions by ABS and ASC/DTC
- Please see the information on the effect of wheel sizes on the ABS and ASC/DTC chassis control systems at the beginning of this chapter.

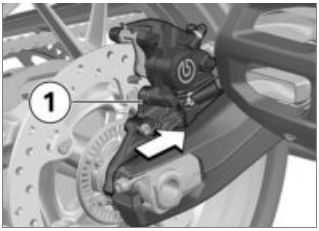
ATTENTION

Tightening of screwed connections with incorrect tightening torque
Damage or loosening of screwed connections
- Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.

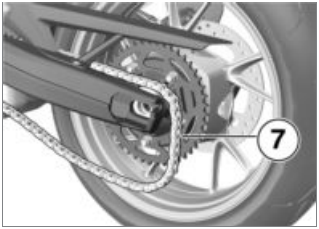
- Roll the rear wheel on the support into the swinging arm until the brake-caliper support can be installed.



- Mount brake caliper carrier **1** in guide **2**.

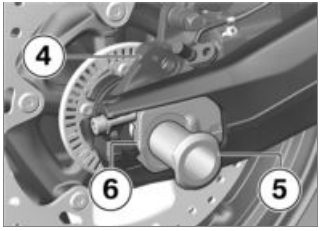


- Roll rear wheel further into swinging arm while simultaneously pushing brake caliper carrier **1** toward front.



- Roll the rear wheel as far forward as possible and place

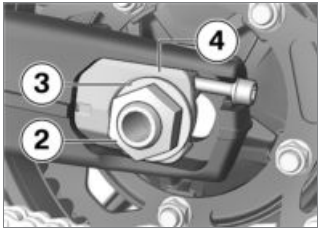
the drive chain **7** on the chain sprocket.



- Insert the right-hand chain tensioner **6** into the swinging arm.
- Lubricate the quick-release axle **5** and install it in the brake caliper carrier **4** and rear wheel.

Lubricant
Unirex N3

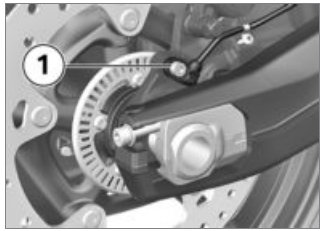
- Make sure that the axle fits into the recess of the chain tensioner.



- Insert chain tensioner, left **4**.
- Install washer **3** and axle nut **2**, but do not tighten yet.

–without center stand OE

- Remove the auxiliary stand.◁



- Insert the wheel speed sensor into the bore and tighten the screw **1** using an appropriate torque.

Rear wheel speed sensor on the brake caliper carrier
Thread-locking compound: micro-encapsulated
6 lb/ft (8 Nm)

WARNING

Brake pads do not contact the brake disc

Risk of accident due to delayed braking effect.

- Before driving off, check that the braking effect kicks in without any delay.

- After this work is complete, engage the brake repeatedly,

continuing until the brake pads seat against the discs.

- Checking chain tension (➠ 172).
- Adjusting chain tension (➠ 173).

DRIVE CHAIN

Lubricating drive chain

ATTENTION

Insufficient cleaning and lubrication of the drive chain
Increased wear
- Clean and lubricate the drive chain regularly.

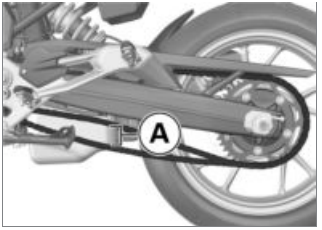
- Lubricate the drive chain every third fuel stop.
- Perform lubrication at shorter intervals after riding in wet conditions, or after riding in dusty or dirty conditions.
- Switch off ignition and engage Neutral.
- Clean drive chain with suitable cleaning agent, dry and apply chain lubricant.
- To extend and maximize the chain's service life BMW Motorrad recommends using BMW Motorrad chain lubricant or:

Lubricant
Chain spray, O-ring compatible

- Wipe off excess lubricant.

Checking chain tension

- Park the motorcycle, making sure that the ground is firm and level.
- Turn the rear wheel until the position with the lowest chain sag is reached.



- Using a screwdriver, push the drive chain in the middle between the pinion and chain sprocket and measure the difference **A**.

Chain sag
1.4...1.8 in (35...45 mm) (Motorcycle unloaded on side stand)
–with lowered OE

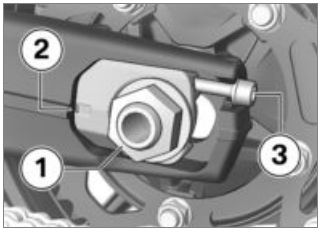
Chain sag
1.2...1.6 in (30...40 mm) (Motorcycle unloaded on side stand)◁

If the measured value is outside the approved tolerance:

- Adjusting chain tension (➠ 173).

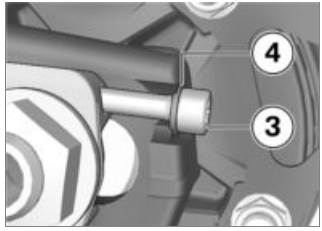
Adjusting chain tension

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



- Loosen axle nut **1**.
- Adjust the chain tension with the adjusting screws **3** on the left and right.
- Checking chain tension (➠ 172).
- Make sure that the same scale value **2** is set on the left and right.
- Tighten the quick-release axle nut **1** to the tightening torque.

Rear-wheel quick-release axle in swinging arm
Thread-locking compound: mechanical
74 lb/ft (100 Nm)



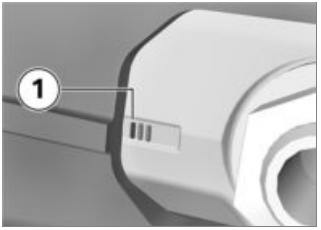
- Check whether washer **4** is in full contact with screw head **3** and correct if necessary.

Checking chain wear

Requirement

The chain tension is correctly adjusted.

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



- Check whether the third marker line **1** is fully visible.

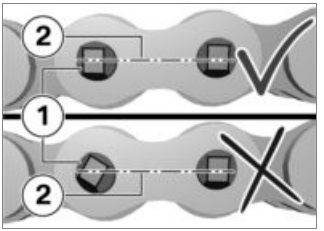
If the third marker line **1** is fully visible, check the chain length:

- Engage 1st gear.
- Rotate the rear wheel toward the front of the motorcycle until the drive chain is tensioned.
- Determine the chain length below the rear wheel swinging arm across the center of 10 rivets.
- Turn the rear wheel in the direction of travel and calculate the chain length at 3 different spots.

Permissible chain length
max 5.7 in (max 144 mm) (measured over the **center** of 10 rivets, drive chain under tension)

If the drive chain has reached the maximum approved length:

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



- Check to see whether a rivet head **1** has rotated.

Rivet heads should be parallel to the centerline of the drive chain **2**.

- Riveting is OK.

If one or more rivet heads has rotated:

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

LIGHT SOURCE

Replacing the LED light source

WARNING

Overlooking the vehicle in traffic due to a defective light source on the vehicle
Safety risk
- Replace defective light sources as quickly as possible. For details please contact a specialist service facility, preferably an authorized BMW Motorrad Retailer.

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

JUMP-STARTING

CAUTION

Touching live parts of the ignition system when the engine is running
Electrocution
- Do not touch parts of the ignition system when the engine is running.

ATTENTION

Current too high when jump-starting the motorcycle
Cable fire or damage to the motorcycle electronics
- Do not jump-start the motorcycle using the power socket, only via the battery terminal.

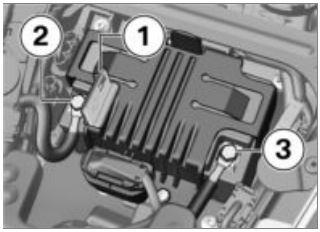
ATTENTION

Contact between crocodile clips of jump leads and motorcycle
Danger of short circuit
- Use jump leads fitted with fully insulated crocodile clips at both ends.

ATTENTION

Jump-starting with a voltage higher than 12 V
Damage to the motorcycle's electronics
- The battery of the donor motorcycle must have a voltage of 12 V.

- Removing seat (➠ 77).
- Do not disconnect the battery from the electrical system for external starting.



- Push in the locking mechanism and open the positive terminal cover **1**.
- First connect the positive terminal of the drained battery to the positive terminal on the donor battery using the red jumper cable (positive terminal on this vehicle: position **2**).
- Connect the black jumper cable to the negative terminal of the donor battery and then to the negative terminal of the drained battery (negative terminal on this vehicle: position **3**).

As an alternative to the negative battery terminal, the spring strut bolt can also be used.

- Run the engine of the donor vehicle during jump-starting.
- Start the engine of the vehicle with the drained battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt to protect the starter motor and the donor battery.
- Allow both engines to idle for a few minutes before disconnecting the jumper cable.
- Disconnect the jumper cable from the negative terminals first, then disconnect the second cable from the positive terminals.

To start the engine, do not use start sprays or similar items.

- Installing seat (➠ 77).

BATTERY

Maintenance instructions

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

Compliance with the points below is important in order to maximize battery service life:

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

ATTENTION

Discharging of the connected battery by the vehicle electronics (e.g. clock)

Total discharge of battery leading to a rejection of warranty claims

- During riding breaks of more than 4 weeks, connect a trickle-charger to the battery.

BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods when the motorcycle is not being used without having to disconnect the battery from the motorcycle's onboard systems. Additional information is available at your authorized BMW Motorrad retailer.

Charging connected battery

- Remove devices connected to onboard power sockets.

ATTENTION

Charging the battery connected to the vehicle using the battery terminals

Damage to the motorcycle's electronics

- Disconnect the battery before charging on the battery terminals.

ATTENTION

Unsuitable chargers connected to the power socket
Damage to charger and vehicle electronics
- Use suitable BMW chargers. The correct charger is available through your authorized BMW Motorrad retailer.

ATTENTION

A fully discharged battery must be charged via a power socket or extra socket.
Damage to vehicle electronics
- A fully discharged battery (battery voltage less than 12 V, indicator lights and multifunction display remain off when ignition is switched on) must always be charged directly at the poles of the **disconnected** battery.

- Charge disconnected battery via onboard socket.

The motorcycle's onboard electronics know when the battery is fully charged. The onboard socket is switched off when this happens.

- Comply with operating instructions of charger.

