



**BMW
MOTORRAD**

RIDER'S MANUAL

R 1250 RT



MAKE LIFE A RIDE

Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

YOUR BMW.

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

About this rider's manual

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

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

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

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

BMW Motorrad.

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QUICK & EASY REFERENCE

Chapter 2 of this rider's manual will provide you with an initial overview of your motorcycle. All maintenance and servicing work on the motorcycle is documented in the "Service" section. The record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims. Consulting the extensive index at the end of this rider's manual is the fastest way to find information on a particular topic or item.

ABBREVIATIONS AND SYMBOLS


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


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

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

 **ATTENTION** Special notes and precautionary measures. Non-compliance can lead to damage to the vehicle or ac-

cessory and, consequently, to voiding of the warranty.

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

- Instruction.
- » Result of an activity.
-  Reference to a page with more detailed information.
- ◁ Indicates the end of a passage relating to specific accessories or items of equipment.

 Tightening torque.

 Technical data.

NV National-market version.

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

OA	Optional accessories. You can obtain BMW Motorrad optional accessories through your authorised BMW Motorrad dealer; optional accessories have to be retrofitted to the vehicle.
ABS	Anti-lock brake system.
ACC	Distance control (Active Cruise Control Active Cruise Control).
ASC	Automatic Stability Control.
D-ESA	Electronic chassis and suspension adjustment.
DTC	Dynamic Traction Control
DWA	Anti-theft alarm.
EWS	Electronic immobiliser.
RDC	Tyre pressure monitoring.

EQUIPMENT

When you ordered your BMW Motorrad motorcycle, you chose various items of custom equipment. This rider's manual describes optional equipment (OE) and selected optional accessories (OA) provided by BMW. This explains why the manual may also contain descriptions of equipment that you might not have selected. Please note, too, that on account of country-specific differences, your motorcycle might not be exactly as illustrated. If your motorcycle contains equipment that has not been described, its description can be found in a separate manual.

TECHNICAL DATA

All dimensions, weights and power ratings stated in the rider's manual are quoted to the standards and comply with the tolerance requirements of the Deutsches Institut für Normung e. V. (DIN). Technical data and specifications in this rider's manual are guide values. The vehicle-specific data may deviate from these, for example as a result of selected optional equipment,

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the national-market version or country-specific measuring procedures. Detailed values can be taken from the vehicle registration documents, or can be obtained from your authorised BMW Motorrad retailer or another qualified service partner or specialist workshop. The specifications in the vehicle documents always have priority over the information provided in this rider's manual.

CURRENCY

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

ADDITIONAL SOURCES OF INFORMATION

Authorised BMW Motorrad retailer

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

Internet

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

CERTIFICATES AND OPERATING LICENCES

The certificates for the vehicle and the official operating licences for accessories can be downloaded from **bmw-motorrad.com/certification**.

DATA MEMORY

General

Control units are installed in the vehicle. Control units process data that they receive, for example, from vehicle sensors, or that they generate themselves or exchange between

each other. Some control units are required for the vehicle to function safely or provide assistance during riding, for example assistance systems. In addition, control units enable comfort or infotainment functions.

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

Personal reference

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

Data protection rights

In accordance with applicable data protection laws, vehicle users have certain rights in relation to the manufacturer of the vehicle or in relation to companies which collect or process personal data.

Vehicle users have the right to obtain full information at no cost from persons or entities storing personal data of the vehicle user.

These entities may include:

- Manufacturer of the vehicle
- Qualified service partners
- Specialist workshops
- Service providers

Vehicle users have the right to request information on what personal data has been stored, for what purpose the data is used, and where the data comes from. To obtain this information, proof of ownership or use is required.

The right to information also includes information about data that has been shared with other companies or entities. The website of the vehicle manufacturer contains the applicable data protection information. This data protection information includes information on the right to have data deleted or corrected. The manufacturer of the vehicle also provides their contact details and those of the data protection officer on their website.

The vehicle owner can also request that a BMW Motorrad

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retailer or another qualified service partner or specialist workshop read out the data that is stored in the vehicle for a charge.

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

Legal requirements for the disclosure of data

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

Operating data in the vehicle

Control units process data to operate the vehicle.

This includes, for example:

- Status reports of the vehicle and its individual components, for example wheel revolutions, wheel speed, deceleration
- Environmental conditions, for example temperature

The data is only processed in the vehicle itself and is generally non-permanent. The data is not stored beyond the operating period.

Electronic components, for example control units, contain components for storing technical information. Information can be temporarily or permanently stored on the vehicle condition, component loads, incidents or errors.

This information is generally used to document the condition of a component, a module, a system or the surrounding area, for example:

- Operating conditions of system components, for example filling levels, tyre pressure
- Malfunctions and faults in important system components, for example light and brakes
- Response of the vehicle in special riding situations, for example engagement of the driving dynamics systems
- Information on incidents resulting in damage to the vehicle

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

vehicle manufacturer to optimise vehicle functions.

The vast majority of this data is non-permanent and is only processed in the vehicle itself. Only a small amount of the data is stored in incident or fault memories as required by events.

If services are accessed, for example repairs, service processes, warranty cases and quality assurance measures, this technical information can be read out of the vehicle together with the vehicle identification number.

The information can be read out by a BMW Motorrad retailer or another qualified service partner or specialist workshop. The legally stipulated socket for on-board diagnosis (OBD) in the vehicle is used to read out the data. The data is obtained, processed and used by the relevant parts of the retailer network. The data is used to document the technical conditions of the vehicle, to help with error localization, to comply with warranty obligations and to improve quality.

In addition, the manufacturer has various product monitoring obligations arising from product liability legislation. To meet these obligations, the vehicle manufacturer requires technical data from the vehicle. The data from the vehicle can also be used to check warranty claims from the customer. Error and incident memories in the vehicle can be reset during servicing or repair work by a BMW Motorrad retailer or another qualified service partner or specialist workshop.

Data input and data transfer in the vehicle

General

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

This includes, for example:

- Settings of the windscreen position
- Chassis and suspension settings

If required, data can be entered in the entertainment and communication system of the vehicle, for example using a smartphone.

Depending on the individual equipment, this includes:

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- Multimedia data, such as music for playback
- Contacts data for use in connection with a communication system or an integrated navigation system
- Entered destinations
- Data on the use of internet services. This data can be stored locally in the vehicle or is located on a device that is connected to the vehicle, for example smartphone, USB stick, MP3 player. If this data is stored in the vehicle, the data can be deleted at any time.

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

Incorporation of mobile devices

Depending on the equipment, mobile devices connected to the vehicle, for example smartphones, can be controlled using the operating elements of the vehicle.

The image and sound of the mobile device can then be output via the multimedia system. At the same time, specific information is transferred to the

mobile device. Depending on the type of integration, this includes, for example, position data and additional general vehicle information. This enables optimal use of the selected apps, for example navigation or music playback. The type of additional data processing is determined by the provider of the respective app. The scope of the possible settings depends on the corresponding app and the operating system of the mobile device.

Services

General

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

Services of the vehicle manufacturer

For online services of the vehicle manufacturer, the individual functions are described at suitable points, for example rider's manual, website of the manufacturer. At the same time, information is also provided on the relevant data protection law. Personal data may be used to provide online services. Data is exchanged using a secure connection, for example with the IT systems provided by the vehicle manufacturer. Obtaining, processing and using personal data outside of the normal provision of services requires legal permission, contractual agreement or consent. It is also possible to have the entire data connection activated or deactivated. Statutory functions are excluded from this.

Services from other providers

When using online services from other providers, these services are subject to the responsibility and the data protection and operating conditions of the individual provider. The vehicle manufacturer has no influence on the content that is exchanged in this instance. Information on the

type, scope and purpose of the data capture and use of personal data as part of the services of third parties can be ascertained from the individual provider.

INTELLIGENT EMERGENCY CALL SYSTEM

—with intelligent emergency call^{OE}

Principle

The intelligent emergency call system enables manual or automatic emergency calls, for example in the event of an accident.

The emergency calls are received by an emergency call centre that is commissioned by the vehicle manufacturer. For information on operating the intelligent emergency call system and its functions, please refer to "Intelligent emergency call".

Legal basis

Processing of personal data using the intelligent emergency call system is in line with the following regulations:

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- Protection of personal data:
Directive 95/46/EC of the European Parliament and of the Council.
- Protection of personal data:
Directive 2002/58/EC of the European Parliament and of the Council.

The legal basis for the activation and function of the intelligent emergency call system is the concluded ConnectedRide contract for this function, as well as the corresponding laws, ordinances and directives of the European Parliament and of the European Council. The relevant ordinances and directives regulate the protection of natural persons during the processing of personal data.

The processing of personal data by the intelligent emergency call system satisfies the European directives for the protection of personal data. The intelligent emergency call system processes personal data only with the agreement of the vehicle owner.

The intelligent emergency call system and other services with additional benefits can process personal data only with the express permission of the per-

son affected by the data processing, for example the vehicle owner.

SIM card

The intelligent emergency call system operates via the mobile phone network using the SIM card installed in the vehicle.

The SIM card is permanently logged into the mobile phone network to enable rapid connection setup. Data is sent to the vehicle manufacturer in the event of an emergency.

Improving quality

The data that is transferred in an emergency is also used by the manufacturer of the vehicle to improve product and service quality.

Location determination

The position of the vehicle can be determined exclusively by the mobile phone network provider based on the mobile phone site locations. It is not possible for the provider to trace a connection between the vehicle's VIN and the phone number of the installed SIM card. Only the manufacturer of the vehicle can link a VIN and the phone number of the SIM

card installed in a particular vehicle.

Log data of emergency calls

The log data of emergency calls is stored in a memory of the vehicle. The oldest log data is regularly deleted. The log data includes, for example, information on when and where an emergency call was made. In exceptional cases, the log data can be read out of the vehicle memory. As a rule, log data is only read out following a court order, and this is only possible if the corresponding devices are connected directly to the vehicle.

Automatic emergency call

The system is designed so that, following a sufficiently serious accident, which is detected by sensors in the vehicle, an emergency call is automatically activated.

Sent information

When making an emergency call using the intelligent emergency call system, the system forwards the same information to the designated emergency call centre as is forwarded to the public emergency operations centre by the statutory emergency call system eCall.

In addition, the intelligent emergency call system sends the following additional information to an emergency call centre commissioned by the vehicle manufacturer and, if required, to the emergency services:

- Accident data, for example the direction of impact detected by the vehicle sensors, to assist the emergency services response.
- Contact details, for example the phone number of the installed SIM card and the phone number of the rider, if available, to enable rapid contact with those involved in the accident if required.

Data storage

The data for an activated emergency call is stored in the vehicle. The data contains information on the emergency call, for example the location and time of the emergency call. The voice recordings of the emergency call are stored at the emergency call centre. The voice recordings of the customer are stored for 24 hours in case details of the emergency call need to be analysed. After this, the voice recordings are deleted. The voice

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recordings of the employee of the emergency call centre are stored for 24 hours for quality assurance purposes.

Information on personal data

The data that is processed as part of the intelligent emergency call is processed exclusively to carry out the emergency call. As part of its statutory obligation, the manufacturer of the vehicle provides information about the data that it has processed and any data that it still has stored.

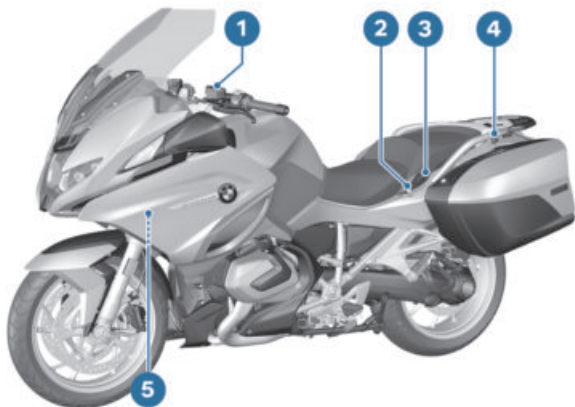
GENERAL VIEWS

02

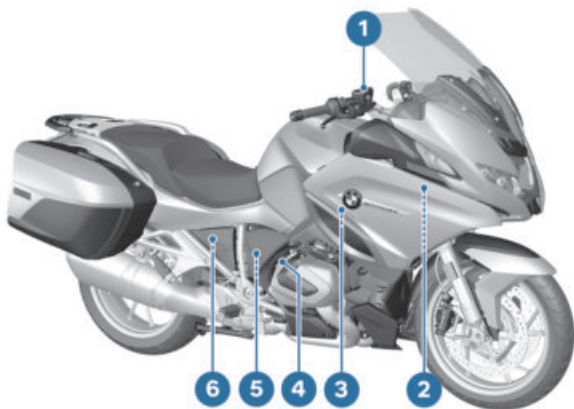
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GENERAL VIEW, LEFT SIDE



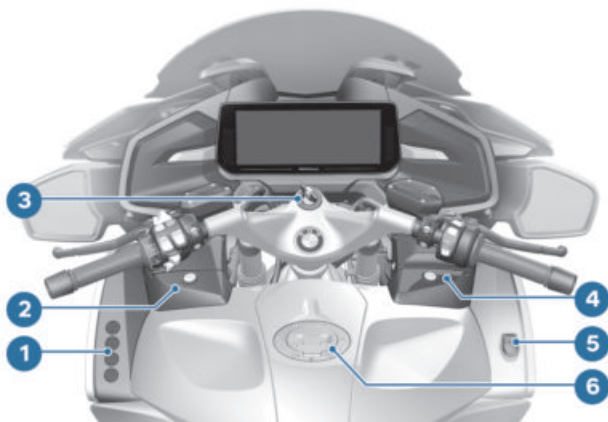
- 1** Clutch-fluid reservoir
(209)
- 2** Seat lock (148)
- 3** Passenger seat heating
(94)
- 4** Passenger-seat socket for accessories (234)
- 5** Payload table (on left fork leg)
Tyre pressures table (on left fork leg)

GENERAL VIEW, RIGHT SIDE

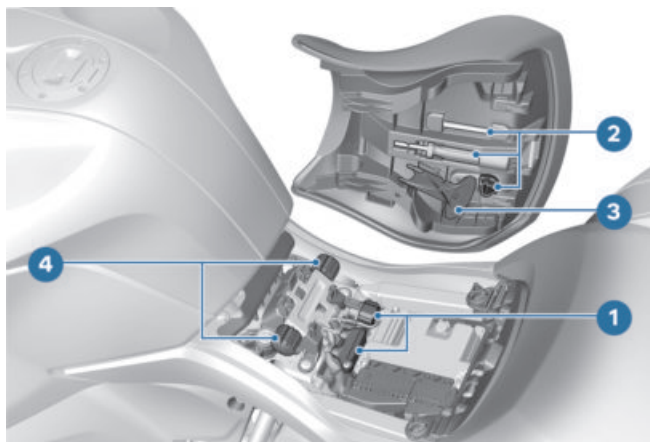
- | | |
|--|---|
| 1 Brake-fluid reservoir, front
(207) | 6 Brake-fluid reservoir, rear
(behind spring-strut cover)
(208) |
| 2 Vehicle identification number (on the steering-head bearing)
Type plate (on steering-head bearing) | |
| 3 Coolant level indicator (behind side panel) (209) | |
| 4 Oil filler opening (203) | |
| 5 Behind the battery cover:
Battery (224)
Remote positive terminal
(222)
Diagnostic connector
(230) | |