If you are unable to charge the battery via the onboard socket, you may be using a charger that is not compatible with your motorcycle's electronics. In this case, charge the battery directly from the terminals of the battery disconnected from the vehicle.

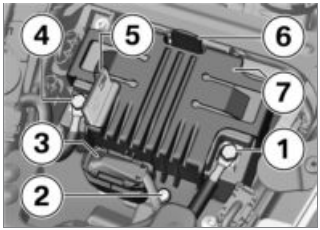
Charging disconnected battery
- Charge battery using a suitable charger.
- Comply with operating instructions of charger.
- After charging, remove the terminal clips of the charger from the battery poles.

In the case of longer periods when the motorcycle is not being used, the battery must be recharged regularly. See the instructions for caring for your battery. Always fully recharge the battery before returning it to use.

Removing the battery
- Park the motorcycle, making sure that the ground is firm and level.
- Removing seat (➠ 77).

–with anti-theft alarm system (DWA) OE

- Switch off the anti-theft alarm if necessary.◁
- Switch off the ignition.



ATTENTION

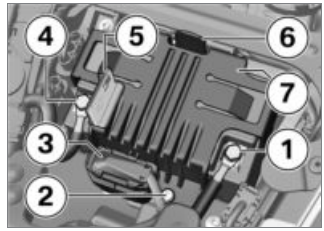
Incorrect battery disconnection
Danger of short circuit
- Follow the disconnection sequence.

- First, remove the negative battery cable **1**.
- Push in the lock and open the positive terminal cover **5**.
- Then, remove the positive battery cable **4**.
- Disconnect plug **3**.
- Remove the screw **2**.
- Press lock **6** backward.
- Remove battery carrier **7**.
- Lift the battery up and out, using tilting movements if the movement is stiff.

Installing the battery

If the vehicle has been disconnected from the battery for a long time, the current date must be entered in the instrument cluster to make sure the service display is working properly.

- Switch off the ignition.
- Insert battery into battery compartment with positive terminal on right in direction of travel.



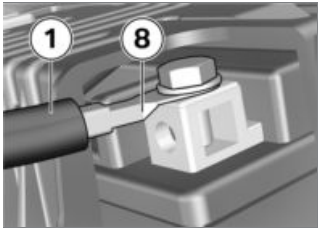
- Fit battery carrier **7**. Carrier **6** audibly engages.
- Install screw **2**.
- Connect plug **3**.
- Open positive terminal cover **5**.

ATTENTION

Incorrect battery connection
Danger of short circuit
- Follow the installation sequence.

- Install positive battery cable **4**.

- Close positive terminal cover **5**.



- Install negative battery cable **1** as shown **8**.

–with anti-theft alarm system (DWA) OE

- If necessary, switch on anti-theft alarm system.◁
- Installing seat (➠ 77).
- Setting the clock (➠ 89).
- Setting the date (➠ 88).

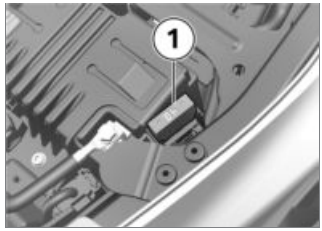
FUSES

Replacing the main fuse

ATTENTION

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

- Switch off the ignition.
- Park motorcycle. Ensure that the ground is firm and level.
- Removing seat (➠ 77).



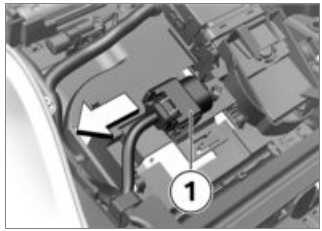
- Replace the faulty fuse **1**.

If the fuses blow frequently, have the electrical system checked by an authorized specialized workshop, preferably an authorized BMW Motorrad retailer.

Main fuse
40 A (Voltage regulator)

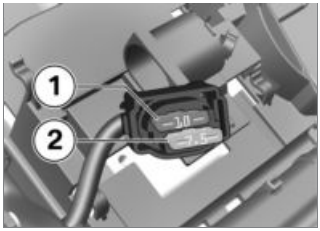
- Installing seat (➠ 77).

Replacing fuses



- Switch off the ignition.
- Removing seat (➠ 77).

- Pull off the fuse box **1**.



ATTENTION

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

- Replace the faulty fuse **1** or **2** replace fuses according to their assignment.

If the fuses blow frequently, have the electrical system checked by an authorized specialized workshop, preferably an authorized BMW Motorrad retailer.

Fuse box
10 A (Slot 1: instrument cluster, anti-theft alarm system (DWA), ignition lock, diagnostic socket, main relay coil)
7.5 A (Slot 2: left multifunction switch, tire pressure control (RDC))

- Insert the fuse box.
- Installing seat (➠ 77).

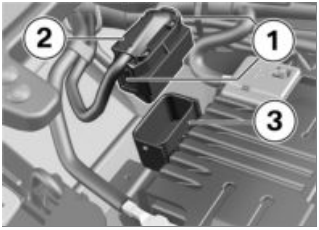
DIAGNOSTIC SOCKET

Loosening the diagnostic socket

CAUTION

Incorrect procedure followed when disconnecting the data link connector for the On-Board Diagnostics.
Motorcycle experiences malfunctions
- Only have the data link connector disconnected by a specialist workshop or other authorized persons during your next BMW Service appointment.
- Have the work performed by appropriately trained staff.
- Refer to the vehicle manufacturer specifications.

- Removing seat (➠ 77).

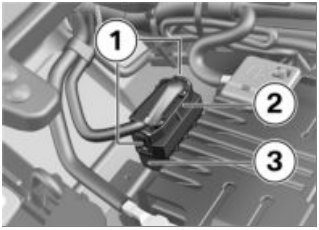


- Press locking mechanisms **1** on both sides.
- Loosen the diagnostic socket **2** from the bracket **3**.

» The interface for the diagnosis and information system can be connected to the diagnostic socket **2**.

Fastening the diagnostic socket

- Disconnect the interface for the diagnosis and information system.



- Insert the diagnostic socket **2** into the bracket **3**.

» The locks **1** engage.

- Installing seat (➠ 77).

ACCESSORIES

10

GENERAL NOTES 186
ONBOARD POWER SOCKETS 186
SOFTCASE 187
TOPCASE 188
NAVIGATION SYSTEM 191

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, operation 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 legal requirements for any modifications. The motorcycle shall not violate the regulations governing motorcycle approval for highway use applicable in your own country.
Your BMW Motorrad retailer offers you expert advice when choosing genuine BMW parts, accessories and other products. More information on the topic of accessories is available at: **bmw-motorrad.com/equipment**

ONBOARD POWER SOCKETS

Notes on using onboard power sockets:

Automatic shut-off
Power outlets are switched off automatically in the following circumstances:
– If the battery voltage is too low to retain the starting capability of the vehicle.
– If the maximum load specified in the technical data is exceeded.
– During the starting mode.

Operating electrical accessories

The ignition must be switched on before any accessories connected to the power sockets can be operated. If the ignition is then switched off, the accessory remains in operation. The sockets are switched off approx. 15 minutes after switching off the ignition to reduce the strain on the onboard electrical system.

Accessories with low power consumption are possibly not detected by the vehicle electronics. In these cases, onboard sockets are already switched off shortly after the ignition is switched off.

Cable routing

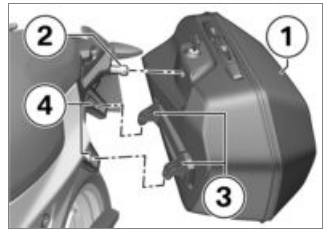
Observe the following when routing cable from power sockets to additional devices:

–Cables must not impede the rider.
–Cables must not restrict the steering angle and driving characteristics.
–Cables must not become trapped.

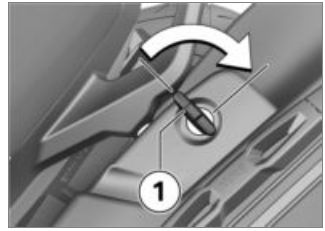
SOFTCASE

Attaching the softcase

–with case carrier, left/right OE
–with case OA



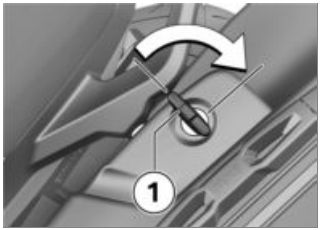
- Hook softcase **1** with the retaining lugs **3** from above into the brackets **4** and position at the lock **2**.



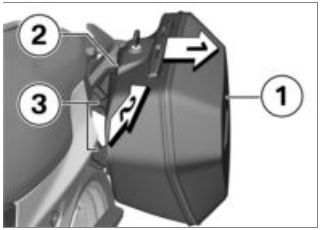
- Turn radio-operated key **1** against direction of travel and press softcase into the lock.

» Softcase engages in lock.

Removing the softcase
–with case carrier, left/right OE
–with case OA



- Turn the key **1** against the direction of travel.



- Detach softcase **1** from the lock **2** in the arrow direction **1**. Then press softcase **2** from the retaining lugs **3** in the arrow direction **1**.

Maximum load and maximum speed
–with case carrier, left/right OE
–with case OA
Observe maximum load and maximum speed.

Maximum speed for riding with case
max 112 mph (max 180 km/h)

Payload per case
max 11 lbs (max 5 kg)

TOPCASE

Opening the topcase
–with topcase OA
–with luggage rack OA



- Turn the key in the topcase lock to position **1**.



- Press the lock cylinder **1** forward.

» The release lever **2** pops up.

- Pull the release lever **2** all the way up and open the topcase lid.

Closing the topcase

–with topcase OA

–with luggage rack OA



- Pull release lever **1** all the way up.
- Close topcase lid and hold it down. Ensure that no objects are trapped between cover and case.

You can also lock the topcase by turning the lock to the LOCK position. Under such circumstances, ensure that the key is not in the topcase.

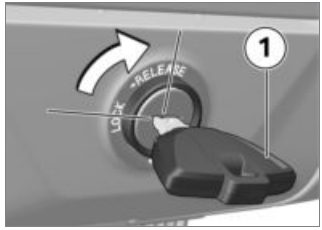


- Press release lever **1** down until it engages.
- Turn key in topcase lock to the LOCK position and remove.