20 GENERAL VIEWS

OVERALL VIEW OF COCKPIT



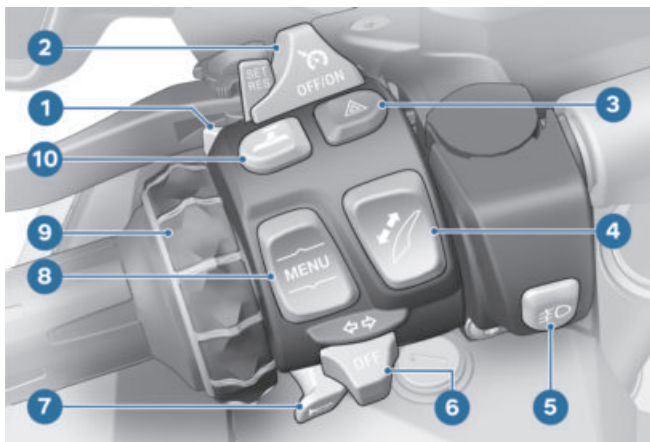
- 1** Favourites buttons
(130)
- 2** Storage compartment, left
(95)
- 3** Ignition switch/steering lock (62)
- 4** Storage compartment, right (95)
- 5** Power socket (234)
- 6** Fuel filler neck (168)

UNDER THE RIDER'S SEAT

- 1** Fuses (➡ 228)
- 2** Toolkit (➡ 201)
- 3** Tool for adjusting spring preload (➡ 151)
- 4** Adjustment of rider's seat height (➡ 148)

22 GENERAL VIEWS

MULTIFUNCTION SWITCH, LEFT



- | | |
|---|---|
| 1 High-beam headlight and headlight flasher (➡ 71) | 10 Distance control (Active Cruise Control ACC) (➡ 84) |
| 2 Adaptive cruise control (➡ 77) | |
| 3 Hazard warning lights (➡ 73) | |
| 4 Windscreen adjustment mechanism (➡ 144) | |
| 5 Auxiliary headlights (➡ 72) | |
| 6 Turn indicators (➡ 74) | |
| 7 Horn | |
| 8 MENU rocker button (➡ 109) | |
| 9 Multi-Controller (➡ 109) | |

MULTIFUNCTION SWITCH, RIGHT

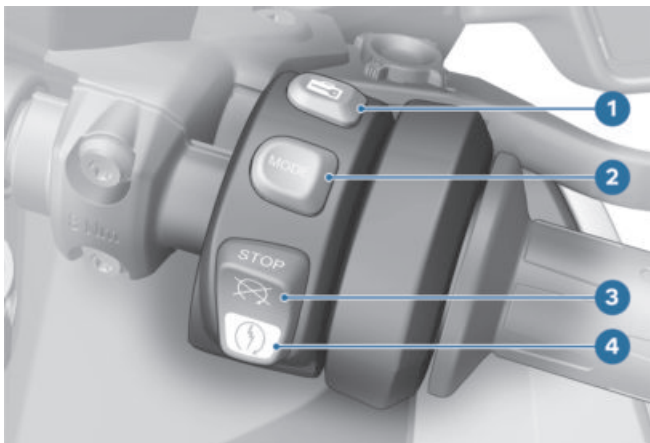


—with intelligent emergency
call^{OE}

- 1** Central locking system
(98)
- 2** Riding mode (76)
- 3** Emergency-off switch (kill
switch) (68)
- 4** Starter button (159)
- 5** SOS button
Intelligent emergency call
(68)

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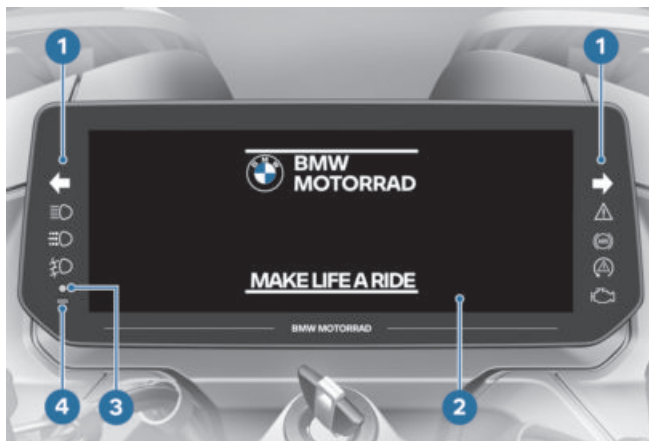
MULTIFUNCTION SWITCH, RIGHT



—without intelligent emergency
call^{OE}

- 1** Central locking system
(98)
- 2** Riding mode (76)
- 3** Emergency-off switch (kill
switch) (68)
- 4** Starter button (159)

INSTRUMENT CLUSTER



- 1 Indicator and warning lights (➡ 28)
- 2 TFT display (➡ 29)
- 3 Indicator light DWA (➡ 90)
Keyless Ride (➡ 63)
- 4 Photosensor (for adapting the brightness of the instrument lighting)

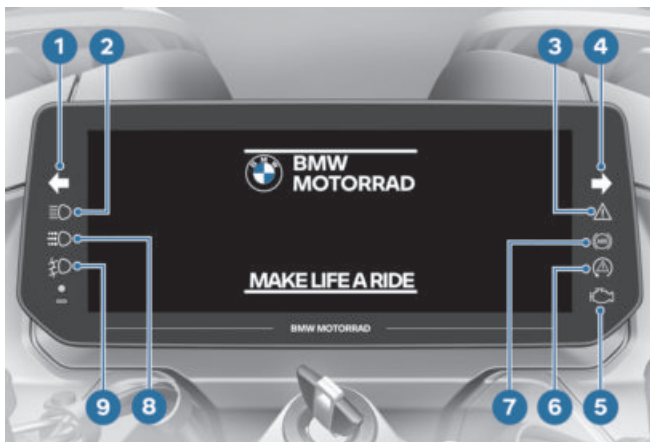
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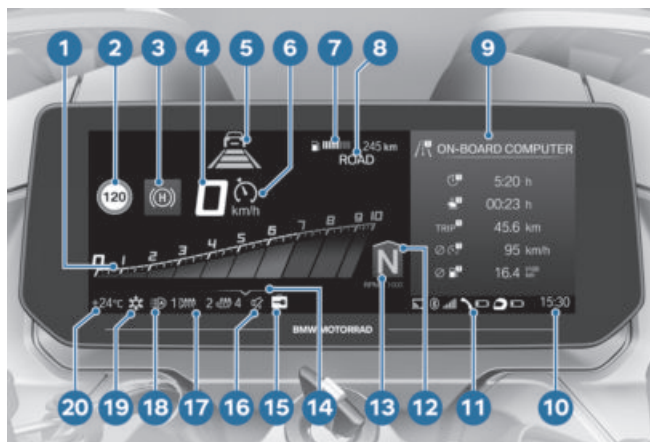
28 STATUS INDICATORS

INDICATOR AND WARNING LIGHTS



- 1 Turn indicators, left
(74)
- 2 High-beam headlight
(71)
- 3 General warning light
(31)
- 4 Turn indicators, right
(74)
- 5 Warning light, drive mal-
function (44)
- 6 DTC (52)
- 7 ABS (51)
- 8 Automatic daytime riding
light (72)
- 9 Auxiliary headlights
(72)

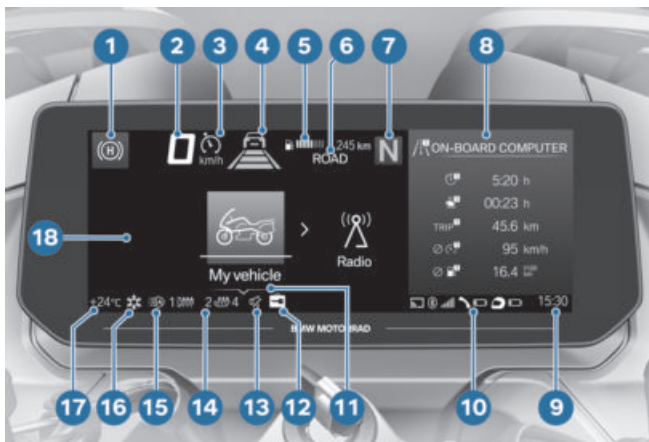
TFT DISPLAY IN PURE RIDE VIEW



- | | |
|--|--|
| 1 Rev. counter (➡ 115) | 12 Recommendation to up-shift (➡ 116) |
| 2 Speed Limit Info (➡ 114) | 13 Gear indicator; "N" indicates neutral. |
| 3 Hill Start Control (➡ 86) | 14 Operating pointer (➡ 110) |
| 4 Speedometer | 15 Central locking system (➡ 98) |
| 5 Distance control ACC (Active Cruise Control) (➡ 84) | 16 Muting (➡ 117) |
| 6 Adaptive cruise control (➡ 77) | 17 Heating (➡ 92) |
| 7 Rider info. status line (➡ 113) | 18 Automatic daytime riding light (➡ 72) |
| 8 Riding mode (➡ 76) | 19 Outside temperature warning (➡ 38) |
| 9 Splitscreen (➡ 116) | 20 Ambient temperature |
| 10 Clock (➡ 117) | |
| 11 Connection status (➡ 119) | |

30 STATUS INDICATORS

TFT DISPLAY IN MENU VIEW



- | | |
|---|--|
| 1 Hill Start Control (➡ 86) | 11 Operating pointer (➡ 110) |
| 2 Speedometer | 12 Central locking system (➡ 98) |
| 3 Adaptive cruise control (➡ 77) | 13 Muting (➡ 117) |
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| 5 Rider info. status line (➡ 113) | 15 Automatic daytime riding light (➡ 72) |
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| 7 Gear indicator; "N" indicates neutral. | 17 Ambient temperature |
| 8 Splitscreen (➡ 116) | 18 Menu section |
| 9 Clock (➡ 117) | |
| 10 Connection status (➡ 119) | |

WARNING INDICATORS

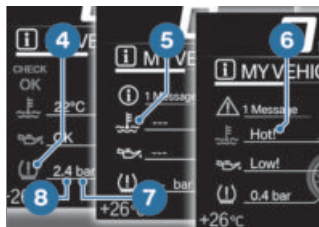
Mode of presentation

Warnings are indicated by the corresponding warning lights. Warnings are indicated by the 'General' warning light showing in combination with a dialogue in the TFT display. The 'General' warning light shows yellow or red, depending on the urgency of the warning.



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

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

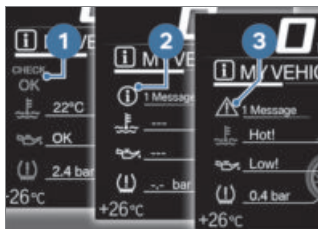


Values display

Symbols **4** differ in how they show on the display. The colours used differ and reflect the urgency of the message. Along with numerical values **8** with units **7**, texts **6** are displayed as well:

Colour of the symbol

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




Check Control display


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

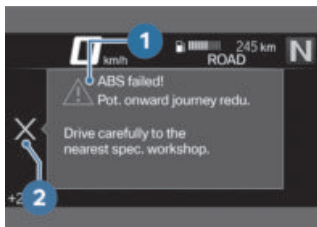
32 STATUS INDICATORS

–White: (---) No valid value available. Dashes **5** are displayed instead of a numerical value.

 The assessment of some values is only possible from a certain journey duration or speed. If a measured value is still not being displayed because the conditions for measurement have not been met, dashes are displayed instead as a placeholder. If there are no valid measured values, there will be no assessment in the form of a coloured symbol.

ledged by tilting the Multi-Controller to the left.

–Check Control messages are dynamically attached as additional tabs on the pages in the *My vehicle* menu ( 111). You can go to the message again as long as the fault persists.






















Check Control dialogue





















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





















- If there are two or more Check Control messages of equal priority, the messages keep changing in the order of their occurrence until they are acknowledged.
- If symbol **2** is actively displayed, it can be acknow-

Warnings, overview





























Indicator and warning lights	Display text	Meaning
	 is displayed.	Outside temperature warning (▮▮▮▶ 38)
 lights up yellow.	 Remote key not in range.	Radio-operated key out of range (▮▮▮▶ 38)
 lights up yellow.	 Remote key battery weak.	Replacing battery of radio-operated key (▮▮▮▶ 39)
	 is displayed in yellow.	Voltage of the vehicle electrical system too low (▮▮▮▶ 39)
	 Vehicle voltage low.	
 lights up yellow.	 is displayed in yellow.	Voltage of the vehicle electrical system critical (▮▮▮▶ 39)
	 Vehicle voltage critical!	
 flashes yellow.	 is displayed in yellow.	Charging voltage critical (▮▮▮▶ 40)
	 Battery voltage critical!	
 lights up yellow.	 The faulty bulb is displayed.	Bulb faulty (▮▮▮▶ 41)
 flashes yellow.	 The faulty bulb is displayed.	
	 Alarm system batt. capacity weak.	Anti-theft alarm battery weak (▮▮▮▶ 42)
	 Alarm system battery empty.	Anti-theft alarm battery flat (▮▮▮▶ 42)
















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Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Engine oil level Check engine oil level.	Engine-oil level too low (▮▮▮ 43)
 lights up yellow.	 Coolant temperature too high!	Coolant temperature too high (▮▮▮ 43)
 lights up.	 Engine!	Drive malfunction (▮▮▮ 44)
 flashes red.		Serious drive malfunction (▮▮▮ 44)
 flashes.		
 lights up yellow.	 No communication with engine control.	Engine control failed (▮▮▮ 44)
 lights up yellow.	 Fault in the engine control.	Engine in emergency-operation mode (▮▮▮ 44)
 flashes red.	 Serious fault in the engine control!	Serious fault in engine control (▮▮▮ 45)
 lights up yellow.	 is displayed in yellow.	Tyre pressure in limit range of the permitted tolerance (▮▮▮ 47)
	 Tyre pressure does not match setpoint	
 lights up yellow.	 is displayed in yellow.	Tyre pressure outside permitted tolerance (▮▮▮ 47)
	 Tyre pressure does not match setpoint	