Removing the topcase

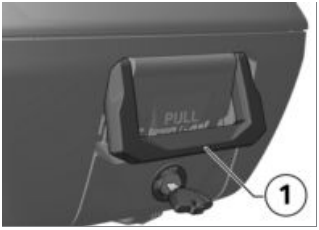
–with topcase OA

–with luggage rack OA



- Turn the key **1** clockwise to the RELEASE position.

» Carrying handle pops out.



- Fold carrying handle **1** all the way up.
- Raise the rear of the topcase and pull it off the luggage rack.

Installing the topcase

–with topcase OA
–with luggage rack OA

- Fold up carrying handle to the stop.



- Hook topcase into luggage rack. Make sure that hooks **1** are securely seated in corresponding mounts **2**.



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

Maximum load and maximum speed

–with topcase OA
–with luggage rack OA

Observe maximum load and maximum speed.

Maximum speed when riding with a loaded topcase
max 112 mph (max 180 km/h)

Payload of Topcase
max 11 lbs (max 5 kg)

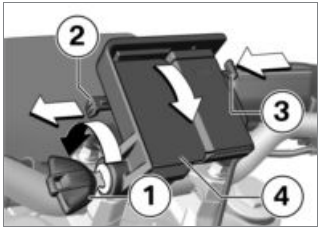
NAVIGATION SYSTEM

–with preparation for navigation system OE

Securely fasten navigation device

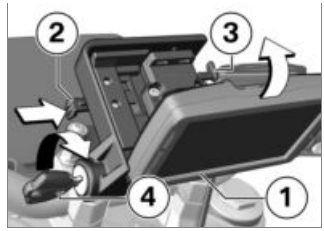
The navigation preparation is suitable as from the BMW Motorrad Navigator IV.

The locking system of the Mount Cradle offers no protection against theft. Remove the navigation system and store in a safe place after every drive.



- Turn the ignition key **1** counterclockwise.
- Pull the shut-off lock **2** to the **left**.
- Press in the locking mechanism **3**.

» The Mount Cradle is unlocked and the cover **4** can be removed with a rotational movement toward the front.



- Mount the navigation device **1** in the lower area and swing backward with a rotational movement.

» Navigation device audibly engages.

- Slide the shut-off lock **2** completely to the **right**.

» The locking mechanism **3** is locked.

- Turn the ignition key **4** clockwise.

» Navigation device is locked and ignition key can be removed.

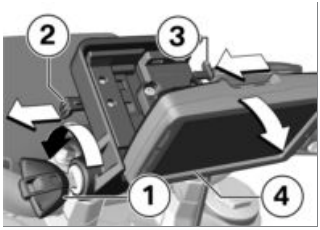
Removing the navigation device and installing the cover panel

ATTENTION

Dust and dirt on the contacts of the Mount Cradle

Damage to the contacts

- Reinstall the cover after end of each drive.



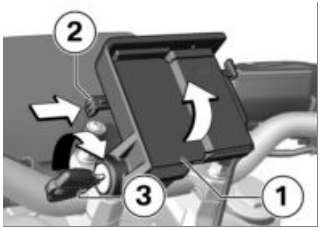
- Turn the ignition key **1** counterclockwise.
- Pull the shut-off lock **2** completely to the **left**.

» The locking mechanism **3** is unlocked.

- Slide the locking mechanism **3** completely to the **left**.

» Navigation device **4** is unlocked.

- Remove navigation device **4** downward with a tilting movement.



- Mount the cover **1** in the lower area and swing upward with a rotational movement.

» Cover audibly engages.

- Slide the shut-off lock **2** to the **right**.
- Turn the ignition key **3** clockwise.

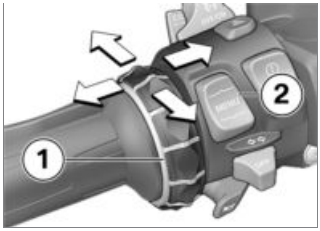
» The cover **1** is secured.

Operating the navigation system

The following description refers to the BMW Motorrad Navigator V and the BMW Motorrad Navigator VI. The BMW Motorrad Navigator IV does not offer all options described.

Only the latest version of the BMW Motorrad communication system is supported. A software update may be required for the BMW Motorrad communication system. In this case, please contact your authorized BMW Motorrad retailer.

If the BMW Motorrad Navigator is installed and the operating focus is switched to Navigator (➠ 85), some of its functions can be operated directly from the handlebars.



The navigation system is operated using the Multi-Controller **1** and the rocker button MENU **2**.

Turning the Multi-Controller 1 up and down
On the compass and Mediaplayer pages: Increase or reduce the volume for a BMW Motorrad communication system connected via Bluetooth.
On the BMW special menu: Select menu items.

Briefly tilt the Multi-Controller 1 to the left and to the right
Switch between the main pages of the Navigator:
–Map view
–Compass
–Mediaplayer
–BMW special menu
–My motorcycle page

Tilt and hold the Multi-Controller 1 to the left and to the right
Activate certain functions on the Navigator display. These functions are marked with a right arrow or a left arrow above the corresponding touch field.

The function is triggered by long actuation to the right.

The function is triggered by long actuation to the left.

Press the bottom of the rocker button MENU 2
Switch the operating focus to the Pure Ride view.

In detail, the following functions can be operated:
Map view
–Turn upward: zooms into map section (Zoom in).
–Turn downward: zooms out of map section (Zoom out).

BMW special menu
–Speak: Repeat last navigation announcement.
–Waypoint: Save current location as a favorite.
–Navigate home: Starts navigation to the home address

(is grayed-out if no home address is set).
–Mute: Switch automatic navigation announcements off or on (off: the top line in the display shows a crossed-out lip icon). Navigation announcements can still be output via "Speak". All other sound outputs remain switched on.
–Switching off display: Switch off display.
–Call home: Calls the phone number stored in the navigator (only displayed when a phone is connected).
–Detour: Activates the detour function (only displayed if a route is active).
–Skip: Skips the next waypoint (only displayed if route is provided with waypoints).

My Motorcycle

–Turn: Changes the number of the displayed data.
–Tapping a data field on the display opens a menu for selecting the data.
–The values available for selection depend on the optional equipment that is installed.

The Mediaplayer function is only available when using a Bluetooth device as per A2DP standard, e.g., a BMW Motorrad communication system.

Mediaplayer

–Long press to the left: Play previous title.
–Long press to the right: Play next title.
–Turning increases or reduces the volume of a BMW Motorrad communication system connected via Bluetooth.

Warning and status messages



Warning and status messages of the motorcycle are indicated with a corresponding symbol **1** at the upper left on the map view.

If a BMW Motorrad communication system is connected, an acoustic signal is also sounds in case of a warning.

If several warning messages are active, the number of mes-

sages is indicated below the warning triangle.
A list of all warning messages is opened by pressing on the warning triangle with more than one message.
Additional information is display when a message is selected.

Detailed information cannot be displayed for all warnings.

Special functions
Due to integration of the BMW Motorrad Navigator, there are differences from the descriptions in the Operating Instructions for the Navigator.

Reserve fuel level warning
The settings for the fuel gauge are not available because the low-fuel warning light is transmitted from the vehicle to the Navigator. If the message is active, the nearest gas stations are shown when you press on the message.

Time and date display
The Navigator transmits the time and date to the motorcycle. In order to adopt the time in the TFT display, in the menu `Settings`, `System settings`, `Date and time` the function `GPS synchronization` also needs to be activated.

Security settings
The BMW Motorrad Navigator V and the BMW Motorrad Navigator VI can be secured against unauthorized use with a four-digit PIN (Garmin Lock). If this function is activated, while the Navigator is cradled on the motorcycle and the ignition is switched on you are prompted to add the motorcycle to the list of secured vehicles. If you confirm this question by answering "yes", then the Navigator will save the vehicle identification number of this vehicle.
A maximum of five VINs can be saved in this way.
A PIN entry will no longer be required when this Navigator is activated by turning on the ignition switch in any of these vehicles.
Removing the Navigator from the motorcycle while it is switched on will launch a new PIN request as a security measure.

Screen brightness
Screen brightness is adjusted by the motorcycle while the unit is cradled. There is no need for manual input.

If desired, automatic setting can be switched off in the Navigator via the display settings.

CARE

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CARE PRODUCTS

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

ATTENTION

Use of unsuitable cleaning and care agents

Damage to motorcycle parts

- Do not use any solvents such as nitro thinners, cold cleaners, fuel or similar, and do not use cleaning agents that contain alcohol.

ATTENTION

Use of highly acidic or alkaline cleaning agents

Damage to motorcycle parts

- Observe the dilution ratio on the packaging of the cleaning agents.
- Do not use highly acidic or alkaline cleaning agents.

WASHING YOUR MOTORCYCLE

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

To prevent stains, do not wash the vehicle immediately after it has been exposed to bright sunlight and do not wash it in the sun.

Regularly clean the fork tubes of soiling.

Make sure that the motorcycle is washed frequently, especially during the winter months.

To remove road salt, clean the motorcycle with cold water immediately after every trip.

WARNING

Damp brake disks and brake pads after washing the motorcycle, after riding through water or in the rain

Poorer braking action, accident hazard

- Brake early until the brake rotors and brake pads are dry.

ATTENTION

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

ATTENTION

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

CLEANING SENSITIVE MOTORCYCLE PARTS

Plastics

ATTENTION

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

Trim panel components
Clean trim panel components with water and BMW Motorrad cleaning agent.

Windshields and turn indicator glass are manufactured of plastic
Clean off dirt and insects with a soft sponge and plenty of water.

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

TFT display
Clean the TFT display with warm water and detergent. Then dry with a clean cloth, e.g. a paper towel.

Chrome
Carefully clean chrome parts with plenty of water and BMW Motorrad Care Products motorcycle cleaner. This is required in particular for removing road salt.
Use BMW Motorrad metal polish for additional treatment.

Radiator
Clean the radiator regularly to prevent overheating of the engine due to inadequate cooling. For example, use a garden hose with low water pressure.

ATTENTION

Bending of radiator fins
Damage to radiator fins
- When cleaning, ensure that the cooler fins are not bent.

Rubber
Treat rubber components with water or BMW rubber care product.

ATTENTION

Use of silicone sprays for care of rubber seals
Damage to rubber seals
- Do not use silicone sprays or care products that contain silicone.