Indicator and warning lights	Display text	Meaning
	 Tyre press. control. Loss of pressure.	Tyre pressure outside permitted tolerance (▮▮▮ 47)
	 "----"	Transmission fault (▮▮▮ 48)
 lights up yellow.	 "----"	Sensor faulty or system fault (▮▮▮ 49)
	 RDC sensor battery weak.	Battery for tyre pressure sensor weak (▮▮▮ 49)
 lights up yellow.	 Drop sensor faulty.	Drop sensor defective (▮▮▮ 49)
 lights up yellow.	 Emergency call failure.	Emergency call function restricted (▮▮▮ 50)
 lights up yellow.	 Side stand monitoring faulty.	Side stand monitoring is faulty (▮▮▮ 50)
 flashes.		ABS self-diagnosis not completed (▮▮▮ 50)
 lights up yellow.	 Limited ABS availability!	ABS fault (▮▮▮ 50)
 lights up.		
 lights up yellow.	 ABS failure!	ABS failed (▮▮▮ 51)
 lights up.		
 lights up yellow.	 ABS Pro failure!	ABS Pro failed (▮▮▮ 51)

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Indicator and warning lights	Display text	Meaning
 lights up.		ABS Pro failed ( 51)
 quick-flashes.		DTC intervention ( 52)
 slow-flashes.		DTC self-diagnosis not completed ( 52)
 lights up.	 Off!	DTC switched off ( 52)
	 Traction control deactivated.	
 lights up yellow.	 Traction control limited!	DTC restricted ( 52)
 lights up.		
 lights up yellow.	 Traction control failure!	DTC fault ( 53)
 lights up.		
 lights up yellow.	 Spring strut adjustment faulty!	D-ESA fault ( 54)
	 flashes yellow.	Hill Start Control automatically deactivated ( 54)
	 is displayed.	Hill Start Control cannot be activated ( 54)
 lights up yellow.	 Brake temp. high!	The temperature of the brakes is too high ( 55)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Brake temp. critical!	Temperature of brake critical (▬▬▬ 55)
 lights up yellow.	 Cruise control has no function.	Adaptive cruise control failed (▬▬▬ 55)
 lights up yellow.	 ACC temporarily failed.	Distance control (Active Cruise Control ACC) temporarily failed (▬▬▬ 56)
 lights up yellow.	 Distance control failed.	Distance control (Active Cruise Control ACC) failed (▬▬▬ 56)
	 Fuel reserve reached. Go to a filling station soon	Fuel down to reserve (▬▬▬ 56)
	 The gear indicator flashes.	Gear not trained (▬▬▬ 57)
 flashes green.		Hazard warning lights system is switched on (▬▬▬ 57)
 flashes green.		
	 is displayed in white.	Service due (▬▬▬ 58)
	Service due!	
 lights up yellow.	 is displayed in yellow.	Service-due date has passed (▬▬▬ 58)
	Service overdue!	

38 STATUS INDICATORS

Ambient temperature

The ambient temperature is displayed status line of the TFT display.

When the vehicle is at a standstill, the heat of the engine can falsify the ambient-temperature reading. If the heat of the engine is affecting it too much, dashes are temporarily shown in place of the value.



There is a risk of black ice if the ambient temperature falls below the following limit value.



Threshold for ambient temperature

approx. 3 °C

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

Outside temperature warning



is displayed.

Possible cause:



The air temperature measured at the vehicle is lower than:

approx. 3 °C



WARNING

Risk of black ice also applicable at over 3 °C

Risk of accident

- Always take extra care when temperatures are low; remember that there is particular danger of black ice forming on bridges and where the road is in shade.

- Ride carefully and think well ahead.

Radio-operated key out of range

—with Keyless Ride^{OE}



lights up yellow.



Remote key not in range. Not possible to switch on ignition again.

Possible cause:

Communication between radio-operated key and engine electronics is disrupted.

- Check the battery in the radio-operated key.
- with Keyless Ride^{OE}
- Replace battery of radio-operated key (▮▮▮▮ 67).
- Use the spare key to continue your journey.

—with Keyless Ride^{OE}

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

Replacing battery of radio-operated key

—with Keyless Ride^{OE}



lights up yellow.



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

Possible cause:

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

Voltage of the vehicle electrical system too low



is displayed in yellow.



Vehicle voltage low. Switch off unnecessary consumers.

The voltage of the vehicle electrical system is too low. If you continue to ride the motorcycle the on-board electronics will drain the battery.

Possible cause:

Consumers with high power consumption are in operation (such as heated body warmers), too many consumers are in operation at one time, or battery faulty.

- Switch off non-essential consumers or disconnect them from the vehicle's electrical system.
- If the fault persists or occurs without consumers connected, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Voltage of the vehicle electrical system critical



lights up yellow.

40 STATUS INDICATORS



is displayed in yellow.



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



WARNING

Failure of the vehicle systems

Risk of accident

- Do not continue your journey.

The voltage of the vehicle electrical system is critical. If you continue to ride the motorcycle the on-board electronics will drain the battery.

Possible cause:

Consumers with high power consumption are in operation (such as heated body warmers), too many consumers are in operation at one time, or battery faulty.

- Switch off non-essential consumers or disconnect them from the vehicle's electrical system.
- If the fault persists or occurs without consumers connected, have the fault rectified as quickly as possible by a specialist workshop, preferably an

authorised BMW Motorrad retailer.

Charging voltage critical



flashes yellow.



is displayed in yellow.



Battery voltage critical! Accident risk. Stop driving.



WARNING

Failure of the vehicle systems

Risk of accident

- Do not continue your journey.


The battery is not being charged. If you continue to ride the motorcycle the on-board electronics will drain the battery.


Possible cause:


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


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


Bulb faulty


 lights up yellow.

 The faulty bulb is displayed:


 High beam faulty!

 Front left turn indicator faulty! or
Front right turn indicator faulty!


 Low-beam headlight faulty!

 Front side light faulty!


–with daytime riding light^{OE}


 Daytime riding light faulty!<


–with additional headlight^{OE}


 Left additional headlight faulty!

or Right additional headlight faulty!<


 Tail light faulty!


 Brake light faulty!


 Rear left turn indicator faulty! or
Rear right turn indicator faulty!

 Number plate light faulty!

–Have it checked by a specialist workshop.

 flashes yellow.

 The faulty bulb is displayed:

 Active headlight faulty.

**WARNING**

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

Safety risk

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


Possible cause:


Bulb faulty.

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

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Anti-theft alarm battery weak —with anti-theft alarm (DWA)^{OE}

 Alarm system batt. capacity weak. No restrictions. Make an appointment at a specialist workshop.


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


Possible cause:

The integral battery in the anti-theft alarm (DWA) has lost a significant proportion of its original capacity. There is no assurance of how long the DWA anti-theft alarm can remain operational if the vehicle's battery is disconnected.

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

Anti-theft alarm battery flat —with anti-theft alarm (DWA)^{OE}

 Alarm system battery empty. No independent alarm. Make an appointment at a specialist workshop.


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

Possible cause:

The integral battery in the anti-theft alarm (DWA) has lost its entire original capacity. There is no assurance that the DWA anti-theft alarm will be operational if the vehicle's battery is disconnected.

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

Electronic oil-level check

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

The following preconditions have to be satisfied for electronic oil-level checking, and several measurements might have to be taken:

- Rider is sitting on the vehicle and vehicle has just been ridden at a speed of at least 10 km/h.
- Engine idling for at least 20 seconds.
- Engine is at operating temperature.
- Vehicle is standing upright on a smooth, level surface.
- Side stand is retracted and vehicle is not propped on its centre stand.

–The spring strut is appropriately set for the load status, or D-ESA is in Auto load mode.

If measurement is incomplete or if these conditions are not met, the oil level cannot be judged by the system. Dashes (---) appear on the display instead of a reading.

Engine-oil level too low



lights up yellow.



Engine oil level
Check engine oil level.

Possible cause:

The electronic oil-level sensor has registered a low oil level. If the vehicle is not standing upright on a smooth, level surface, the message might appear even though the oil level is correct. The next time you stop for fuel:

- Check the engine oil level (▮▮▮▮▶ 203).

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

- Top up the engine oil (▮▮▮▮▶ 204).

When the oil level in the sight glass is correct:

- Check whether the preconditions for the electronic oil-level check are met.

If the message appears repeatedly, even though the oil level is slightly below the **MAX** mark:

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

Coolant temperature too high



lights up yellow.



Coolant temperature too high! Check coolant level. Continue driving in part load to cool down.



ATTENTION

Riding with overheated engine

Engine damage

- Compliance with the information set out below is essential.

Possible cause:

The coolant level is too low.

- Check the coolant level (▮▮▮▮▶ 209).

If the coolant level is too low:

- Top up the coolant and have the coolant system checked by a specialist workshop, preferably by an authorised BMW Motorrad retailer.

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Possible cause:

The coolant temperature is too high.

- If possible, ride in the part-load range to cool down the engine.
- If the coolant temperature is frequently too high, have the fault rectified as soon as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Drive malfunction



lights up.



Engine! Have it checked by a specialist workshop.

Possible cause:

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

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.
- » You can continue riding; pollutant emissions are higher than the threshold values.

Serious drive malfunction



flashes red.



flashes.

Possible cause:

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

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- » It is possible to continue to ride but not recommended.

Engine control failed



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 ride characteristics when engine running in emergency-operation mode**

Risk of accident

- Avoid accelerating sharply and overtaking.

Possible cause:

The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and refuses to start. Otherwise, the engine runs in emergency operating mode.

- You can continue to ride, but bear in mind that the usual engine performance might not be available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Serious fault in engine control

flashes red.



Serious fault in the engine control! Riding at mod. speed pos. Damage possible. Have checked by workshop.

**WARNING****Engine damage when running in emergency-operation mode**

Risk of accident

- Ride slowly, avoid accelerating sharply and overtaking.
- If possible, have the vehicle picked up and have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad Retailer.

Possible cause:

The engine control unit has diagnosed a fault which may cause severe secondary faults. The engine is in emergency-operation mode.

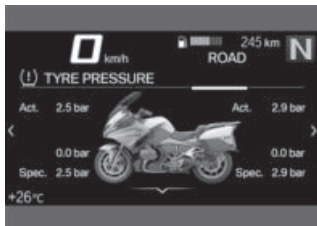
- It is possible to continue to ride but not recommended.
- Avoid high load and rpm ranges if possible.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Tyre pressure

—with tyre pressure control (RDC)^{OE}

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In addition to the MY VEHICLE menu screen and the Check Control messages, there is also the TYRE PRESSURE screen for showing the tyre pressures:



The values on the left are for the front wheel; those on the right are for the rear wheel. Actual and specified tyre pressures and the difference between them are displayed for each wheel. Immediately after the ignition is switched on, only dashes are displayed. The sensors do not start transmitting tyre pressure signals until the first time the vehicle accelerates to more than the minimum speed stated below:



RDC sensor is not active

min 30 km/h (The RDC sensor does not transmit its signal to the vehicle until a certain minimum speed has been reached.)



The tyre pressures are shown in the TFT display as temperature compensated and always refer to the following tyre air temperature:

20 °C



If the tyre symbol appears as well, showing yellow or red, this is a warning. The pressure difference is highlighted with an exclamation point in the same colour.



If the value in question is close to the limit of the permissible tolerance range, the reading is accompanied by the 'General' warning light showing yellow.



The 'General' warning light flashes red if the tyre pressure registered by the sensor is outside the permissible tolerance range.

For further information about BMW Motorrad RDC, see the section entitled "Engineering details" (190).

Tyre pressure in limit range of the permitted tolerance

–with tyre pressure control (RDC)^{OE}



lights up yellow.



is displayed in yellow.



Tyre pressure does not match setpoint
Check tyre pressure.

Possible cause:

Measured tyre pressure is close to the limit of permitted tolerance.

- Correct tyre pressure.
- Before adjusting tyre pressure, read the information on temperature compensation and adjusting pressure in the section entitled "Engineering details" (191).

- » Find the correct tyre pressures in the following places:
- Back cover of the rider's manual
 - Instrument cluster in the TYRE PRESSURE view
 - Sign on left fork leg

Tyre pressure outside permitted tolerance

–with tyre pressure control (RDC)^{OE}



lights up yellow.



is displayed in yellow.



Tyre pressure does not match setpoint
Stop immediately! Check tyre pressure.



Tyre press. control. Loss of pressure.
Stop immediately! Check tyre pressure.



WARNING

Tyre pressure outside the permitted tolerance.

Risk of accident, degradation of the vehicle's driving characteristics.

- Adapt your style of riding accordingly.

Possible cause:

Measured tyre pressure is outside permitted tolerance.

- Check the tyre for damage and to ascertain whether the vehicle can be ridden with the tyre in its present condition.

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If the vehicle can be ridden with the tyre in its present condition:

- Correct the tyre pressure at the earliest possible opportunity.
 - Before adjusting tyre pressure, read the information on temperature compensation and adjusting pressure in the section entitled "Engineering details" (191).
- » Find the correct tyre pressures in the following places:
- Back cover of the rider's manual
 - Instrument cluster in the **TYRE PRESSURE** view
 - Sign on left fork leg
- Have the tyre checked for damage by a specialist workshop, preferably an authorised BMW Motorrad retailer.

If you are unsure whether the vehicle can be ridden with the tyre in its present condition:

- Do not continue your journey.
- Notify the breakdown service.

Transmission fault

- with tyre pressure control (RDC)^{OE}



"---"

Possible cause:

The vehicle did not reach the minimum required speed (190).



RDC sensor is not active

min 30 km/h (The RDC sensor does not transmit its signal to the vehicle until a certain minimum speed has been reached.)

- Increase speed above this threshold and observe the RDC readings. Assume that a permanent fault has not occurred unless the 'General' warning light comes on to accompany the symptoms. Under these circumstances:
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Possible cause:

Wireless communication with the RDC sensors has been disrupted. Possible causes include radio-communication systems operating in the vicinity and interfering with the link between the RDC control unit and the sensors.

- Move to another location and observe the RDC readings. Assume that a permanent

fault has not occurred unless the 'General' warning light comes on to accompany the symptoms. Under these circumstances:

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

Sensor faulty or system fault

—with tyre pressure control (RDC)^{OE}



lights up yellow.



"----"

Possible cause:

Motorcycle is fitted with wheels not equipped with RDC sensors.

- Fit wheels and tyres equipped with RDC sensors.

Possible cause:

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

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

Battery for tyre pressure sensor weak

—with tyre pressure control (RDC)^{OE}



RDC sensor battery weak. Function limited. Have it checked by a specialist workshop.



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

Possible cause:

The integral battery in the tyre-pressure sensor has lost a significant proportion of its original capacity. There is no assurance of how long the tyre pressure control system can remain operational.

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

Drop sensor defective



lights up yellow.



Drop sensor faulty. Have it checked by a specialist workshop.

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Possible cause:

The drop sensor is not available.

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

Emergency call function restricted

—with intelligent emergency call^{OE}



lights up yellow.



Emergency call failure. Make an appointment at a specialist workshop.

Possible cause:

The emergency call cannot be made automatically or cannot be made via BMW.

- Consult the information on operating the intelligent emergency call on page (68)ff.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Side stand monitoring is faulty



lights up yellow.



Side stand monitoring faulty. Onward journey possible. Engine stop. when sta-

tionary! Have checked by workshop.

Possible cause:

The side-stand switch or its wiring are damaged. The engine is shut down when speed drops below 5 km/h. You cannot resume your journey.

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

ABS self-diagnosis not completed



flashes.

Possible cause:



ABS self-diagnosis not completed

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

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

ABS fault



lights up yellow.



lights up.



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

Possible cause:

The ABS control unit has detected a fault. The fully integral function and the Dynamic Brake Control function have failed. The ABS function is available, subject to restrictions.

- You can continue to ride.
Bear in mind the more detailed information on certain situations that can lead to an ABS fault message (180).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS failed



lights up yellow.



lights up.



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

Possible cause:

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

- You can continue to ride.
Bear in mind the more detailed information on certain situations that can lead to an ABS fault message (180).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS Pro failed



lights up yellow.



lights up.



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

Possible cause:

The ABS Pro control unit has detected a fault. The ABS Pro function is not available. The ABS function is still available. ABS provides support only for braking in straight-ahead driving.

- You can continue to ride.
Bear in mind the more

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detailed information on certain situations that can lead to an ABS Pro fault message (► 180).

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

DTC intervention



quick-flashes.

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

DTC self-diagnosis not completed



slow-flashes.

Possible cause:



DTC self-diagnosis not completed

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

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

DTC switched off



lights up.



Off!



Traction control deactivated.

Possible cause:

The rider has switched off the DTC system.

- Switch the DTC function off and on (► 75).

DTC restricted



lights up yellow.



lights up.



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

Possible cause:

The DTC control unit has detected a fault.



ATTENTION

Damaged components

Damage to sensors, for example, which causes malfunctions

- Do not transport any objects underneath the driver or passenger seat.
 - Secure the toolkit.
- Do not damage the angular rate sensor.
 - Bear in mind that the DTC function and dynamic engine brake control are restricted.
 - You can continue to ride.
Bear in mind the more detailed information on situations that can lead to a DTC fault (➡ 182).
 - Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

DTC fault



lights up yellow.



lights up.



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

Possible cause:

The DTC control unit has detected a fault.



ATTENTION

Damaged components

Damage to sensors, for example, which causes malfunctions

- Do not transport any objects underneath the driver or passenger seat.
 - Secure the toolkit.
- Do not damage the angular rate sensor.
 - Bear in mind that the DTC function and dynamic engine brake control are not available.
 - You can continue to ride.
Bear in mind the more detailed information on situations that can lead to a DTC fault (➡ 182).

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

D-ESA fault

—with Dynamic ESA^{OE}



lights up yellow.



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

Possible cause:

The D-ESA control unit has detected a fault. The damping and/or spring adjuster may be the cause. In Auto the cause may also be a fault in the riding position equaliser. In this condition, the motorcycle may have too much damping and is uncomfortable to drive, especially on roads in poor condition. Alternatively, the spring setting may be set incorrectly.

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

Hill Start Control

automatically deactivated



flashes yellow. HSC not available. Engine not running.

Possible cause:

Hill Start Control has been automatically deactivated.

- Retract the side stand.
- » Hill Start Control is operational only with the side stand retracted.
- Start the engine.
- » Hill Start Control is operational only while the engine is running.

Hill Start Control cannot be activated



is displayed. HSC not available. Side stand extended.

Possible cause:

Hill Start Control has been automatically deactivated.

- Retract the side stand.
- » Hill Start Control is operational only with the side stand retracted.
- Start the engine.
- » Hill Start Control is operational only while the engine is running.

The temperature of the brakes is too high



lights up yellow.



Brake temp. high!
Continue riding carefully to cool down. Avoid dynamic riding.



DANGER

Riding with overheated brakes

Risk of accident due to failure of brakes

- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.



WARNING

Failure to observe service intervals

Risk of accident

- Observe the valid service intervals for brakes.

Temperature of brake critical



lights up yellow.



Brake temp. critical! Continue riding carefully to cool down. Avoid dynamic riding.



DANGER

Riding with overheated brakes

Risk of accident due to failure of brakes

- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.



WARNING

Failure to observe service intervals

Risk of accident

- Observe the valid service intervals for brakes.

Possible cause:

The temperature of the brake is in a critical range.

- By adopting a moderate riding style you can continue to ride until the warning light goes out.

Adaptive cruise control failed



lights up yellow.



Cruise control has no function. Onward journey possible. Inspection at workshop required.

56 STATUS INDICATORS

Possible cause:

The control unit has detected a fault.

- Bear in mind that adaptive cruise control and distance control (Active Cruise Control ACC) are not available.
- You can continue to ride. Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Distance control (Active Cruise Control ACC) temporarily failed



lights up yellow.



ACC temporarily failed. Onward journey possible.

Possible cause:

The function of the radar sensor is impaired.

- Bear in mind that distance control (Active Cruise Control ACC) is temporarily unavailable. Adaptive cruise control is still available.
- You can continue to ride. Check the radar sensor. Remove dirt or objects obstructing the radar sensor.
- Comply with the care and cleaning instructions (► 244).

Distance control (Active Cruise Control ACC) failed



lights up yellow.



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

Possible cause:

The control unit has detected a fault.

- Bear in mind that distance control (Active Cruise Control ACC) is not available. Adaptive cruise control is still available.
- You can continue to ride. Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Fuel down to reserve



Fuel reserve reached. Go to a filling station soon.



WARNING

Irregular engine operation or engine shutdown due to lack of fuel

Risk of accident, damage to catalytic converter

- Do not run the fuel tank dry.

Possible cause:

The fuel tank contains no more than the reserve quantity of fuel.



Reserve fuel

approx. 4 l

- Refuelling (168).

Gear not trained

—with shift assistant Pro^{OE}

N The gear indicator flashes.
The Pro shift assistant is not available.

Possible cause:

—with shift assistant Pro^{OE}

The transmission sensor has not been completely calibrated.

- Engage idle position **N** and run the engine at standstill for a minimum of 10 seconds to calibrate the idle position.
- Use clutch control to engage all gears and ride for a minimum of 10 seconds in each engaged gear.
- » The gear indicator stops flashing once the transmission sensor has been successfully calibrated.
- Once the transmission sensor has been completely calibrated, shift assistant Pro will operate as described (192).

- If the calibration process was unsuccessful, have the fault eliminated by a specialist workshop, we recommend a BMW Motorrad Partner.

Hazard warning lights system is switched on



flashes green.



flashes green.

Possible cause:

The driver has switched on the hazard warning lights system.

- Hazard warning lights (73).

Service-due indicator



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

If the service is overdue, a yellow CC message is displayed. Exclamation marks also draw your attention to the displays for service, service appointment and countdown distance in the MY VEHICLE and SERVICE REQUIREMENTS menu screens.



If the service-due indicator appears more than a month before the service date, the current date has to be corrected. This situation can occur

58 STATUS INDICATORS

if the battery was disconnected.

Service due



is displayed in white.

Service due! Have service performed by a specialist workshop.

Possible cause:

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

- Have your motorcycle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- » The vehicle remains operationally reliable and road-worthy.
- » The vehicle retains its value.

Service-due date has passed



lights up yellow.



is displayed in yellow.

Service overdue! Have service performed by a specialist workshop.

Possible cause:

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

- Have your motorcycle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- » The vehicle remains operationally reliable and road-worthy.
- » The vehicle retains its value.

OPERATION

04

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IGNITION SWITCH/STEERING LOCK

Keys

You receive 2 vehicle keys.
If a key is lost or mislaid, consult the information on the electronic immobiliser (EWS) (► 65).

The following locks are operated with the same key:

- Ignition switch/steering lock
- Cases locks
- Storage-compartment lock
- Fuel filler cap
- Seat lock

–with topcase^{OA}

–Topcase

Engaging steering lock

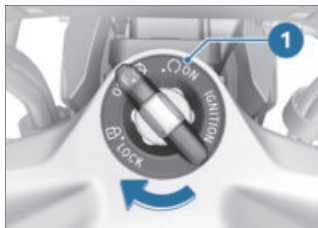
- Turn the handlebars all the way to the left.



- Turn the ignition key to position **1**, while moving the handlebars slightly.
 - » Ignition, lights and all function circuits switched off.
 - » Handlebars are locked.

» Vehicle key can be removed.

Switching on ignition



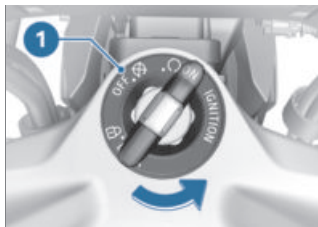
- Insert the vehicle key into the ignition switch and turn it to position **1**.

- » Side lights and all function circuits are switched on.
- » Pre-Ride-Check is performed. (► 160)
- » ABS self-diagnosis is in progress. (► 161)
- » DTC self-diagnosis is in progress. (► 161)

Welcome lights

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

Switching off ignition





- Turn the ignition key to position **1**.
 - » When the ignition is switched off, the instrument cluster remains switched on for a short time and displays any existing fault messages.
 - » Handlebars not locked.
 - » Electrically powered accessories remain operational for a limited period of time.
 - » The battery can be recharged via the socket in the cockpit.
 - » Vehicle key can be removed.
- with daytime riding light^{OE}
 - The daytime riding light goes out soon after the ignition is switched off.<
- with additional headlight^{OE}
 - The LED auxiliary headlights go out soon after the ignition is switched off.<

IGNITION WITH KEY-LESS RIDE

Keys

—with Keyless Ride^{OE}

 The telltale light for the radio-operated key flashes while the search for the radio-operated key is in progress. The light goes out as soon as the radio-operated key or the emergency key is found. The light goes out briefly if the search times out without the radio-operated key or the emergency key being found. You receive one radio-operated key and one spare key. If a key is lost or mislaid, consult the notes on the electronic immobiliser (EWS) (65). Ignition, fuel filler cap and anti-theft alarm system all work with the radio-operated key. Seat lock, storage compartment, topcase and cases can be locked and unlocked manually.

 The vehicle cannot be started and the central locking system cannot be locked or unlocked if the radio control key is not within range (e.g. key inside a case or the topcase). If the key is out of range, the

64 OPERATION

ignition is switched off after approximately 90 seconds, but the central locking system is **not** locked.

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



Range of the Keyless Ride radio-operated key

approx. 1 m

Engaging steering lock

—with Keyless Ride^{OE}

Requirement

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



- Press and hold down button **1**.
 - » The steering lock engages with an audible click.
 - » Ignition, lights and all function circuits switched off.

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

Switching on ignition

—with Keyless Ride^{OE}

Requirement

Radio-operated key is within range.



- There are **two** ways of activating the ignition.

Version 1:

- Short-press button **1**.
 - » Side lights and all function circuits are switched on.
—with daytime riding light^{OE}
 - » Daytime riding light is switched on.<
 - with additional headlight^{OE}
 - » LED auxiliary headlights are switched on.<
 - » Pre-Ride-Check is performed.
(160)
 - » ABS self-diagnosis is in progress. (161)
 - » DTC self-diagnosis is in progress. (161)

Version 2:

- Steering lock is engaged; press and hold down button **1**.
 - » The steering lock disengages.
 - » Side lights and all function circuits switched on.
 - with daytime riding light^{OE}
 - » Daytime riding light is switched on.◁
 - with additional headlight^{OE}
 - » LED auxiliary headlights are switched on.◁
 - » Pre-Ride-Check is performed. (▮▮▮ 160)
 - » ABS self-diagnosis is in progress. (▮▮▮ 161)
 - » DTC self-diagnosis is in progress. (▮▮▮ 161)

Switching off ignition

–with Keyless Ride^{OE}

Requirement

Radio-operated key is within range.



- There are **two** ways of deactivating the ignition.

Version 1:

- Short-press button **1**.
 - » Light is switched off.
 - » Handlebars (steering lock) are not locked.

Version 2:

- Turn the handlebars all the way to the left.
- Press and hold down button **1**.
 - » Light is switched off.
 - » The steering lock engages.

Electronic immobiliser EWS

The on-board electronics access the data saved in the radio-operated key via a ring aerial in the R/C ignition lock. The ignition is not enabled for starting until the engine control unit has recognised the radio-operated key as "authorised" for your motorcycle.



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

66 OPERATION

If you lose a radio-operated key, you can have it barred by your authorised BMW Motorrad retailer. In order to have a key barred you must bring along all the other keys belonging to the motorcycle.

The engine cannot be started by a barred radio-operated key, but a radio-operated key that has been barred can subsequently be reactivated. You can obtain spare keys only through an authorised BMW Motorrad retailer. The radio-operated keys are part of an integrated security system, so the retailer is under an obligation to check the legitimacy of all applications for replacement/extra keys.

Loss of the radio-operated key, spare key is available

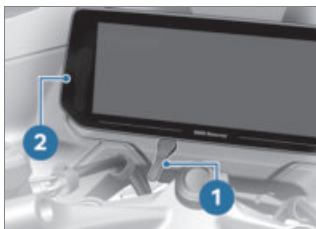
—with Keyless Ride^{OE}

Requirement

Spare key is available.

- Make sure the ground is level and firm and place the motorcycle on its stand.
- If a key is lost or mislaid, consult the notes on the electronic immobiliser (**EWS**).
- If you happen to lose or mislay the radio-operated key while on a journey, you

can start the vehicle with the spare key.



- Hold spare key **1** left of centre and just below TFT display **2**.



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

30 s

- » Pre-Ride-Check is performed.
- Key has been recognised.
- Engine can be started.
- Start the engine (▮▮▮ 159).

Battery of the radio-operated key is empty, spare key is not available

—with Keyless Ride^{OE}

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



- Hold radio-operated key **1** left of centre and just below TFT display **2**.



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

30 s

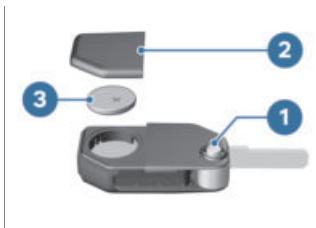
- » Pre-Ride-Check is performed.
- Key has been recognised.
- Engine can be started.
- Start the engine (159).

Replacing battery of radio-operated key

–with Keyless Ride^{OE}

If the radio-operated key does not react when you short-press or long-press a button:

- Battery of the radio-operated key is not at full capacity.
- » Change the battery.



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



ATTENTION

Unsuitable or incorrectly inserted batteries

Component damage

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



Battery type

For Keyless Ride radio-operated key

68 OPERATION



Battery type

CR 1632

- Install battery cover **2**.
 - » Indicator light in the instrument cluster flashes.
 - » The radio-operated key is again ready for use.

EMERGENCY-OFF SWITCH (KILL SWITCH)



- 1** Emergency-off switch (kill switch)



WARNING

Operation of the kill switch while riding

Risk of fall due to rear wheel locking

- Do not operate the kill switch when riding.

The emergency off switch is a kill switch for switching off the engine quickly and easily.



- A** Engine switched off
B Normal operating position (run)

INTELLIGENT EMERGENCY CALL

—with intelligent emergency call^{OE}

Emergency call via BMW


Only press the SOS button in an emergency or when help is necessary.