CARE OF PAINTWORK

Washing the motorcycle regularly will help counteract the long-term effects of substances that damage the paint, especially if your motorcycle is ridden in areas with high air pollution or natural sources of dirt, such as tree resin or pollen. However, remove particularly aggressive substances immediately; otherwise changes in the paint or discoloration may occur. These include spilled fuel, oil, grease and brake fluid as well as bird droppings.
It is recommended to use BMW Motorrad solvent cleaner and then apply BMW Motorrad high gloss polish to preserve the paint.
Contaminants on the paint surface are particularly easy to see after washing the vehicle. Remove this type of didrt immediately with cleaning benzene

or ethyl alcohol on a clean cloth or cotton ball. BMW Motorrad recommends removing tar stains with BMW tar remover. Then add a protective wax coating to the paint at these locations.

PAINT PRESERVATION

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

STORING THE MOTORCYCLE

- Completely fill the motorcycle's fuel tank.

Fuel additives clean the fuel injection system and the combustion area. Fuel additives should be used when refueling with low-quality fuels or during longer periods of downtime. Your authorized BMW Motorrad retailer can provide you with more detailed information.

- Clean the motorcycle.
- Remove battery.
- Spray brake lever and clutch lever as well as side stand pivots with a suitable lubricant.
- Coat bare metal and chrome plated parts with an acid-free grease (petroleum jelly).
- Park motorcycle in a dry room, raising it to relieve weight from both wheels (preferably using the front-wheel and rear-wheel stands offered by BMW Motorrad).

PUTTING THE MOTORCYCLE INTO OPERATION

- Remove the protective wax coating.
- Clean the motorcycle.
- Install the battery.
- Observe checklist (➠ 115).

TECHNICAL DATA

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TROUBLESHOOTING CHART

Engine does not start:

Possible cause	Remedy
Side stand extended and gear engaged	Engage neutral or fold in side stand.
Gear engaged and clutch not disengaged	Shift transmission to neutral or disengage clutch.
No fuel in tank	Refueling.
Battery drained	Charge the connected battery.
Overheating protection for starter motor has triggered. Starter motor can only be actuated for a limited period.	Leave the starter motor to cool down for around 1 minute until it becomes available again.

Bluetooth connection is not established.

Possible cause	Remedy
Necessary pairing steps were not performed.	Refer to the operating instructions of the communication system for the necessary steps for pairing.
The communication system is not connected automatically despite successful pairing.	Switch off the communication system of the helmet and connect again after one to two minutes.
Too many Bluetooth devices are stored in the helmet.	Delete all pairing entries in the helmet (see the operating instructions of the communication system).
There are additional vehicles with Bluetooth-capable devices nearby.	Avoid simultaneous pairing with multiple vehicles.

Bluetooth connection is disrupted.

Possible cause	Remedy
Bluetooth connection to the mobile end device is interrupted.	Switch off energy saving mode.
Bluetooth connection to the helmet is interrupted.	Switch off the communication system of the helmet and connect again after one to two minutes.
Volume in the helmet cannot be adjusted.	Switch off the communication system of the helmet and connect again after one to two minutes.

Phone book is not displayed in the TFT display.

Possible cause	Remedy
Phone book was has not yet been transferred to the vehicle.	During pairing to the mobile end device, confirm the transfer of the telephone data (➠ 100).

Active route guidance is not displayed in the TFT display.

Possible cause	Remedy
Navigation from the BMW Motorrad Connected App was not transferred.	Call up the BMW Motorrad Connected App on the connected mobile end device before riding.
Route guidance cannot be started.	Ensure that there is a data connection to the mobile end device and check the map data on the mobile end device.

SCREW CONNECTIONS

Front wheel	Value	Valid
Wheel speed sensor at front on fork		
M6 x 16, Renew bolt micro-encapsulated	6 lb/ft (8 Nm)	
Front wheel cover on telescopic forks		
M5 x 14, Renew bolt micro-encapsulated	1 lb/ft (2 Nm)	
Brake caliper on telescopic forks		
M10 x 65	28 lb/ft (38 Nm)	
Pinch bolt on quick-release axle		
M8 x 35	**Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time**	
	14 lb/ft (19 Nm)	
Axle screw in front quick-release axle		
M20 x 1.5	37 lb/ft (50 Nm)	

Rear wheel	Value	Valid
Rear wheel speed sensor on the brake caliper carrier		
M6 x 16, Renew bolt micro-encapsulated	6 lb/ft (8 Nm)	

Rear wheel	Value	Valid
Rear-wheel quick-release axle in swinging arm		
M24 x 1.5 mechanical	74 lb/ft (100 Nm)	

Mirror arm	Value	Valid
Mirror (locknut) on clamping piece		
M10 x 1.25	Left-hand thread, 16 lb/ft (22 Nm)	
Adapter to clamping block		
M10 x 14 - 4.8	18 lb/ft (25 Nm)	

FUEL	
Recommended fuel quality	Regular unleaded (max. 15% ethanol, E15) 87 AKI (91 ROZ/RON) 87 AKI
Fuel tank capacity	Approx. 3.4 gal (Approx. 13 l)
Reserve fuel quantity	Approx. 3.7 quarts (Approx. 3.5 l)
Fuel consumption	56 mpg (4.2 l/100 km), in accordance with WMTC
CO2 emissions	99 g/km, in accordance with WMTC
	99 g/km, in accordance with GB15744-2019
Emission standard	EU 5

ENGINE OIL	
Engine oil, capacity	Approx. 3.2 quarts (Approx. 3.0 l), with filter replacement
Specification	SAE 5W-40, API SL/ JASO MA2, Additives (for instance, molybdenum-based substances) are prohibited, because they would attack the coatings on engine components, BMW Motorrad recommends BMW Motorrad ADVANTEC Ultimate oil.

BMW recommends ADVANTEC ORIGINAL BMW ENGINE OIL

Oil additives	BMW Motorrad does not recommend the use of oil additives, as these can adversely affect the operation of the clutch. Ask your BMW Motorrad retailer for engine oils suitable for your motorcycle.

BMW recommends ADVANTEC ORIGINAL BMW ENGINE OIL

ENGINE

Engine number location	Upper part of crankcase, close to oil heat exchanger
Engine type	A24A09A
Engine design	Water-cooled 2-cylinder four-stroke engine with four valves (operated via rocker arms) per cylinder, two overhead camshafts and dry-sump lubrication
Displacement	895 cc (895 cm^3)
Cylinder bore	3.4 in (86 mm)
Piston stroke	3 in (77 mm)
Compression ratio	13,1:1
Nominal capacity	98 hp (73 kW), at engine speed: 8500 min^{-1}
Torque	65 lb/ft (88 Nm), at engine speed: 6750 min^{-1}
Maximum engine speed	max 9000 min^{-1}
Idle speed	$1250^{\pm 50}$ min^{-1}, Engine at operating temperature

CLUTCH	
Clutch design	Multiple-disc oil bath (anti-hopping)

TRANSMISSION	
Transmission design	Claw-shifted 6-speed manual gearbox integrated in engine housing
Transmission gear ratios	1,821, Primary gear ratio 1:2,833, 1st gear 1:2,067, 2nd gear 1:1,600, 3rd gear 1:1,308, 4th gear 1:1,103, 5th gear 1:0,968, 6th gear

REAR-WHEEL DRIVE	
Type of final drive	Chain drive
Chain sag	1.4...1.8 in (35...45 mm), Motorcycle unloaded on side stand
–with lowered[OE]	1.2...1.6 in (30...40 mm), Motorcycle unloaded on side stand
Permissible chain length	max 5.7 in (max 144 mm), measured over the **center** of 10 rivets, drive chain under tension
Number of teeth of rear-wheel drive (Pinion/sprocket)	17/44
Secondary gear ratio	2,588

FRAME	
Frame design	Steel bridge frame in shell construction
Location of type plate	Frame at front left on steering head
Location of the vehicle identification number	Frame, front right

CHASSIS	
Front wheel	
Type of front suspension	Telescopic forks
Spring travel, front	5.3 in (135 mm), on front wheel
–with lowered OE	4.5 in (115 mm), on front wheel
Rear wheel	
Type of rear-wheel guide	Cast aluminum double armed swinging arm
Design of rear-wheel suspension	Central spring strut with coil spring, adjustable rebound-stage damping and spring preload
Spring travel on the rear wheel	5.6 in (142 mm), on rear wheel
–with lowered OE	4.8 in (122 mm), on rear wheel

BRAKES	
Front wheel	
Type of front wheel brake	Hydraulically operated twin disk brake with 4-piston radial brake calipers and floating brake disks
Front brake pad material	Sintered metal
Front brake disc thickness	0.18 in (4.5 mm), New min 0.16 in (min 4.0 mm), Wear limit
Free travel of brake actuation (Front wheel brake)	0.03...0.07 in (0.7...1.7 mm), measured at the piston
Rear wheel	
Type of rear wheel brake	Hydraulically operated disc brake with 1-piston floating caliper and fixed brake disk
Rear brake pad material	Organic
Rear brake disc thickness	0.2 in (5.0 mm), New min 0.18 in (min 4.5 mm), Wear limit
Blow-by clearance of foot-brake lever	0.08...0.12 in (2.0...3.0 mm), Perpendicular to the direction of travel between brake-light switch actuator and footrest plate

WHEELS AND TIRES	
Recommended tire combinations	An overview of the current tire approvals is available from your authorized BMW Motorrad retailer or on the Internet at bmw-motorrad.com.
Speed category of front/rear tires	W, minimum requirement: 168 mph (270 km/h)

Front wheel	
Front wheel design	Aluminum cast wheel
Front-wheel rim size	3.50" x 17"
Front tire designation	120/70 ZR 17
Load index for front tire	58
Permissible front-wheel imbalance	max 0.2 oz (max 5 g)
Rear wheel	
Rear wheel design	Aluminum cast wheel
Rear-wheel rim size	5.50" x 17"
Rear tire designation	180/55 ZR 17
Load index for rear tire	73
Permissible rear-wheel imbalance	max 0.2 oz (max 5 g)
Tire pressure	
Front tire pressure	36.3 psi (2.5 bar), with tire cold
Rear tire pressure	42.1 psi (2.9 bar), with tire cold

ELECTRICAL SYSTEM	
Main fuse	40 A, Voltage regulator
Fuse box	10 A, Slot 1: instrument cluster, anti-theft alarm system (DWA), ignition lock, diagnostic socket, main relay coil 7.5 A, Slot 2: left multifunction switch, tire pressure control (RDC)
Electrical rating of onboard sockets	5 A

Battery	
Battery design	AGM (Absorbent Glass Mat) battery
Battery voltage	12 V
Battery capacity	12 Ah
Battery type (For Keyless Ride radio-operated key)	
–with Keyless Ride[OE]	CR 2032
Spark plugs	
Spark plugs, manufacturer and designation	NGK LMAR9J-9E
Light source	
Bulb for high-beam headlight	LED
Bulbs for low-beam headlight	LED
Bulb for parking light	LED
Bulb for taillight/brake light	LED
Light source for license plate light	Integrated in rear light
Bulbs for flashing turn indicators	LED

ANTI-THEFT ALARM SYSTEM	
Activation time	Approx. 30 s
Alarm duration	Approx. 26 s
Battery type	CR 123 A

DIMENSIONS	
Motorcycle length	84.3 in (2140 mm), over rear wheel
–with lowered [OE]	84.1 in (2135 mm), over rear wheel
Motorcycle height	44.5 in (1130 mm), over instrument cluster, at DIN unloaded vehicle weight
–with lowered [OE]	43.7 in (1110 mm), over instrument cluster, at DIN unloaded vehicle weight
Motorcycle width	32.1 in (815 mm), using handlebar levers
Front-seat height	32.1 in (815 mm), without rider, at DIN unloaded vehicle weight
–with seat, low [OE]	31.1 in (790 mm), without rider, at DIN unloaded vehicle weight
–with seat, extra high [OE]	34.1 in (865 mm), without rider, at DIN unloaded vehicle weight
–with lowered [OE]	30.3 in (770 mm), without rider, at DIN unloaded vehicle weight
Rider's inside-leg arc, heel to heel	71.7 in (1820 mm), without rider, at DIN unloaded vehicle weight
–with seat, low [OE]	70.3 in (1785 mm), without rider, at DIN unloaded vehicle weight
–with seat, extra high [OE]	74.4 in (1890 mm), without rider, at DIN unloaded vehicle weight

–with lowered[OE]	69.1 in (1755 mm), without rider, at DIN unloaded vehicle weight

WEIGHTS	
Unloaded vehicle weight	465 lbs (211 kg), DIN unloaded vehicle weight, ready for road, 90 % full tank of gas, without OE
Front wheel load at unloaded vehicle weight	234 lbs (106 kg)
Permissible front wheel load	max 397 lbs (max 180 kg)
Rear wheel load at unloaded vehicle weight	231 lbs (105 kg)
Permissible rear wheel load	max 661 lbs (max 300 kg)
Gross vehicle weight	948 lbs (430 kg)
Maximum payload	483 lbs (219 kg)

PERFORMANCE DATA	
Maximum speed	>124 mph (>200 km/h)

SERVICE

13

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REPORTING SAFETY DEFECTS

If you think that your motorcycle has a fault which may cause an accident, injury or death, you must inform the NHTSA (National Highway Traffic Safety Administration) immediately and BMW of North America, LLC.
If the NHTSA receives other similar complaints, it may open an investigation. If it finds that a safety defect exists in a group of vehicles, the NHTSA may order the manufacturer to perform a recall and remedy campaign. However, the NHTSA cannot become involved in individual problems between you, your authorized BMW Motorrad retailer, or BMW of North America, LLC.
You can contact the NHTSA by calling the Vehicle Safety Hotline on 1–888–327–4236 (Teletypewriter TTY for the hearing impaired: 1–800–424–9153) for free, by visiting the website at http:// www.safercar.gov or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at http:// www.safercar.gov.
Canadian customers who wish to report a safetyrelated defect to Transport Canada, Defect Investigations and Recalls, may call the toll-free hotline 1–800–333–0510. You can also obtain other information about motor vehicle safety from http:// www.tc.gc.ca/roadsafety.

BMW MOTORRAD SERVICE

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

WARNING

Improperly performed maintenance and repair work
Accident hazard caused by subsequent damage
- BMW Motorrad recommends having corresponding work on the motorcycle carried out by a specialized workshop, preferably by an authorized BMW Motorrad retailer.

To ensure that your BMW is always in optimal condition, BMW Motorrad advises that you observe the recommended service intervals for your motorcycle.
Have all maintenance and repair tasks confirmed in the Service chapter in this manual. Documented proof of scheduled preventive maintenance is essential for generous treatment of claims submitted after the warranty period has expired (goodwill).

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

BMW MOTORRAD ELECTRONIC SERVICE HISTORY (ESH)

Entries

Maintenance work that has been performed is recorded in the diagnostics and information system. Like a Service Booklet, these entries provide proof of regular maintenance.
If an entry is made in the vehicle's eSH, service-related data is stored on the central IT systems of BMW AG in Munich, Germany.
When there is a change in vehicle owner, the data entered in the eSH can also be viewed by the new vehicle owner. A BMW Motorrad retailer or spe-

cialist workshop can view the data entered in the electronic Service Manual.

Objection
At the BMW Motorrad retailer or specialist workshop, the vehicle owner can object to the entry of data in the electronic Service Manual with the related storage of data in the vehicle and the transfer of data to the vehicle manufacturer during his time as the vehicle owner. In this case, no entry is made in the vehicle's electronic Service Manual.

BMW MOTORRAD MOBILITY SERVICES

The BMW Motorrad Mobility Services furnish you and your new BMW motorcycle with extra security by offering a wide array of assistance services in the event of a breakdown (mobile service, breakdown assistance, vehicle recovery and retrieval, etc.).
Contact your authorized BMW Motorrad retailer for additional information on available mobility services.

MAINTENANCE WORK

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

BMW Running-in check
The BMW running-in check must be carried out between 300 mi (500 km) and 750 mi (1,200 km).

BMW Service
BMW Service is carried out once a year. The scope of the services performed may be dependent on the age of the motorcycle and the mileage ridden. Your BMW Motorrad retailer confirms that the service has been performed and enters the date for the next service. For riders with high annual mileage, it may be necessary to come in for service before the entered date. In this case a corresponding maximum odometer reading will also be entered in the confirmation of service. If this odometer reading is reached before the next service appointment, service must be performed sooner.

The service interval indicator in the display reminds you of the next service appointment approx. one month or 621 mi (1000 km) before the entered values.

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

The required scope of maintenance work for your motorcycle can be found in the following maintenance schedule:

MAINTENANCE SCHEDULE

	500 - 1200 km 300 - 750 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	
③		X	X	X	X	X	X	X	X	X	X	X[a]	
④			X		X		X		X		X		
⑤			X		X		X		X		X		
⑥			X		X		X		X		X		
⑦				X			X			X			
⑧												X[b]	X[b]

1 BMW Break-in service
2 BMW Standard scope of service
3 Engine oil change with filter
4 Check valve clearance
5 Replace all spark plugs
6 Replace air filter insert
7 Oil change in the telescopic forks
8 Change brake fluid in entire system

[a] annually or every 6,000 mi (whichever comes first)

[b] at first after one year, then every two years

MAINTENANCE CONFIRMATIONS

BMW Service standard scope

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

–Performing the vehicle test using the BMW Motorrad diagnostic system
–Checking coolant level
–Checking/adjusting clutch play
–Checking the front brake pads and brake discs for wear
–Checking the rear brake pads and brake disc for wear
–Checking the front and rear brake fluid level
–Visual inspection of the brake lines, brake hoses, and connections
–Checking the tire pressure and tread depth
–Checking and lubricating the chain drive
–Check side stand for ease of movement
–Checking center stand for ease of movement
–Checking steering-head bearing
–Checking the lighting and signal system
–Functional check for engine starting suppression
–Final inspection and road safety check
–Set the service date and remaining distance using the BMW Motorrad diagnostic system
–Checking charging state of battery
–Confirm the BMW service in the vehicle literature

BMW pre-delivery check
performed

on_____

Stamp, signature

BMW Running-in Check
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

BMW Service
performed

on_____
Odometer reading_____

Next service
latest
on_____
or, if reached earlier
Odometer reading_____

Work performed

	Yes	No
BMW Service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air cleaner element	☐	☐
Oil change - telescopic fork	☐	☐
Changing brake fluid in entire system	☐	☐

Information

Stamp, signature

SERVICE CONFIRMATIONS

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

Work performed	Odometer reading	Date

Work performed	Odometer reading	Date

CERTIFICATE FOR ELECTRONIC IMMOBILIZER 245
CERTIFICATE FOR KEYLESS RIDE 247
DECLARATION OF CONFORMITY FOR TIRE PRESSURE CONTROL 251
CERTIFICATE FOR TIRE PRESSURE CONTROL 257
CERTIFICATE FOR TFT INSTRUMENT CLUSTER 258
DECLARATION OF CONFORMITY FOR ANTI-THEFT ALARM 261

FCC Approval

Ring aerial in the ignition switch



To verify the authorization of the ignition key, the electronic immobilizer exchanges information with the ignition key via the ring aerial.
This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. ◀

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage



Pour vérifier l'autorisation de la clé de contact, le système d'immobilisation électronique échange des informations avec la clé de contact via l'antenne annulaire.
Le présent dispositif est conforme à la partie 15 des règles de la FCC. Son utilisation est soumise aux deux conditions suivantes :

(1) Le dispositif ne doit pas produire d'interférences nuisibles, et
(2) le dispositif doit pouvoir accepter toutes les interférences extérieures, y compris celles qui pourraient provoquer une activation inopportune.