Even if an emergency call using BMW is not possible, the system may make an emergency call to a public emergency call number. This depends on the respective mobile phone network and the national regulations.

The emergency call is not able to be ensured because of technical reasons due to unfavourable conditions, e.g. in areas where there is no mobile phone reception.

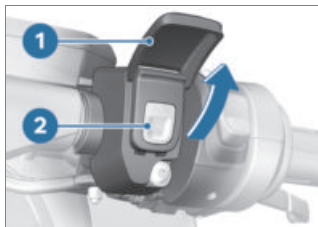
Language for emergency call

Each vehicle has a language assigned to it depending on the market for which it is intended. The BMW Call Center answers in this language.

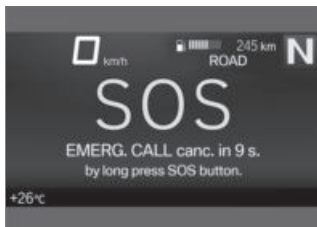
 The language for the emergency call can only be changed by the BMW Motorrad partner. The language assigned to the vehicle differs from the display languages that can be selected by the rider in the TFT display.

Manual emergency call Requirement

An emergency call has occurred. The vehicle is at a standstill. The ignition is switched on.

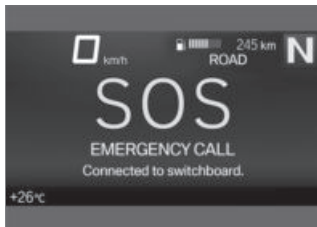


- Open cover **1**.
- Short-press SOS button **2**.



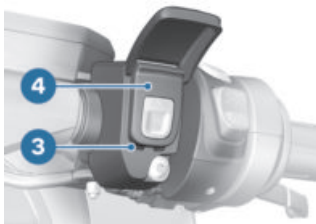
The time until transmission of the emergency call is displayed. During this time, the emergency call can be cancelled by pressing and holding the SOS button.

- Operate the emergency-off switch to stop the engine.
- Remove helmet.
- » After expiry of the timer, a voice contact to the BMW Call Center is established.



The connection was established.

70 OPERATION



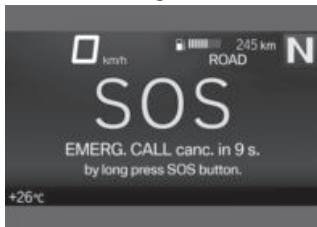
- Provide information to the emergency services using the microphone **3** and speaker **4**.

Automatic emergency call

The intelligent emergency call is active after the ignition is switched on and reacts if a fall or crash occurs.

Emergency call in the event of a light fall

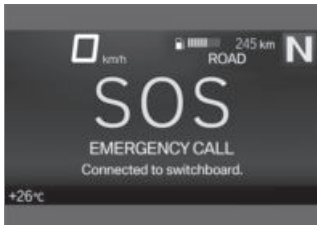
- A light fall or a crash was detected.
- » An acoustic signal is sounded.



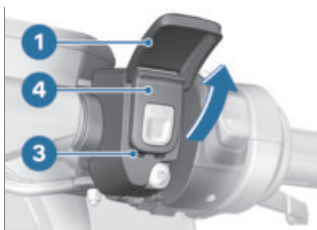
The time until transmission of the emergency call is displayed. During this time, the emergency call can be cancelled by

pressing and holding the SOS button.

- If possible, remove helmet and stop engine.
- » After expiry of the timer, a voice contact to the BMW Call Center is established.



The connection was established.



- Open cover **1**.
- Provide information to the emergency services using the microphone **3** and speaker **4**.

Emergency call in the event of a severe fall


- A severe fall or a crash is detected.

- » The emergency call is placed automatically without delay.

LIGHTING

Side light

The side lights switch on automatically when the ignition is switched on.

 The side lights place a strain on the battery. Do not switch the ignition on for longer than absolutely necessary.

Switching on low-beam headlight

- Switch on the ignition (➡ 62).
- Start the engine (➡ 159).




- Alternatively: pull switch **1** when ignition switched on.

High-beam headlight and headlight flasher

- Switch on the ignition (➡ 62).



- Push switch **1** forward to switch on the high-beam headlight.
- Pull switch **1** back to operate the headlight flasher.

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

Headlight courtesy delay feature

- Switch off the ignition (➡ 63).



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

72 OPERATION

- » The vehicle's lights come on for one minute and then switch off automatically.
- This can be used to light up the path to the house door after the vehicle has been parked, for example.

Parking lights

- Switch off the ignition (▶ 63).




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

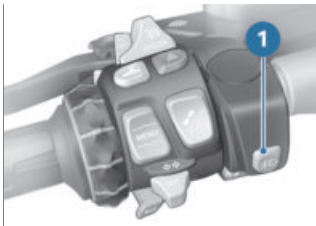
Auxiliary headlights

–with additional headlight^{OE}

Requirement

The low-beam headlight must be switched on.

 The auxiliary headlights have approval as fog lights and their use is permissible in bad weather conditions only. Always comply with the road traffic regulations in force in the country in which the vehicle is used.



- Press button **1** to switch on the auxiliary headlights.



lights up.

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

Automatic daytime riding light

–with daytime riding light^{OE}



WARNING

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

Risk of accident

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




WARNING

Switching on the daytime riding light in the dark.


Risk of accident

- Do not use the daytime riding light in the dark.



 By comparison with the low-beam headlight, the daytime running light makes the vehicle more visible to on-coming traffic. This improves daytime visibility.



 The changeover between daytime riding light and low-beam headlight including front side lights can be effected automatically.

- Switch on the ignition (➡ 62).
- Call up the Settings menu and then select Vehicle settings.

- Select Lights and switch on Auto. daytime light.



is displayed.

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




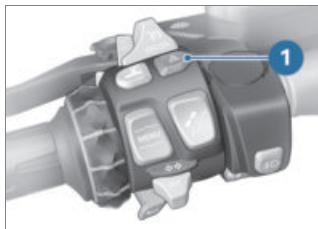
lights up.

Hazard warning lights

- Switch on the ignition (➡ 62).



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



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

74 OPERATION

- » Ignition can be switched off.
- To switch off the hazard warning lights system, switch on the ignition if necessary and press button **1** again.

Turn indicators

- Switch on the ignition (▮ 62).



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

Comfort turn indicator



If button **1** has been pressed to the right or left, the turn indicators are automatically switched off under the following circumstances:

- Speed below 30 km/h: after 50 m distance covered.
- Speed between 30 km/h and 100 km/h: after a speed-dependent distance covered or in case of acceleration.
- Speed over 100 km/h: after flashing five times.

If button **1** is pressed to the right or left slightly longer, the turn indicators only switch off automatically once the speed-dependent distance covered is reached.

DYNAMIC TRACTION CONTROL (DTC)

Switching DTC function off and on

- Switch on the ignition (▮▮▮ 62).
- Navigate to *Settings, Assist* and select *DTC*.
- Deactivate *DTC* to switch off Dynamic Traction Control (DTC) temporarily until the next time the ignition is switched on.



lights up.

- Activate *DTC* to switch on Dynamic Traction Control (DTC). Alternatively: Switch the ignition off and then on again.



goes out, if self-diagnosis has not completed the DTC indicator and warning light starts flashing.

- For more information on Dynamic Traction Control (DTC), see the section entitled "Engineering details" (▮▮▮ 182).

ELECTRONIC SUSPENSION ADJUSTMENT (D-ESA)

—with Dynamic ESA^{OE}

Possibilities for adjustment, Dynamic ESA

Dynamic ESA is an electronic system that enables your motorcycle's suspension to adjust automatically to suit the load the vehicle is carrying.

For more information on Dynamic ESA, see the section entitled "Engineering details" (▮▮▮ 186).

Adjusting suspension damping

- Switch on the ignition (▮▮▮ 62).
- Navigate to *Settings, Assist* and select *Damping*.
- Select the desired suspension-damping setting.



You can adjust the damping characteristic while the motorcycle is on the move.





The suspension damping settings are retained in memory, even after the ignition is switched off.

Adjusting for loaded state

- Start the engine (▮▮▮ 159).
- Navigate to *Settings, Assist* and select *Load*.
- Select the desired loaded-state setting.

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 The load setting is retained in memory, even after the ignition is switched off.

 The load cannot be set while the motorcycle is in motion.

The following message is displayed if no load setting is possible: *Action not possible. Engine must be on.*

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

RIDING MODE

Use

BMW Motorrad has developed operational scenarios for your motorcycle from which you can select the scenario suitable for your situation:


- ECO: Range-optimised riding.
- RAIN: Riding on rain-wet roads.
- ROAD: Riding on dry roads.

- with riding modes Pro^{OE}
- DYNAMIC: Dynamic riding on dry roads.

The optimum interplay of engine characteristic and DTC control is provided for each of these scenarios.

- with Dynamic ESA^{OE}

The chassis and suspension setting also adapts to the selected scenario.

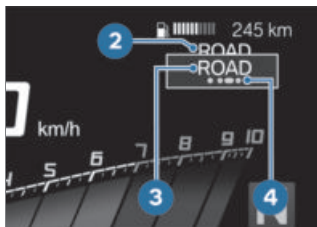
 See the section entitled "Engineering details" for more information on the selectable riding modes.

Setting riding mode

- Switch on the ignition (➡ 62).



- Press button 1.



The riding mode currently active **2** is sent to the back and is displayed in the pop-up **3**. The guide **4** indicates how many riding modes are available.



- Repeatedly press button **1** until the riding mode you want is displayed.
- » With the motorcycle at a standstill, the selected mode is activated after approximately two seconds.
- » The following conditions must be satisfied for activation of a new riding mode while riding:
 - Throttle grip is in idle position.
 - Brake is not applied.

» The riding mode selected in this way is retained, with the engine-characteristic and DTC adaptation settings, even after the ignition has been switched off.

ADAPTIVE CRUISE CONTROL

Switching on adaptive cruise control

Requirement

DTC is switched on and ABS is active.

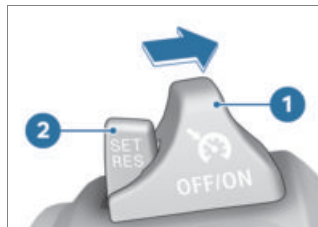


WARNING

Use of cruise control in unsuitable road conditions

Risk of falling

- Do not use cruise control when road conditions are unsuitable, for example in snow, ice, heavy rain, off-road or on slippery surfaces.
- Do not use cruise control on very twisty stretches of road.



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


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» Button **2** is enabled for operation.

Setting road speed



- Short-push button **1** forward.

 Cruise control can also apply the brakes.



Adjustment range for cruise control (gear-dependent)


15...220 km/h



is displayed.

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


Accelerating

 Depending on which unit of speed is selected in the instrument cluster, speed is increased or decreased in either km/h or mph.



- Short-push button **1** forward.
 - » Speed is increased by approx. 1 km/h or 1 mph, as applicable, each time you push the button.
- Push button **1** forward and hold it in this position.
 - » Speed is increased in steps of 10 km/h or 5 mph, as applicable.
 - » The current speed is maintained and saved if button **1** is not pushed again.

Decelerating


 Depending on which unit of speed is selected in the instrument cluster, speed is increased or decreased in either km/h or mph.



- Short-push button **1** back.
 - » Speed is reduced by 1 km/h or 1 mph, as applicable, each time you push the button.
- Push button **1** back and hold it in this position.
 - » Speed is reduced in steps of 10 km/h or 5 mph, as applicable.
 - » The current speed is maintained and saved if button **1** is not pushed again.

Deactivating adaptive cruise control

- Brake or turn the throttle grip (close the throttle by turning the grip back past the idle position) to deactivate adaptive cruise control.

-  Cruise control is deactivated if the clutch is pulled for longer than 1.5 seconds.
- » A message appears on the display.

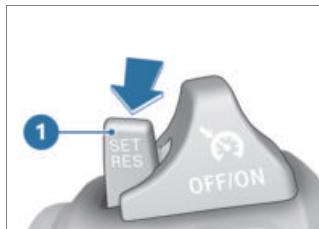
Automatic deactivation

Adaptive cruise control is deactivated automatically in the following situations:


- When engine speed drops below the minimum threshold (to prevent stalling).
- After several seconds when the vehicle is ridden at minimum engine speed.
- On ABS or DTC intervention.
- If a system fault occurs.

If adaptive cruise control experiences automatic deactivation, a message to this effect is displayed.

Resuming former cruising speed



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

-  Opening the throttle does not deactivate cruise control. When the twistgrip is released the motorcycle decelerates only to the speed saved in

80 OPERATION

memory, even if the rider intended slowing to a lower speed.



is displayed.

Switching off cruise control



- Slide switch **1** to the left.
» The system is deactivated.



disappears.

- » Button **2** is disabled.

Configuring character of adaptive cruise control

- Switch on the ignition (62).
- Navigate to Settings, Assist and select Cruise control.
- Select ACC characteristics.
- Select the desired setting.
» The following settings for acceleration and deceleration are possible:
- Comfortable: Balanced acceleration and deceleration of the vehicle.

– Dynamic: More sharply pronounced acceleration and deceleration of the vehicle for a more dynamic style of riding.

DISTANCE CONTROL (ACTIVE CRUISE CONTROL ACC)

–with Active Cruise Control^{OE}

Safety information



WARNING

ACC does not relieve the motorcyclist of their responsibility to ride safely

Risk of accident due to misjudgement by the system

- ACC is a rider assistance system and not a safety system. The responsibility for correctly gauging visibility conditions and the traffic situation and intervening accordingly resides with you.
- Always abide by the speed limit.
- Never ride with both hands off the handlebars!

**WARNING****ACC cannot react to all objects and traffic situations**

Risk of accident

- ACC reacts only to the vehicle travelling ahead of you. This means that for example pedestrians, animals and oncoming vehicles are not detected. Cyclists cannot be reliably detected.
- A vehicle cutting into your lane ahead of you cannot be used as a control-intervention object until after a plausibility check in the radar. Consequently, a late and sharp application of the brakes can occur or the brakes might not be applied.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.

**WARNING****ACC is not functional in certain situations**

Risk of accident due to non-application of the brakes and prompt to assume control

- The radar requires a clear viewing panel for object detection to work well. Object detection is restricted in heavy rain, fog or snow and also if the radar sensors are dirty or obstructed.
- Object detection can be disrupted by environmental influences such as strong reflections and electromagnetic disturbances.
- If the vehicle is involved in an accident or experiences an impact with an object or is dropped, the installed position of the radar sensor has to be checked.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.



WARNING

ACC cannot detect all objects and traffic situations or interpret them correctly

Risk of accident

- ACC might not be able to detect certain objects or complex traffic situations correctly, with the result that it does not issue a warning or slow the vehicle appropriately, or that it issues an incorrect warning and initiates inappropriate slowing of the vehicle. You have to apply the brakes yourself, for example when you come on the scene of an accident or approach a vehicle stopped at traffic lights or in congestion.
- Object detection can be restricted, for example in intersecting traffic, on twisting or hilly roads and when you ride offset from the vehicle ahead in your lane or if you weave from side to side in the lane.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.