Toute modification qui n'aurait qui n'aurait pas été approuvée expressément par l'organisme responsable de l'homologation peut annuler l'autorisation accordée à l'utilisateur pour utiliser le dispositif. ◀

Certifications

BMW Keyless Ride ID Device



USA, Canada:

Product name: BMW Keyless Ride ID
Device FCC ID: YGOHUF5750
IC: 4008C-HUF5750

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Canada:
Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

USA:
This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Argentina:

CNC COMISIÓN NACIONAL DE COMUNICACIONES

H-17115

Declaration Of Conformity

We declare under our responsibility that the product

BMW Keyless Ride ID Device (Model: HUF5750)

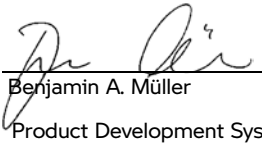
camplies with the appropriate essential requirements of the article 3 of the R&TIE and the other relevant provisions, when used for its intended purpose. Applied Standards:

1. Health and safety requirements contained in article 3 (1) a)
    - EN 60950-1:2006+A11:2009+A1:2010+A12:2011; Information technology equipment-Safety
2. Protection requirements with respect to electromagnetic compatibility article 3 (1) b)
    - EN 301 489-1 (V1 .9.2, 09/2011), Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services;
      Part 1: Common technical requirements
    - EN 301 489-3 (V1.4.1, 08/2002) Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 3: Specific conditions for short range devices (SRD) operating on frequencies between 9 kHz and 40 GHz
3. Means of the efficient use of the radio frequency spectrum article 3 (2)
    - EN 300 220-1 & -2 (V2.4.1, 05/2012), electromagnetic compatibility and radio spectrum matters (ERM); Short range devices (SRD); Radio equipment tobe used in the 25 MHz to 1000 MHz frequency range with power leveis ranging up to 500 mW;
      Part 1: Technical characteristics and test methods.
      Part 2: Harmonized EN covering essential requirements under article 3.2 ofthe R&TIE directive

The product is labeted with the CE marking:

CE

Velbert, October 15th, 2013



Benjamin A. Müller

Product Development Systems
Car Access and Immobilization -
Electronics Huf Hülsbeck & Fürst
GmbH & Co. KG
Steeger Straße 17, D-42551
Velbert

Declaration of Conformity

Radio equipment tyre pressure control (RDC)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Frequency Band: 433.895 - 433.945 MHz
Output Power: <10 mW e.r.p.

Manufacturer and Address
Manufacturer: Schrader Electronics Ltd.
Adress: Technology Park, Antrim, N. Ireland BT41 1QS, United Kingdom

Austria
Hiermit erklärt Schrader Electronics Ltd., dass der Funkanlagentyp BC5A4 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar:
http://www.tpmseuroshop.com/documents/declaration_conformities

Belgium
Le soussigné, Schrader Electronics Ltd., déclare que l'équipement radioélectrique du type BC5A4 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante:
http://www.tpmseuroshop.com/documents/declaration_conformities

Cyprus
Με την παρούσα ο/η Schrader Electronics Ltd., δηλώνει ότι ο ραδιοεξοπλισμός BC5A4 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο:
http://www.tpmseuroshop.com/documents/declaration_conformities

Czech Republic
Tímto Schrader Electronics Ltd. prohlašuje, že typ rádiového zařízení BC5A4 je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese:
http://www.tpmseuroshop.com/documents/declaration_conformities

Germany
Hiermit erklärt Schrader Electronics Ltd., dass der Funkanlagentyp BC5A4 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar:
http://www.tpmseuroshop.com/documents/declaration_conformities

Denmark
Hermed erklærer Schrader Electronics Ltd., at radioudstyrstypen BC5A4 er i overensstemmelse med direktiv 2014/53/EU.
EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse:
http://www.tpmseuroshop.com/documents/declaration_conformities

Estonia
Käesolevaga deklareerib Schrader Electronics Ltd., et käesolev raadioseadme tüüp BC5A4 vastab direktiivi 2014/53/EL nõuetele.
ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil:
http://www.tpmseuroshop.com/documents/declaration_conformities

Spain
Por la presente, Schrader Electronics Ltd. declara que el tipo de equipo radioeléctrico BC5A4 es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente:
http://www.tpmseuroshop.com/documents/declaration_conformities

Finland
Schrader Electronics Ltd. vakuuttaa, että radiolaitetyyppi BC5A4 on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://www.tpmseuroshop.com/documents/declaration_conformities

France
Le soussigné, Schrader Electronics Ltd., déclare que l'équipement radioélectrique du type BC5A4 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.tpmseuroshop.com/documents/declaration_conformities

United Kingdom
Hereby, Schrader Electronics Ltd. declares that the radio equipment type BC5A4 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://www.tpmseuroshop.com/documents/declaration_conformities

Greece
Με την παρούσα ο/η Schrader Electronics Ltd., δηλώνει ότι ο ραδιοεξοπλισμός BC5A4 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο:
http://www.tpmseuroshop.com/documents/declaration_conformities

Croatia
Schrader Electronics Ltd. ovime izjavljuje da je radijska oprema tipa BC5A4 u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://www.tpmseuroshop.com/documents/declaration_conformities

Hungary
Schrader Electronics Ltd. igazolja, hogy a BC5A4 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://www.tpmseuroshop.com/documents/declaration_conformities

Ireland
Hereby, Schrader Electronics Ltd. declares that the radio equipment type BC5A4 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://www.tpmseuroshop.com/documents/declaration_conformities

Italy
Il fabbricante, Schrader Electronics Ltd., dichiara che il tipo di apparecchiatura radio BC5A4 è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://www.tpmseuroshop.com/documents/declaration_conformities

Lithuania
Aš, Schrader Electronics Ltd., patvirtinu, kad radijo įrenginių tipas BC5A4 atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://www.tpmseuroshop.com/documents/declaration_conformities

Luxembourg
Le soussigné, Schrader Electronics Ltd., déclare que l'équipement radioélectrique du type BC5A4 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.tpmseuroshop.com/documents/declaration_conformities

Latvia
Ar šo Schrader Electronics Ltd. deklarē, ka radioiekārta BC5A4 atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://www.tpmseuroshop.com/documents/declaration_conformities

Malta
B'dan, Schrader Electronics Ltd., niddikjara li dan it-tip ta' tagħmir tar-radju BC5A4 huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://www.tpmseuroshop.com/documents/declaration_conformities

Netherlands
Hierbij verklaar ik, Schrader Electronics Ltd., dat het type radioapparatuur BC5A4 conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres:
http://www.tpmseuroshop.com/documents/declaration_conformities

Poland
Schrader Electronics Ltd. niniejszym oświadcza, że typ urządzenia radiowego BC5A4 jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://www.tpmseuroshop.com/documents/declaration_conformities

Portugal
O(a) abaixo assinado(a) Schrader Electronics Ltd. declara que o presente tipo de equipamento de rádio BC5A4 está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet:
http://www.tpmseuroshop.com/documents/declaration_conformities

Romania
Prin prezenta, Schrader Electronics Ltd. declară că tipul de echipamente radio BC5A4 este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet:
http://www.tpmseuroshop.com/documents/declaration_conformities

Sweden
Härmed försäkrar Schrader Electronics Ltd. att denna typ av radioutrustning BC5A4 överensstämmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress:
http://www.tpmseuroshop.com/documents/declaration_conformities

Slovenia
Schrader Electronics Ltd. potrjuje, da je tip radijske opreme BC5A4 skladen z Direktivo 2014/53/EU.
Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu:
http://www.tpmseuroshop.com/documents/declaration_conformities

Slovakia
Schrader Electronics Ltd. týmto vyhlasuje, že rádiové zariadenie typu BC5A4 je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://www.tpmseuroshop.com/documents/declaration_conformities

Bulgaria
С настоящото Schrader Electronics Ltd. декларира, че този тип радиосъоръжение BC5A4 е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://www.tpmseuroshop.com/documents/declaration_conformities

Certification Tire Pressure Control (TPC)

FCC ID: MRXBC54MA4
IC: 2546A-BC54MA4

This device complies with Part 15 of the FCC Rules and with Industry Canada license-exempt RSS standard(s).
Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) This device must accept any interference received, including interference that may cause undesired operation.

WARNING: Changes or modifications not expressively approved by the party responsible for compliance could void the user's authority to operate the equipment. The term “IC:” before the radio certification number only signifies that Industry Canada technical specifications were met.

FCC ID: MRXBC5A4
IC: 2546A-BC5A4

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

(1) l'appareil ne doit pas produire de brouillage, et
(2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

WARNING: Changes or modifications not expressively approved by the party responsible for compliance could void the user's authority to operate the equipment. The term “IC:” before the radio certification number only signifies that Industry Canada technical specifications were met.

Declaration of Conformity

Radio equipment TFT instrument cluster

For all Countries without EU

Technical information
BT operating frq. Range:
2402 – 2480 MHz
BT version: 4.2 (no BTLE)
BT output power: < 4 dBm
WLAN operating frq. Range:
2412 – 2462 MHz
WLAN standards:
IEEE 802.11 b/g/n
WLAN output power: < 20 dBm

Manufacturer and Address
Manufacturer:
Robert Bosch Car Multimedia GmbH
Adress: Robert Bosch Str. 200, 31139 Hildesheim, GERMANY

Turkey
Robert Bosch Car Multimedia GmbH, ICC6.5in tipi telsiz sisteminin 2014/53/EU nolu yönetmeliğe uygun olduğunu beyan eder. AB Uygunluk Beyanı'nın tam metni, aşağıdaki internet adresinden görülebilir: http://cert.bosch-carmultimedia.net

Brazil
Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário.

Canada
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.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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.

Korea

적합성평가에 관한 고시
R-CMM-RBR-ICC65IN
상호 : Robert Bosch Car Multimedia GmbH모델명 : ICC6.5in
기자재명칭 : 특정소출력 무선기기
(무선데이터통신시스템용 무선기기)
제조자 및 제조국가 : Robert Bosch Car Multimedia GmbH / 포르투갈
제조년월 : 제조년월로 표기
이 기기는 업무용 환경에서 사용할 목적으로적합성평가를 받은 기기로서 가정용 환경에서 사용하는 경우 전파간섭의 우려가 있습니다.

Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Taiwan, Republic of

根據 NCC 低功率電波輻射性電機管理辦法 規定: 第十二條
經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。
第十四條
低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。
前項合法通信，
指依電信法規定作業之無線電通信。
低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Thailand

เครื่องโทรคมนาคมและอุปกรณ์ นี้
มีความสอดคล้องตามข้อกำหนดของ กทช.
(This telecommunication equipments is in compliance with NTC requirements)

United States (USA)

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.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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.

Declaration of Conformity

Radio equipment anti-theft alarm (DWA)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Frequency Band:
433.05-434.79 MHz
Output Power: 10 mW e.r.p.

Manufacturer and Address
Manufacturer: Meta System S.p.A.
Adress: Via Galimberti 5 42124 Reggio Emilia - Italy

Austria
Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp TXBMWMR der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: https://docs.metasystem.it/

Belgium
Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMR est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://docs.metasystem.it/

Bulgaria
С настоящото Meta System S.p.A. декларира, че този тип радиосъоръжение TXBMWMR е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: https://docs.metasystem.it/

Cyprus
Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMR πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://docs.metasystem.it/

Czech Republic
Tímto Meta System S.p.A. prohlašuje, že typ rádiového zařízení TXBMWMR je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: https://docs.metasystem.it/

Germany
Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp TXBMWMR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: https://docs.metasystem.it/

Denmark
Hermed erklærer Meta System S.p.A., at radioudstyrstypen TXBMWMR er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: https://docs.metasystem.it/

Estonia
Käesolevaga deklareerib Meta System S.p.A., et käesolev raadioseadme tüüp TXBMWMR vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: https://docs.metasystem.it/

Spain
Por la presente, Meta System S.p.A. declara que el tipo de equipo radioeléctrico TXBMWMR es conforme con la Directiva 2014/53/UE. El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: https://docs.metasystem.it/

Finland
Meta System S.p.A. vakuuttaa, että radiolaitetyyppi TXBMWMR on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: https://docs.metasystem.it/

France
Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMR est conforme à la directive 2014/53/UE
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante : https://docs.metasystem.it/

United Kingdom
Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMR is in compliance with Directive 2014/53/E
The full text of the EU declaration of conformity is available at the following internet address: https://docs.metasystem.it/

Greece
Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://docs.metasystem.it/

Croatia
Meta System S.p.A. ovime izjavljuje da je radijska oprema tipa TXBMWMR u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: https://docs.metasystem.it/

Hungary
Meta System S.p.A. igazolja, hogy a TXBMWMR típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: https://docs.metasystem.it/

Ireland
Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMR is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: https://docs.metasystem.it/

Italy
Il fabbricante, Meta System S.p.A., dichiara che il tipo di apparecchiatura radio TXBMWMR è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: https://docs.metasystem.it/

Lithuania
Aš, Meta System S.p.A., patvirtinu, kad radijo įrenginių tipas TXBMWMR atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: https://docs.metasystem.it/

Luxembourg
Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMR est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://docs.metasystem.it/

Latvia
Ar šo Meta System S.p.A. deklarē, ka radioiekārta TXBMWMR atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: https://docs.metasystem.it/

Malta
B'dan, Meta System S.p.A., niddikjara li dan it-tip ta' tagħmir tar-radju TXBMWMR huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: https://docs.metasystem.it/

Netherlands
Hierbij verklaar ik, Meta System S.p.A., dat het type radioapparatuur TXBMWMR conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: https://docs.metasystem.it/

Poland
Meta System S.p.A. niniejszym oświadcza, że typ urządzenia radiowego TXBMWMR jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: https://docs.metasystem.it/

Portugal
O(a) abaixo assinado(a) Meta System S.p.A. declara que o presente tipo de equipamento de rádio TXBMWMR está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: https://docs.metasystem.it/

Romania
Prin prezenta, Meta System S.p.A. declară că tipul de echipamente radio TXBMWMR este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: https://docs.metasystem.it/

Sweden
Härmed försäkrar Meta System S.p.A. att denna typ av radioutrustning TXBMWMR överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: https://docs.metasystem.it/

Slovenia
Meta System S.p.A. potrjuje, da je tip radijske opreme TXBMWMR skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: https://docs.metasystem.it/

Slovakia
Meta System S.p.A. týmto vyhlasuje, že rádiové zariadenie typu TXBMWMR je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: https://docs.metasystem.it/

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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.

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WARNING

Harmful substances
Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates and lead, which are known to the State of California to be carcinogenic or detrimental to childbirth or reproduction.
- To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.
- For more information visit: www.P65Warnings.ca.gov/passenger-vehicle

Important data for refueling:

Fuel	
Recommended fuel quality	Regular unleaded (max. 15% ethanol, E15) 87 AKI (91 ROZ/RON) 87 AKI
Fuel tank capacity	Approx. 3.4 gal (Approx. 13 l)
Reserve fuel quantity	Approx. 3.7 quarts (Approx. 3.5 l)
Tire pressure	
Front tire pressure	36.3 psi (2.5 bar), with tire cold
Rear tire pressure	42.1 psi (2.9 bar), with tire cold

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

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05-2020, 2nd edition, 07

Huomioi seuraavat seikat käyttöohjeen lisäksi.

⚠ VAROITUS

Auton avaimessa on nappiparisto. Paristot tai nappiparistot voivat joutua nieluun ja johtaa kahden tunnin sisällä vakaviin tai hengenvaarallisiin vammoihin, esim. sisäisiin palovammoihin tai syöpymävammoihin. Tämä aiheuttaa loukkaantumis- ja hengenvaaran. Säilytä auton avainta ja paristoja lasten ulottumattomissa. Jos epäilet, että paristo tai nappiparisto on nielty tai se on joutunut kehon sisälle, käänny välittömästi lääkärin puoleen.

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Auton avaimeen asetetut epäsopivat paristot voivat vaurioittaa auton avainta. Tämä aiheuttaa aineellisten vahinkojen vaaran. Vaihda tyhjän pariston tilalle vain jännitearvoltaan, kooltaan ja ominaisuuksiltaan vastaava paristo.

Oltre al libretto Uso e manutenzione, osservare quanto segue.

⚠ AVVERTENZA

La chiave della vettura contiene come batteria una batteria a bottone. Le batterie o le batterie a bottone possono essere ingerite ed entro due ore causare lesioni gravi o mortali, ad es. dovute a ustioni o corrosioni interne. Sussiste il pericolo di lesioni o conseguenze letali. Tenere la chiave della vettura e le batterie fuori dalla portata dei bambini. Nel dubbio che una batteria o una batteria a bottone sia stata ingerita o si trovi in una parte del corpo, chiedere immediatamente aiuto medico.

⚠ AVVISO

Batterie non adatte nella chiave della vettura possono danneggiare la chiave della vettura stessa. Sussiste il pericolo di danni materiali. Sostituire una batteria scarica soltanto con una batteria con la stessa tensione, la stessa dimensione e la stessa specifica.

Vær også oppmerksom på bruksanvisningen.

⚠ ADVARSEL

Batteriet i bilnøkkelen er en knappecelle. Batterier eller knappceller kan svelges og forårsake alvorlig personskade eller død innen to timer, f.eks. som følge av indre forbrenninger eller etseskader. Fare for personskader eller livsfare. Oppbevar bilnøklene og batteriene utilgjengelig for barn. Hvis du mistenker at et batteri eller en knappcelle er svelget eller befinner seg i noen del av kroppen, må du ringe lege straks.

⚠ MERKNAD

Feil batterier i bilnøkkelen kan skade bilnøkkelen. Det er fare for materielle skader. Bytt ut utladet batteri kun med et batteri med samme spenning, størrelse og spesifikasjon.

Oprócz instrukcji obsługi przestrzegać następujących zaleceń.

⚠ OSTRZEŻENIE

W kluczu do pojazdu znajduje się bateria guzikowa. Baterie zwykłe i guzikowe mogą zostać połknięte i w przeciągu dwóch godzin doprowadzić do ciężkich lub śmiertelnych obrażeń, np. w wyniku wewnętrznych oparzeń lub poparzeń chemicznych. Istnieje niebezpieczeństwo odniesienia obrażeń oraz zagrożenie dla życia. Klucz do pojazdu i baterie trzymać poza zasięgiem dzieci. W przypadku podejrzenia, że bateria zwykła lub guzikowa została połknięta lub znajduje się w innej części ciała, bezzwłocznie udać się po pomoc medyczną.

⚠ WSKAZÓWKA

Niewłaściwa bateria może doprowadzić do uszkodzenia klucza do pojazdu. Istnieje niebezpieczeństwo strat materialnych. Rozładowaną baterię należy wymienić na baterię o takim samym napięciu, o tej samej wielkości i z taką samą specyfikacją.

Naast de handleiding ook het volgende in acht nemen.

⚠ WAARSCHUWING

De voertuigsleutel heeft een knoopcel als accu. Accu's of knoopcellen kunnen worden ingeslikt en binnen twee uur tot ernstige of dodelijke letsels leiden, bijv. door verbrandingen. Er bestaat kans op letsel of levensgevaar. Voertuigsleutels en accu's buiten het bereik van kinderen bewaren. Onmiddellijk medische hulp inroepen bij een vermoeden dat een accu of knoopcel werd ingeslikt of zich in een lichaamsdeel bevindt.

⚠ OPMERKING

Ongeschikte accu's in de voertuigsleutel kunnen de voertuigsleutel beschadigen. Er bestaat gevaar voor schade. De ontladen accu alleen door een accu met dezelfde spanning, dezelfde grootte en dezelfde specificaties vervangen.

Suplimentar față de manualul de utilizare, respectați următoarele.

AVERTIZARE

Cheia autovehiculului conține o baterie sub forma unui element tip buton. Bateriile sau elementele tip buton pot fi înghițite și pot produce vătămări grave sau mortale în interval de două ore, de ex. prin provocarea de arsuri interne sau arsuri caustice. Există pericol de vătămare sau chiar pericol de moarte. Păstrați cheia autovehiculului și bateriile în locuri inaccesibile copiilor. Dacă aveți suspiciunea că o baterie sau un element tip buton a fost înghițit sau se află într-o parte a corpului, apelați imediat medicul.

INDICAȚIE

Dacă în cheia autovehiculului se află baterii inadecvate, cheia autovehiculului poate suferi deteriorări. Există pericolul daunelor materiale. Înlocuiți bateria descărcată numai cu o baterie de aceeași tensiune, aceeași mărime și specificație identică.

Επιπρόσθετα στο εγχειρίδιο οδηγιών προσέξτε τα παρακάτω.

ΠΡΟΕΙΔΟΠΟΙΗΣΗ

Το κλειδί οχήματος περιέχει μια κομβιόσχημη μπαταρία. Οι μπαταρίες ή οι κομβιόσχημες μπαταρίες υπάρχει κίνδυνος να καταποθούν και εντός δύο ωρών να οδηγήσουν σε σοβαρούς ή θανάσιμους τραυματισμούς, π.χ. εξαιτίας εσωτερικών εγκαυμάτων ή χημικών εγκαυμάτων. Υπάρχει κίνδυνος τραυματισμού ή θανάτου. Φυλάτε το κλειδί οχήματος και τις μπαταρίες μακριά από παιδιά. Αν υπάρχει υποψία κατάποσης μιας κομβιόσχημης μπαταρίας ή μιας μπαταρίας ή ότι αυτή βρίσκεται μέσα σε κάποιο μέρος του σώματος, αναζητήστε άμεσα ιατρική βοήθεια.