WARNING

ACC cannot compensate for excessive speed differences

Risk of accident

- ACC cannot perform emergency braking. Retardation and the rate at which retardation increases are limited.
- High speed differences, for example when you come up fast behind a truck or when another vehicle cuts into your lane ahead of you, cannot be compensated for by the system.
- When the adjustment range of ACC is exceeded, object detection might be delayed on account of the high speed. Consequently, increased rider caution is required in these circumstances.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.

**WARNING****ACC can lose sight of an object detected beforehand**

Risk of accident

- When ACC incorrectly deselects a detected object, the motorcycle accelerates back up to the road speed set beforehand. This can be the case in bends, for example.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.

**WARNING****ACC cannot slow the vehicle sufficiently when the vehicle corners at high speed**

Risk of accident

- The cornering regulator reduces road speed when distance control is active and the bank angle is excessive. If a vehicle is detected ahead, retardation of the vehicle is built up more slowly while the motorcycle is banked.
- Ride at a correspondingly lower speed.

**ATTENTION****ACC might incorrectly detect certain objects and traffic situations**

Risk of injury due to unexpected brake intervention

- ACC might issue an unjustified warning and brake without justification in reaction to certain objects and complex traffic situations. For example a narrowed traffic lane (roadworks) or objects in the air (e.g. a bouncing ball or a plastic bag) can lead to a warning being issued or the brakes being applied by ACC.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.



When riding in other countries, always comply with the country-specific regulations on the operation of radar sensors. If ACC does not have the radar licence required by a particular country's laws, the radar sensor has to be disconnected.

84 OPERATION

Toggle between cruise control and ACC

- Comply with the safety instructions (▮▮▮ 80).
- Switch on the ignition (▮▮▮ 62).



WARNING

Reduced assistance after changeover to cruise control

Risk of accident

- By contrast with ACC, cruise control does not react to traffic ahead. Instead, it matches the vehicle's road speed to the setting selected by the rider.
 - Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.
- Navigate to Settings, Assist, select Cruise control.
 - Activate or deactivate ACC.



- Alternatively, long-press button 1.
 - » This toggles between cruise control and ACC.
- Bear in mind the information on automatic deactivation (▮▮▮ 79).
- For more information on distance control with Active Cruise Control (ACC) see the section entitled "Engineering details" (▮▮▮ 184).

Operating ACC Requirement

ACC is activated.

- Comply with the safety instructions (▮▮▮ 80).
- Switch on adaptive cruise control (▮▮▮ 77).




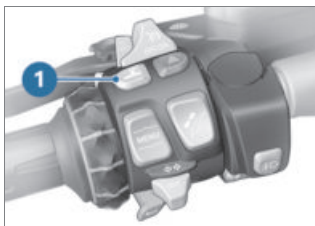
is displayed in white.

- Set the road speed (▮▮▮ 78).



At speeds above its adjustment range, the system regulates to the maximum speed.

	Adjustment range for distance control (gear-dependent)
	30...160 km/h



- To switch on, short-press button 1.
 - » ACC is switched on.
 - » The approach distance you set appears briefly on the display.
- To switch off: Toggle to cruise control or switch off cruise control.
- Bear in mind the information on automatic deactivation (➡ 79).
- For more information on distance control with Active Cruise Control (ACC) see the section entitled "Engineering details" (➡ 184).

Indicators in the TFT display

When ACC is in operation, the following symbols can appear on the TFT display:

Indicator lights

» No object detected:



shows green.

» Object detected:



shows green.

» Rider overrides by twisting the throttle grip to open the throttle:



shows green.

Warning lights

» ACC switched off for system-related reason:



is displayed in red.

» A hazardous situation has been detected and cannot be averted.



flashes red.

If a warning light shows in the TFT display:

- Intervene actively to avert potential danger.

86 OPERATION

Setting approach distance



- Short-press button **1**.
 - » The approach distance you set appears briefly on the display.



WARNING

Selected approach distance is too short for the riding situation

Risk of accident

- Adapt your approach distance to suit traffic and weather conditions.
 - Comply with the safety distance required by law.
-
- Repeatedly short-press button **1** until the approach distance you want is set.
 - » The following settings are available:



Short approach distance



Medium approach distance



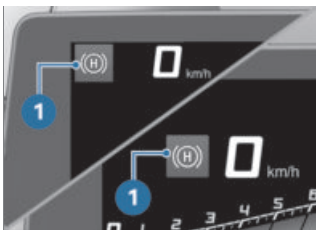
Long approach distance

- » When the ACC detects a vehicle travelling in front, a depiction of a car appears in the symbol shown here to alert the rider.
- » The approach-distance setting is retained in memory, even after the ignition is switched off.

HILL START CONTROL

Activating and deactivating Hill Start Control

- Switch on the ignition (➡ 62).
- Navigate to Settings, Assist and activate or deactivate Hill Start Control.



Symbol **1** for Hill Start Control is displayed in the top status line and in the Pure Ride view.

Operating Hill Start Control Requirement

Vehicle stationary and upright, engine running.



ATTENTION

Failure of Hill Start Control

Risk of accident

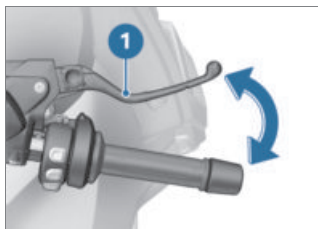
- Apply the brakes manually to hold the vehicle.



Hill Start Control is purely a comfort system to facilitate holding the machine and pulling way on uphill gradients and should not be confused with a parking brake.



See the section entitled "Engineering details" for more information on Hill Start Control.



- Apply firm pressure to hand-brake lever **1** or to the foot-brake lever and then quickly release the lever.



shows green.

» Hill Start Control is activated.

- To switch off the Hill Start Control, operate the brake lever **1** or footbrake lever again.



disappears.

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



Hill Start Control is deactivated automatically when the motorcycle pulls away.



disappears as soon as the brake is fully released.

» Hill Start Control is deactivated.

- For more information on Hill Start Control, see the section entitled "Engineering details" (194).

Operating Hill Start Control Pro

—with riding modes Pro^{OE}

Requirement

Vehicle stationary and upright, engine running.

88 OPERATION



ATTENTION

Failure of Hill Start Control

Risk of accident

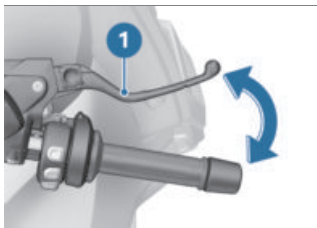
- Apply the brakes manually to hold the vehicle.



The drive-off assistant Hill Start Control Pro is only a comfort system to enable easier riding off on gradients and should not be confused with an electromechanical holding brake.



The Hill Start Control Pro drive-off assistant should not be used on inclines of over 40 %.



- Apply firm pressure to handbrake lever **1** or to the footbrake lever and then quickly release the lever.
- Alternatively, apply the brake for about one second beyond the vehicle reaching a standstill on an incline of at least 3 %.



shows green.

» Hill Start Control Pro is activated.

- To switch off the Hill Start Control Pro, operate the brake lever **1** or footbrake lever again.



If Hill Start Control Pro has been deactivated by means of the handbrake lever, automatic Hill Start Control is deactivated for the next 4 m.



is displayed in white.

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



When riding off, Hill Start Control Pro is automatically deactivated.



disappears as soon as the brake is fully released.

» Hill Start Control Pro is deactivated.

- For more information on Hill Start Control Pro, see the section entitled "Engineering details" (194)

Setting up Hill Start Control Pro

—with riding modes Pro^{OE}

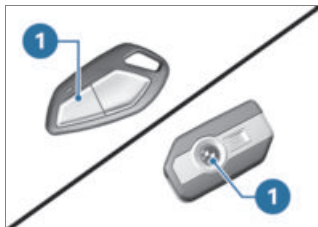
- Switch on the ignition (▮▮▮ 62).
- Navigate to **Settings**, **Assist** and select **HSC Pro**.
- To switch off Hill Start Control Pro, select **Off**.
 - » Hill Start Control Pro is deactivated.
- To switch on manual Hill Start Control Pro, select **Manual**.
 - » Hill Start Control Pro can be activated by forcefully operating the handbrake or foot-brake lever.
- To switch on automatic Hill Start Control Pro, select **Auto**.
 - » Hill Start Control Pro can be activated by forcefully operating the handbrake or foot-brake lever.
 - » If the brake is actuated for approximately one second after the vehicle has come to a standstill and the motorcycle is on a gradient of at least 3%, Hill Start Control Pro is automatically activated.
 - » The selected setting remains stored even after the ignition is switched off.

ANTI-THEFT ALARM (DWA)

—with anti-theft alarm (DWA)^{OE}


Activation

- Switch on the ignition (▮▮▮ 62).
- Adapt DWA (▮▮▮ 92).
- Switch off the ignition (▮▮▮ 63).
 - » If the anti-theft alarm system (DWA) is activated, the alarm system is armed automatically when you switch the ignition off.
 - » Activation takes approximately 30 seconds to complete.
 - » Turn indicators flash twice.
 - » Confirmation tone sounds twice (if programmed).
 - » Anti-theft alarm (DWA) is active.
- with central locking system^{OE} or
- with Keyless Ride^{OE}

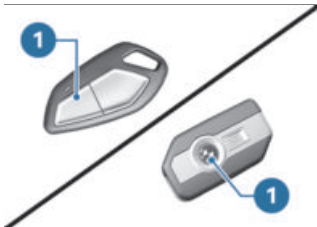


- Switch off the ignition (▮▮▮ 63).
- Press button **1** of the remote control or radio-operated key twice.

90 OPERATION

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

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



- To deactivate the tilt 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 remote control or the radio-operated key again during the activation phase.
 - » Turn indicators flash three times.
 - » Confirmation tone sounds three times (if programmed).
 - » Tilt sensor is deactivated.

Alarm signal

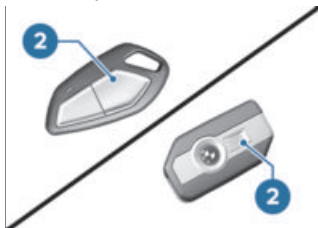
A DWA alarm can be triggered by:

- Tilt sensor
- Switch-on attempt with an ignition key.
- Disconnection of the DWA anti-theft alarm from the motorcycle's battery (DWA internal battery in the anti-theft alarm provides power – acoustic alarm only, the turn indicators do not flash).

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

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

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



An activated alarm can be cancelled at any time by pressing button **2** of the remote control or radio-operated key without deactivating the DWA.

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

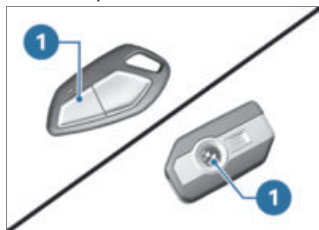
Light signals issued by the indicator light:

- Flashes 1x: Tilt sensor 1
- Flashes 2x: Tilt sensor 2
- Flashes 3x: Ignition switched on with unauthorised ignition key
- Flashes 4x: Disconnection of the DWA anti-theft alarm from the motorcycle's battery


- Flashes 5x: Tilt sensor 3

Deactivation

- Switch on the ignition (🔑 62).
- » Turn indicators flash once.
- » Confirmation tone sounds once (if programmed).
- » DWA is switched off.
- with central locking system^{OE}
- or
- with Keyless Ride^{OE}



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

 The alarm function is re-activated after 30 seconds if "activation after ignition off" has been selected if the alarm function is deactivated using the radio-operated key and the ignition is not then switched on.

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

92 OPERATION


Adapting DWA

- Switch on the ignition (➡ 62).
- Navigate to Settings, Vehicle settings and select Alarm system.
- » The following adaptation settings are available:
 - Adapt Warning signal
 - Switch Tilt sensor on or off
 - Switch Arming tone on or off
 - Switch Arm automatically on or off

Possibilities for adjustment

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

Tilt sensor: Activate tilt sensor to monitor the inclination of the vehicle. The anti-theft alarm (DWA) is tripped if any attempt is made to steal a wheel or lift the vehicle for towing, for example.

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

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

Arm automatically: Automatic activation of the alarm function when the ignition is switched off.

TYRE PRESSURE CONTROL (RDC)


–with tyre pressure control (RDC) ^{OE}


Switching target-pressure warning on or off

- The system can be set to issue a specified-pressure warning when tyre pressure drops to the defined minimum.
- Navigate to Settings, Vehicle settings, RDC.
- Switch Target pressure warn. on or off.

HEATING

Operating heated handlebar grips

 The heating in the heated handlebar grips can be activated only when the engine is running.

 The increase in power consumption caused by having the heated handlebar grips switched on can drain the battery if you are riding at low engine speeds. If the charge level is low, the heated handlebar grips are switched off to

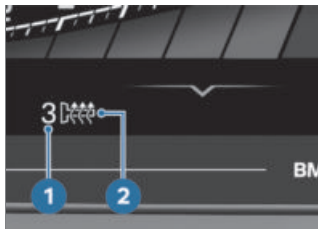
ensure the battery's starting capability.

- Start the engine (11111 159).
- Navigate to **Settings**, **Heating** and select **Grip heating**.




The grips have five-stage heating. Stage five is for heating the grips quickly: it is advisable to switch back to a lower stage as soon as the grips are warm.

- Select the desired heating stage.

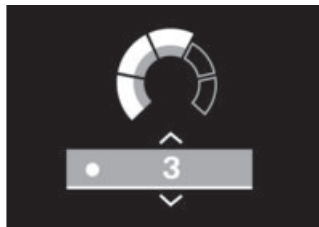


Selected heating stage **1** and heated-grip symbol **2** are displayed.

Using the rider's seat heating —with seat heating^{OE}

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

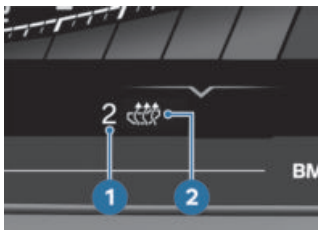
- Start the engine (11111 159).
- Navigate to **Settings**, **Heating** and select **Seat heating**.



The rider's seat has five-stage heating. Stage five is for heating the seat quickly: it is advisable to switch back to a lower stage as soon as the seat is warm.

- Select the desired heating stage.


94 OPERATION



Selected heating stage **1** and seat-heating symbol **2** are displayed.

Operating passenger-seat heating

—with seat heating^{OE}

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

- Start the engine (➡ 159).

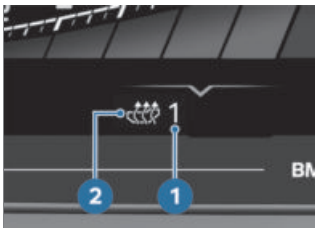


- Set switch **1** to the desired heating stage.



The passenger seat can be heated in two stages. Stage two is for heating the seat quickly: it is advisable to switch back to stage one as soon as the seat is warm.

- 2** Switch centred: Heating off.
- 3** Switch pressed at one dot: low heating power.
- 4** Switch pressed at two dots: high heating power.



Selected heating stage **1** and seat-heating symbol **2** are displayed.

STORAGE COMPARTMENT

Using left storage compartment



- Use the ignition key to open or close lock **1** of the storage compartment.
- To open the lid, push the unlocked lock barrel down.

—with central locking system^{OE}

- To open the lid, push the unlocked lock barrel down.◁



ATTENTION

High temperatures in the storage compartments, particularly in summer

Damage to objects stowed away, particularly electronic devices, such as mobile phones and MP3 players

- Consult the operating instructions of your electronic device and check for possible usage restrictions.

- In summer, do not place heat-sensitive objects in the storage compartments.

Using right storage compartment

—with comfort telephony with extended smartphone connectivity^{OE}



- Use the ignition key to open or close lock **1** of the storage compartment.
- To open the lid, push the unlocked lock barrel down.

—with central locking system^{OE}

- To open the lid, push the unlocked lock barrel down.◁



ATTENTION

High temperatures in the storage compartments, particularly in summer

Damage to objects stowed away, particularly electronic devices, such as mobile phones and MP3 players

- Consult the operating instructions of your electronic device and check for possible usage restrictions.
- In summer, do not place heat-sensitive objects in the storage compartments.

Inductive charging

—with comfort telephony with extended smartphone connectivity^{OE}



Integral charging pad **1** in the storage compartment on the right enables inductive charging of a smartphone that supports this function. Alternatively, you can charge a smart-

phone via USB charging interface **2**, which takes priority over inductive charging.

The storage compartment is suitable for smartphones up to max. 162 mm x 78 mm x 8.8 mm in size. The maximum size for charging via the USB charging interface is slightly smaller, on account of the space taken up by the cable connector.

To ensure adequate circulation of air, a fan is switched on if the temperature in the storage compartment rises above 35 °C. While charging is in progress, the ventilation is switched on at a temperature of 30 °C in the storage compartment.

Charging smartphone

—with comfort telephony with extended smartphone connectivity^{OE}

Requirement

Ignition on.



- Pull clamping slider **2** to the rear.
- Lay the smartphone, display up, in the storage compartment.

i If a protective sleeve is used for the smartphone the slightly increased distance from the charging pad can affect charging efficiency.

- » Indicator light **1** shows steady green.
- The smartphone is charging.
- Push pin **3** beside clamping slider **2** to the left.
- » The smartphone is secured.

Removing the smartphone

- with comfort telephony with extended smartphone connectivity^{OE}



- Pull clamping slider **2** to the rear.
- Pull tab **1** up to facilitate removal of smartphone **3**.

Status indicator light

- with comfort telephony with extended smartphone connectivity^{OE}

The meanings of the indicator light colours are as follows:

- Slow-flashing green: Ready for charging.

i The indicator light flashes for 5 seconds when you switch on the ignition.

- Showing steady green: Inductive charging or charging via USB in progress or completed.
- Quick-flashing yellow: Excess temperature, or inductive charging obstructed by foreign object on charging pad.
- Slow-flashing red: Fan malfunctioning.

98 OPERATION

—Showing steady red: General malfunction.

If a malfunction is present, charging is not possible. Have malfunctions rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.


CENTRAL LOCKING SYSTEM

Locking

—with central locking system^{OE}



- Switch on the ignition and press button **1**.

 Only vehicles without Keyless Ride are shipped accompanied by a separate remote control for the central locking system and the alarm system.

- Alternatively: press button **2** on the remote control or radio-operated key.
 - » The storage compartments and the cases are locked.

—with topcase^{OA}

- » The topcase is locked.<
- » These locks cannot subsequently be unlocked manually.



is displayed.

—with anti-theft alarm (DWA)^{OE}

- Note the information on the functions of the remote control for the anti-theft alarm in the section entitled "Operation".<

Unlocking

—with central locking system^{OE}



- Switch on the ignition and press button **1**.
- Alternatively: press button **2** on the remote control or radio-operated key.
 - » The storage compartments and the cases are unlocked.
- with topcase^{OA}
 - » The topcase is unlocked.<
 - » Once a lock has been locked manually it subsequently has

to be unlocked manually as well.

- with anti-theft alarm (DWA)^{OE}
- Note the information on the functions of the remote control for the anti-theft alarm in the section entitled "Operation".◀

Emergency unlocking

- with central locking system^{OE}

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

- Remove the cases (▶▶ 103).
- Open the cases (▶▶ 102).



- First turn the key in the topcase lock 45° past the LOCK position, then turn it to the dot position and press in the lock barrel.
- » The release lever pops open.

Logging on the remote control

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

If you intend to replace a lost remote control or use an additional remote control, you must always log on all remote controls.

- Proceed as follows to log on the remote controls:
- Switch on the ignition (▶▶ 62).



- Press button **2** on the remote control three times.
 - » One acoustic signal sounds.
 - Switch off the ignition within ten seconds.
- You can now log on the remote controls.
- Complete the following steps for each remote control:

100 OPERATION



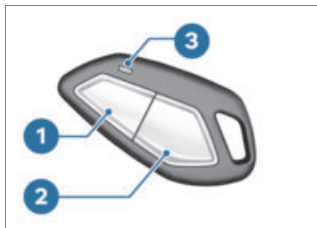
- Press and hold down buttons **1** and **2**.
 - » LED **3** flashes for approximately ten seconds.
 - When LED **3** stops flashing, release buttons **1** and **2**.
 - » LED **3** lights up.
 - Press button **1** or button **2**.
 - » One acoustic signal sounds and LED **3** goes out.
- Proceed as follows to complete logon:
- Switch off the ignition (III 63).
 - » Three acoustic signals sound.
 - » Logon is also ended in the following situations:
 - 4 remote control units have been logged on.
 - No button pressed within approximately 30 seconds of logon on the first remote control.

Synchronising remote controls

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

If the central locking system stops responding to the signals from a remote control, the unit in question has to be synchronised. This can happen, for example, if the buttons on the remote control were pressed too frequently while the remote control was out of range of the anti-theft alarm (DWA).

- The procedure for synchronising the remote controls is as follows:
- Switch on the ignition (III 62).



- Press and hold down buttons **1** and **2**.
 - » LED **3** flashes for approximately ten seconds.
- When LED **3** stops flashing, release buttons **1** and **2**.
 - » LED **3** lights up.
- Press button **1** or button **2**.

- » One acoustic signal sounds and LED **3** goes out.

Replacing battery of remote control

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

If you press a button on the remote control and the LED does not show or lights up only briefly:

- Replace the battery of the remote control.



- Open battery-compartment cover **1**.
- Dispose of the old battery in accordance with all applicable laws and regulations; do not attempt to dispose of batteries as domestic waste.



ATTENTION

Unsuitable or incorrectly inserted batteries

Component damage

- Use a battery compliant with the manufacturer's specifications.
- When inserting the battery, always make sure polarity is correct.

- Insert the new battery with the positive terminal up.

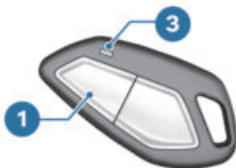


Battery type

For remote control of central locking

CR 2032

- » The LED on the remote control lights up, indicating that the remote control has to be synchronised.



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

102 OPERATION

» The remote control is again ready for use.

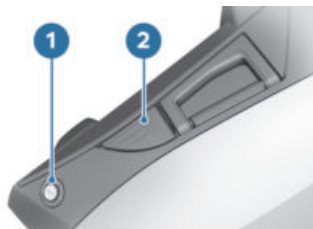
CASES

Opening cases

- with central locking system^{OE}
- If necessary, unlock the central locking system.◁



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




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

Closing cases



- Pull release lever **2** all the way up.
- Close the lid of the case and press it down. Check that nothing is trapped between the lid and the case.

 The case can also be snapped shut when the lock is in the **LOCK** position. Make sure that the ignition key is not left inside the case.

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

Removing cases



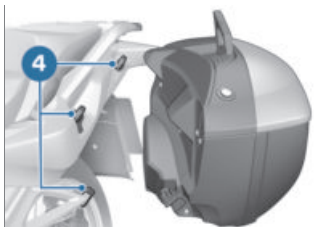
- Turn the key to the **RELEASE** position in the case lock.
» The handle pops out.



- Pull carry handle **3** up as far as it will go.
» The case is released and can be removed.

Installing cases

- Pull the carry handle up as far as it will go.



- Seat the case in holders **4**.



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

Maximum payload and maximum speed

Note the maximum payload and the maximum permissible speed.

The values for the combination described here are as follows:



Maximum speed for riding with a loaded case

max 180 km/h

104 OPERATION



Payload per case

max 10 kg

TFT DISPLAY

05

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GENERAL NOTES

Warnings



WARNING

Using a smartphone during the journey or while the engine is running

Risk of accident

- Always observe the relevant road traffic regulations.
- Do not use the smartphone during the journey (apart from applications that do not require operation, e.g. making telephone calls with the hands-free system).



WARNING

Distraction from the road and loss of control

Operating the integrated information system and communication devices while driving results in a risk of accident

- Operate those systems or devices only when the traffic situation allows for it.
- If necessary, stop and operate the systems or devices when stationary.

Connectivity functions

Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the TFT display is connected to a mobile device and a helmet (119). For more information on the Connectivity functions go to **bmw-motorrad.com/connectivity**



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




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

BMW Motorrad

Connected app

The BMW Motorrad Connected app enables the user to call up usage data and vehicle status information. For some functions such as navigation, for example, the app has to be installed on the mobile device and paired to the TFT display. The app is used to start route guidance and adjust the naviga-

ation. In addition to Bluetooth pairing, the WiFi function has to be activated on the mobile device.

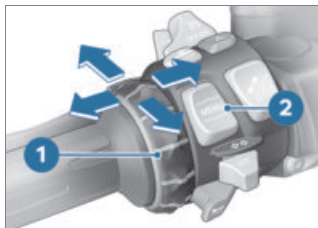
 On some mobile devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.

Currency

The TFT display may be updated after the publication date. Because of this, your motorcycle may differ from the information supplied in the Rider's Manual. Up-to-date information is available at: **bmw-motorrad.com/service**

PRINCIPLE

Controls



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

Depending on the context, the following functions are possible.

Functions of the Multi-Controller

Turn Multi-Controller up:

- Move the cursor upwards in lists.
- Adjust settings.
- Increase volume.

Turn Multi-Controller down:

- Move the cursor downwards in lists.
- Adjust settings.
- Decrease volume.

Tilt Multi-Controller to the left:

- Activate the function in accordance with the operation feedback.
- Activate the function to the left or back.
- Go back to the Menu view after making the settings.
- In the Menu view: Change up one level.
- In the My Vehicle menu: advance one menu screen.


Tilt Multi-Controller to the right:

- Activate the function in accordance with the operation feedback.
- Confirm selection.
- Confirm settings.

110 TFT DISPLAY

- Advance a menu step.
- Scroll to the right in lists.
- In the My Vehicle menu: advance one menu screen.

MENU rocker button functions

 Instructions given by the navigation system are displayed in a dialogue box if the Navigation menu has not been called up. Operation of the MENU rocker button is temporarily restricted.

Short-press the top section of the MENU button:

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

Long-press the top section of the MENU button:

- In Menu view: Call up Pure Ride view.

Short-press the bottom section of the MENU button:

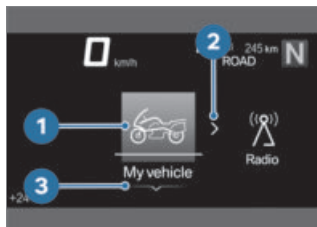
- Change down a level.
- No function if the lowest hierarchical level has been reached.

Long-press the bottom section of the MENU button:

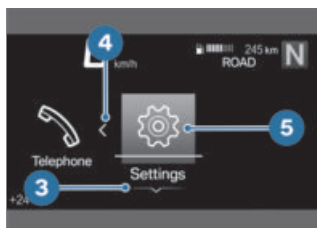
- Change back to the last menu after a previous menu change effected by long-pressing the

top section of the MENU button.

Operating pointers in the main menu



Operating pointers show whether interactions are possible, and which ones.



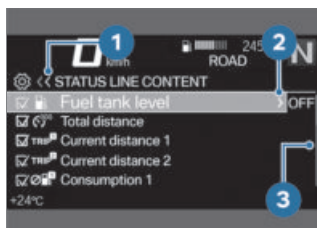
Meaning of the operating pointers:

- Operating pointer 1: Left end reached.
- Operating pointer 2: You can scroll to the right.
- Operating pointer 3: You can scroll down.
- Operating pointer 4: You can scroll to the left.

–Operating pointer **5**: Right end reached.

Operating pointers in submenus

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



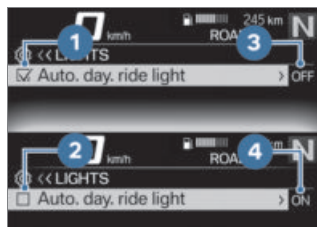
Meaning of the operating pointers:

- Operating pointer **1**: The current display is in a hierarchical menu. One symbol represents one submenu level. Two symbols represent two or more submenu levels. The colour of the symbol changes, depending on whether you can return to a higher level.
- Operating pointer **2**: One more submenu level can be accessed.
- Operating pointer **3**: There are more entries than can be displayed.

Display Pure Ride view

- Long-press the top section of the MENU rocker button.

Switching functions on and off



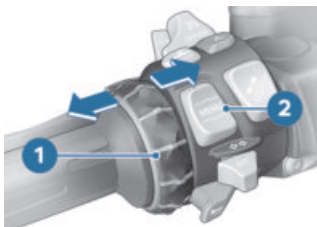
Some menu items have a check box in front of them. The check box shows whether the function is on or off. Action symbols after the menu items indicate what action you can trigger by short-tilting the Multi-Controller to the right.

Examples for switching on and off:

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

112 TFT DISPLAY

Calling up menu



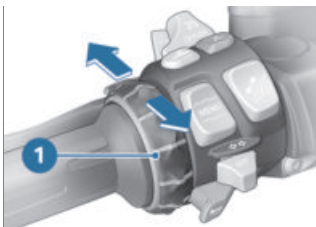
- Display Pure Ride view (111).
- Short-press the bottom section of button **2**.

The following menus can be called up:

- My vehicle
- Radio
- Navigation
- Media
- Telephone
- Settings

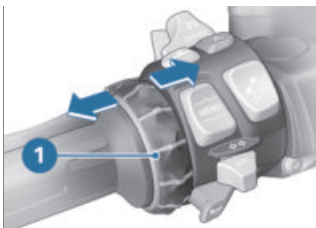
- Repeatedly short-push Multi-Controller **1** to the right until the menu item you want is highlighted.
- Short-press the bottom section of button **2**.

Move the cursor in lists



- Call up the menu (112).
- To move the cursor down in a list, turn Multi-Controller **1** down until the entry you want is highlighted.
- To move the cursor up in a list, turn Multi-Controller **1** up until the entry you want is highlighted.