Υπόδειξη

Ακατάλληλες μπαταρίες μέσα στο κλειδί οχήματος μπορούν να προκαλέσουν ζημιά στο κλειδί οχήματος. Υπάρχει κίνδυνος υλικών ζημιών. Αντικαθιστάτε την αποφορτισμένη μπαταρία μόνο με μια μπαταρία ίδιας τάσης, ίδιου μεγέθους και ίδιων προδιαγραφών.

Kromě návodu k obsluze věnujte pozornost následujícímu.

VAROVÁNÍ

Klíč vozidla obsahuje knoflíkový článek jako baterii. Baterie nebo knoflíkové články lze spolknout a během dvou hodin může dojít k těžkému nebo smrtelnému zranění, např. v důsledku vnitřních popálenin nebo poleptání. Hrozí nebezpečí poranění nebo smrtelného úrazu. Klíč vozidla a baterie uchovávejte mimo dosah dětí. Při podezření na spolknutí baterie nebo knoflíkového článku nebo na jejich přítomnost v těle ihned zavolejte lékařskou pomoc.

UPOZORNĚNÍ

Nevhodné baterie v klíči vozidla mohou klíč vozidla poškodit. Hrozí nebezpečí hmotných škod. Vybitou baterii vyměňte pouze za baterii se stejným napětím, stejnými rozměry a stejnou specifikací.

Para além do manual do condutor, respeitar o seguinte.

ATENÇÃO

Como bateria, a chave do veículo contém uma pilha tipo botão. As baterias ou as pilhas tipo botão podem ser engolidas e, dentro de duas horas, causar ferimentos graves ou até a morte devido a, por ex., queimaduras químicas internas. Existe risco de lesão ou risco de vida. Guardar a chave do veículo fora do alcance das crianças. Se suspeitar que uma bateria ou pilha tipo botão tenha sido engolida ou se encontra numa parte do corpo, entrar imediatamente em contacto com a assistência médica.

AVISO

Baterias inadequadas na chave do veículo podem danificar a chave do veículo. Existe perigo de danos materiais. Substituir a bateria descarregada por uma bateria com a mesma tensão, do mesmo tamanho e da mesma especificação.

Beakta även följande om instruktionsboken.

VARNING

Fordonsnyckeln innehåller en knappcell som batteri. Batterier eller knappceller kan sväljas och leda till allvarliga eller dödliga skador inom två timmar, t.ex. genom inre brännskador eller frätskador. Risk för personskador eller livsfara. Förvara fordonsnyckeln och batterierna utom räckhåll för barn. Om du misstänker att någon person har svalt ett batteri eller en knappcell eller att den finns i en kroppsdel måste du omedelbart söka medicinsk hjälp.

ANVISNING

Olämpliga batterier i fordonsnyckeln kan skada fordonsnyckeln. Risk för materiella skador. Ett urladdat batteri får bara bytas ut mot ett batteri med samma spänning, storlek och specifikation.

A kezelési útmutató mellett vegye figyelembe a következőket.

⚠ FIGYELMEZTETÉS

A járműkulcs egy gombelemmel működik. Az elemek, illetve a gombelemek lenyelhetők, és két órán belül súlyos vagy halálos sérüléseket okozhatnak, például belső gyulladások vagy felmaródások okozásával. Sérülésveszély vagy életveszély áll fenn. A járműkulcsot és az elemeket gyermekektől távol kell tartani. Egy elem, illetve egy gombelem lenyelésének gyanúja esetén, vagy ha az egy testrészbe kerülne, azonnal kérjen orvosi segítséget.

⚠ MEGJEGYZÉS

Csak megfelelő gombelemekkel használja a járműkulcsot, különben a járműkulcs károsodhat. Anyagi kár veszélye áll fenn. A lemerült elemet csak azonos feszültségű, azonos méretű és azonos jellemzőkkel rendelkező elemmel helyettesítse.

Poleg navodil za uporabo upoštevajte še naslednje.

⚠ OPOZORILO

Avtomobilski ključ ima gumbasto celico kot baterijo. V primeru, če pride do zaužitja baterije ali gumbaste celice, lahko to v dveh urah povzroči resne telesne poškodbe ali smrt, npr. zaradi notranjih kemičnih opeklin. Obstaja nevarnost telesnih poškodb ali smrtna nevarnost. Avtomobilski ključ in baterije hranite zunaj dosega otrok. Če obstaja sum, da je prišlo do zaužitja baterije ali gumbaste celice ali da je v katerem koli delu telesa, takoj pokličite zdravniško pomoč.

⚠ OPOMBA

Neprimerne baterije v avtomobilskem ključu ga lahko poškodujejo. Obstaja nevarnost materialne škode. Izpraznjeno baterijo lahko zamenjate samo z baterijo enake napetosti, enake velikosti in istih tehničnih specifikacij.

Vær opmærksom på følgende ud over instruktionsbogen.

⚠ ADVARSEL

Bilnøglen inderholder et knapbatteri som batteri. Batterier eller knapbatterier kan sluges og i løbet af to timer føre til alvorlige eller dødelige kvæstelser, f.eks. indre forbrændinger eller ætsninger. Der er risiko for kvæstelse eller livsfare. Bilnøgler og batterier skal opbevares utilgængeligt for børn. Hvis der er mistanke om, at et batteri eller et knapbatteri er blevet slugt eller befinder sig i en kropsdel, skal lægen kontaktes omgående.

⚠ BEMÆRK

Uegnede batterier i bilnøglen kan beskadige bilnøglen. Der er risiko for materiel skade. Det afladede batteri må kun udskiftes med et batteri med samme spænding, størrelse og specifikationer.

Okrem návod na obsluhu rešpektujte aj nasledujúce pokyny.

⚠ VAROVANIE

Kľúč od vozidla obsahuje gombíkovú batériu. Hrozí prehltnutie batérií alebo gombíkových batérií a v priebehu dvoch hodín vznik vážnych alebo smrteľných poranení, napr. vnútorné popáleniny alebo poleptania. Hrozí nebezpečenstvo zranenia alebo ohrozenie života. Kľúč od vozidla a batérie uchovávajte mimo dosahu detí Pri podozrení na prehltnutie batérie alebo gombíkovej batérie alebo na ich prítomnosť v niektorej časti tela okamžite vyhľadajte lekársku pomoc.

⚠ UPOZORNENIE

Nevhodné batérie v kľúči od vozidla ho môžu poškodiť. Hrozí nebezpečenstvo vecných škôd. Vybitú batériu nahraďte batériou s rovnakým napätím, rovnakou veľkosťou a rovnakou špecifikáciou.

Please note the following in addition to the information provided in the Owner's Handbook.

⚠ WARNING

The battery inside the vehicle key is a button cell. Batteries or button cells can be swallowed, causing serious or even fatal injuries within two hours, e.g. due to internal burns or cauterisations. There is a danger of injury or danger to life. Keep vehicle keys and batteries out of the reach of children. Seek medical assistance immediately if you suspect that a battery or button cell has been swallowed or has got into a part of the body.

⚠ NOTE

Using unsuitable batteries in a vehicle key can damage the vehicle key. There is a risk of material damage. Discharged batteries should only ever be replaced with batteries of the same voltage, same size and same specification.

Zusätzlich zur Betriebsanleitung folgendes beachten.

⚠ WARNUNG

Der Fahrzeugschlüssel enthält als Batterie eine Knopfzelle. Batterien oder Knopfzellen können verschluckt werden und innerhalb von zwei Stunden zu schweren oder tödlichen Verletzungen führen, z. B. durch innere Verbrennungen oder Verätzungen. Es besteht Verletzungsgefahr oder Lebensgefahr. Fahrzeugschlüssel und Batterien außerhalb der Reichweite von Kindern aufbewahren. Bei Verdacht, dass eine Batterie oder Knopfzelle verschluckt wurde oder sich in einem Körperteil befindet, sofort medizinische Hilfe rufen.

⚠ HINWEIS

Ungeeignete Batterien im Fahrzeugschlüssel können den Fahrzeugschlüssel beschädigen. Es besteht die Gefahr von Sachschäden. Die entladene Batterie nur durch eine Batterie mit gleicher Spannung, gleicher Größe und gleicher Spezifikation ersetzen.

Respecter les consignes suivantes en plus de l a notice d'utilisation

⚠ AVERTISSEMENT

La clé du véhicule contient une pile bouton. Les batteries ou piles boutons peuvent être avalées et provoquer des blessures graves voire mortelles dans les deux heures, par exemple par des brûlures internes ou des brûlures chimiques. Risque de blessures ou danger de mort. Tenir la clé du véhicule et les batteries hors de la portée des enfants. En cas de suspicion d'ingestion d'une batterie ou d'une pile bouton ou d'introduction dans une partie du corps, contacter immédiatement un médecin.

⚠ REMARQUE

L'insertion de batteries non conformes dans la clé du véhicule peut endommager cette dernière. Risque de dommages matériels. Remplacer la batterie déchargée uniquement par une batterie de tension, de taille et de spécification identiques.

Observar lo siguiente adicionalmente al manual de instrucciones.

⚠ AVISO

La llave del vehículo contiene una pila de botón a modo de batería. Las pilas o las pilas de botón pueden ser ingeridas y, en el plazo de dos horas, causar lesiones graves o mortales como, p. ej., por quemaduras o abrasiones internas. Existe peligro de lesionarse o peligro de muerte. Mantener la llave del vehículo y las pilas fuera del alcance de los niños. Si sospecha que se ha ingerido una pila o una pila de botón, o que se encuentra en una parte del cuerpo, busque asistencia médica de inmediato.

⚠ INDICACIÓN

Las pilas no adecuadas para la llave del vehículo pueden dañar la misma. Existe peligro de daños materiales. La pila descargada únicamente debe ser sustituida por una pila con la misma tensión, el mismo tamaño y las mismas especificaciones.

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