Confirming selection



- Select the desired entry.
- Short-push Multi-Controller **1** to the right.

Call up the last menu used

- In Pure Ride view: press and hold the MENU rocker button.
- » The last menu exited by long-pressing the top section of the button is called up.

Changing display for rider info. status line

Requirement

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

- Switch on the ignition (▮▮▮▮ 62).
- » The TFT display shows all the information necessary for riding on public roads from the on-board computer (e.g. TRIP 1) and the trip computer (e.g. TRIP 2). The information can be displayed in the top status line.
- with tyre pressure control (RDC)^{OE}
- » Information from the tyre pressure control can also be displayed.◀
- Select the content of the driver info. status line (▮▮▮▮ 114).



- Long-press button 1 to obtain the Pure Ride view.
- Short-press button 1 to select the value in the top status line 2.

The following values can be displayed:

- Odometer Total
- Tripmeter 1 TRIP 1
- Tripmeter 2 TRIP 2



Average consumption 1



Average consumption 2



Riding time 1



Riding time 2



Break time 1



Break time 2



Average speed 1

114 TFT DISPLAY



Average speed 2



Tyre pressure



Fuel gauge

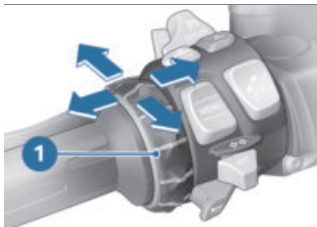


Range

Selecting content of the driver info. status line

- Navigate to **Settings, Display, Status line** content.
- Switch on the desired displays.
- » You can switch between the selected displays in the driver info. status line. If no displays are selected, only the range will be displayed.

Adjust settings



- Select and confirm the desired settings menu.
- Turn Multi-Controller **1** down until the setting you want is highlighted.

- If an operating pointer shows, tilt Multi-Controller **1** to the right.
- If no operating pointer shows, tilt Multi-Controller **1** to the left.
- » The setting is saved.

Switching Speed Limit Info on or off

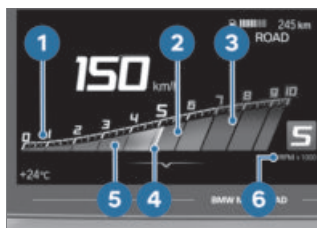
Requirement

Vehicle is connected with a compatible mobile device. The BMW Motorrad Connected app is installed on the mobile device.


- **Speed Limit Info** shows the maximum speed permitted at the time, if this information is made available by the publisher of the map material in the navigation system.
- Navigate to **Settings, Display**.
- Switch **Speed Limit Info** on or off.

PURE RIDE VIEW

Rev. counter



- 1 Scale
- 2 Low engine speed range
- 3 Upper/red engine speed range
- 4 Needle
- 5 Secondary indicator
- 6 Unit for engine speed display:
1000 revolutions per minute

 The red engine speed range changes depending on the coolant temperature: The colder the engine, the lower the engine speed at which the red engine speed range starts. The warmer the engine, the higher the speed at which the red engine speed range starts. When operating temperature is reached, the display of the red engine speed range no longer changes.

Range



The range readout **1** indicates how far you can ride with the fuel remaining in the tank. 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 level correctly. This is the reason why the range is recalculated only when the side stand is in the retracted position.
- The range is shown together with a warning once the fuel reserve has been reached.
- After a refuelling stop, range is recalculated if the amount of fuel in the tank is greater than the reserve quantity.
- The calculated range is only an approximate figure.

116 TFT DISPLAY

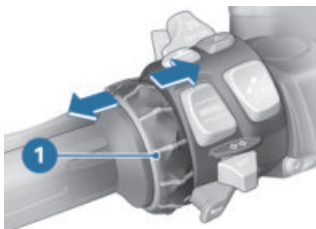
Recommendation to upshift



The recommendation to upshift in the Pure Ride view **1** or in the status line **2** indicates the best time to upshift economically.

SPLITSCREEN

Switching splitscreen and selecting display



- Display Pure Ride view (111).
- Repeatedly short-push Multi-Controller **1** to the right or left until the display you want appears.
- Alternatively: Long-push Multi-Controller **1** to the right to

return to the display last selected in splitscreen view.

The following displays can be selected:

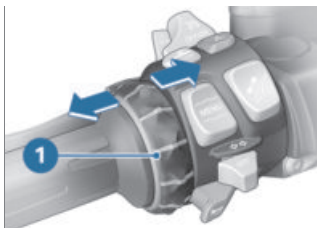
- ON-BOARD COMPUTER
- TRIP COMPUTER
- Navigation
- MEDIA

-with audio system^{OE}

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

» The display you select is retained in memory, even after the ignition is switched off.

Switching off splitscreen



- Display Pure Ride view (111).
- Repeatedly short-push Multi-Controller **1** to the left until the splitscreen view is switched off.
- Alternatively: Long-push Multi-Controller **1** to the left.

GENERAL SETTINGS

Adjusting volume

- Connect rider's and passenger's helmet (►► 120).
- To increase volume: Turn Multi-Controller up.
- To reduce volume: Turn Multi-Controller down.
- To mute: Turn Multi-Controller all the way down.
- » Muting pauses media playback.

Setting the date

- Switch on the ignition (►► 62).
- Navigate to Settings, System settings, Date and time, Set date.
- Set Day, Month and Year.
- Confirm setting.

Set date format

- Navigate to Settings, System settings, Date and time, Date format.
- Select the desired setting.
- Confirm setting.

Setting clock

- Switch on the ignition (►► 62).
- Navigate to Settings, System settings, Date and time, Set time.
- Set Hour and Minute.

Setting time format

- Navigate to Settings, System settings, Date and time, Time format.
- Select the desired setting.
- Confirm setting.

Setting units of measurement

- Navigate to Settings, System settings, Units.
- The following units of measurement can be set:
- Distance covered
 - with tyre pressure control (RDC)^{OE}
 - Pressure ◀
 - Temperature
 - Speed
 - Consumption

Setting language

- Navigate to 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

118 TFT DISPLAY

- Korean
- Thai

Adjusting brightness

- Navigate to `Settings`, `Display`, `Brightness`.
- Adjust display brightness.
- » When ambient brightness drops below a defined threshold, the display is dimmed to the brightness set here.
- » If the TFT display is faulty, consult the troubleshooting chart in the section entitled "Technical data". (▶▶▶ 249)

Resetting all settings

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

The settings in the following menus are reset:

- Vehicle settings
- System settings
- Connections
- Display
- Information

- » Existing Bluetooth connections are not deleted.

BLUETOOTH

Short-range wireless technology

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

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


Possible sources of interference:

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

- proximity of other Bluetooth-compatible devices.
- Shielding by metal objects or bodies.

Pairing

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

 On some mobile devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.

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 recognise another device are as follows:

- The device's Bluetooth function must be active
- The device must be "visible" to others
- Other Bluetooth-compatible devices that are not to be paired (e.g. mobile phones

and navigation systems) must be OFF.

Please consult the operating instructions for your communication system.

Pairing


- Call up the **Settings, Connections** menu.

» 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 devices is displayed.

Connect mobile device

- Pairing ( 119).
- Activate the mobile device's Bluetooth function (see mobile device's operating instructions).
- Select **Mobile device** and confirm.
- Select **Pair new mobile device** and confirm.

Mobile devices are being searched for.



The Bluetooth symbol flashes in the bottom status line during pairing.

120 TFT DISPLAY

Mobile devices found are displayed.

- Select and confirm mobile device.
- Follow the instructions on the mobile device.
- Confirm that the code matches.
- » The connection is established and the connection status updated.
- » If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 248)
- » Depending on the mobile device, telephone data is transferred to the vehicle automatically.
- » Telephone data (▣▣▣ 129)
- » If the phonebook is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 250)
- » If the Bluetooth connection does not work as expected, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 249)

Connect rider's and passenger's helmet

- Pairing (▣▣▣ 119).

- Select Rider's helmet or Passenger helm. and confirm.
 - Make the helmet's communication system visible.
 - Select Pair new rider's helmet or Pair new passenger. helmet and confirm.
- Helmets are searched for.



The Bluetooth symbol flashes in the bottom status line during pairing.

Helmets found are displayed.

- Select and confirm helmet.
- » The connection is established and the connection status updated.
- » If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 248)
- » If the Bluetooth connection does not work as expected, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 249)

Deleting connections

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

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

WIFI

WiFi connection

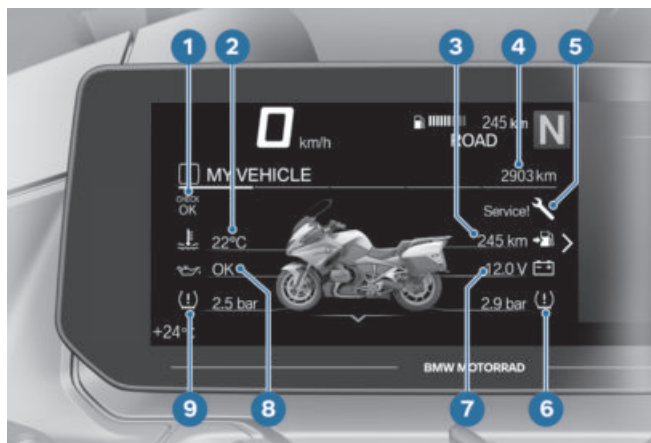
A WiFi connection is used to transmit the map view from a mobile phone to the TFT display. WiFi has to be activated on the mobile phone in order for the full scope of this functionality to be used. For more information on activating WiFi see the operating instructions for the mobile phone.

Depending on the specifics of the local situation, for example in the presence of numerous wifi networks, temporary restrictions and loss of connection are possible.

122 TFT DISPLAY

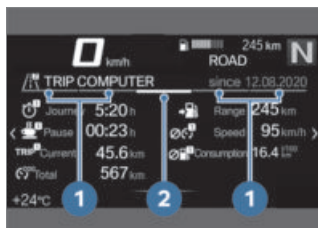
MY VEHICLE

Start screen



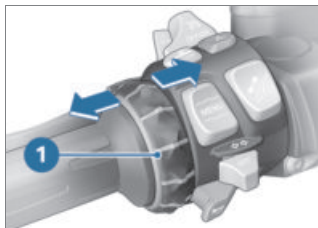
- 1 Check Control display
Mode of presentation
(31)
- 2 Coolant temperature
(43)
- 3 Range (115)
- 4 Odometer
- 5 Service display (57)
- 6 Tyre pressure, rear
(45)
- 7 On-board voltage
(224)
- 8 Engine oil level (43)
- 9 Tyre pressure, front
(45)

Operating pointers



- Operating pointer **1**:
Indicators showing how far you can scroll to the left or right.
- Operating pointer **2**: Indicator showing the position of the current menu screen.


Scrolling through menu screens



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

The **My Vehicle** menu contains the following screens:

- MY VEHICLE
- ON-BOARD COMPUTER
- TRIP COMPUTER
- with tyre pressure control (RDC) ^{OE}
- TYRE PRESSURE \triangleleft
- SERVICE REQUIREMENTS
- Check Control messages (if any)
- For more information on Check Control messages, see the section entitled "Displays" (►► 31).

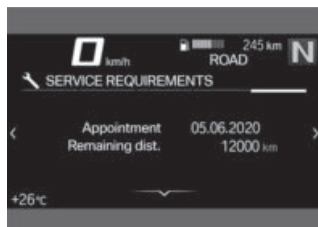
 Check Control messages are attached dynamically to the menu screens as additional tabs in the **My vehicle** menu.

On-board computer and trip computer

The **ON-BOARD COMPUTER** and **TRIP COMPUTER** menu screens display vehicle and trip data, such as average values.

124 TFT DISPLAY

Service requirements



When the next service is due within less than a month or within 1000 km, a white Check Control message is displayed.

ON-BOARD COMPUTER

Calling up on-board computer

- Call up the `My vehicle` menu.
- Scroll to the right until the `ON-BOARD COMPUTER` menu screen is displayed.
- » Alternatively, the on-board computer can also be shown on the splitscreen.
- Switch on splitscreen view and select display (►► 116).

Resetting on-board computer

- Call up the on-board computer (►► 125).
- Press down the MENU rocker button.
- Select `Reset all values` or `Reset individual values` and confirm.

The following values can be reset:

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

Calling up trip computer

- Call up the on-board computer (►► 125).
- Scroll to the right until the `TRIP COMPUTER` menu screen is displayed.

» Alternatively, the trip computer can also be shown on the splitscreen.

- Switch on splitscreen view and select display (►► 116).

Resetting trip computer

- Call up the trip computer (►► 125).
- Press down the MENU rocker button.
- Select `Autom. reset` or `Reset all values and confirm`.
- » If `Autom. reset` is selected, the trip computer is automatically reset when a minimum of 6 hours have passed and the date has changed since the ignition was switched off.

NAVIGATION

Warnings



WARNING

Using a smartphone during the journey or while the engine is running

Risk of accident

- Always observe the relevant road traffic regulations.
- Do not use the smartphone during the journey (apart from applications that do not require operation, e.g. making telephone calls with the hands-free system).



WARNING

Distraction from the road and loss of control

Operating the integrated information system and communication devices while driving results in a risk of accident

- Operate those systems or devices only when the traffic situation allows for it.
- If necessary, stop and operate the systems or devices when stationary.

Precondition

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

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



On some mobile devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.

Showing map view

Requirement

WiFi is activated on the Bluetooth-paired mobile device.

- Connect mobile device (📶 119).
- Call up the BMW Motorrad Connected app.
- Call up the **Navigation** menu.



If the **Navigation** view is selected in splitscreen and the **Navigation** menu is called up, the splitscreen view is automatically exited and the entire TFT display is used for navigation.

Entering destination address

- Connect mobile device (📶 119).

- Call up the BMW Motorrad Connected app and start the route guidance.
- Call up the **Navigation** menu.
 - » Active route guidance is displayed.
 - If WiFi is not activated on the mobile device, route guidance is displayed as arrow navigation.
 - » If active route guidance is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (► 250)

Selecting destination from recent destinations

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

Selecting destination from favourites

- The **FAVOURITES** menu displays all destinations which have been saved as favourites in the BMW Motorrad Connected app. You cannot use the TFT display to add favourites to the list.
- Call up the **Navigation, Favourites** menu.

- Select and confirm destination.
- Select **Start guidance**.

Entering special destinations

- Special destinations, such as points of interest, can be displayed on the map.

- Call up the **Navigation, POIs** menu.

The following locations can be selected:

- At current location
- At destination
- Along the route
- Select where the special destinations should be looked for, e.g. the following special destination can be selected:
 - Filling station
- Select and confirm the special destination.
- Select **Start route guidance** and confirm.

Setting route criteria

- Call up the **Navigation, Route criteria** menu.
- The following criteria can be selected:
- Route type
 - Avoid
 - Select desired **Route type**.
 - Switch desired **Avoid** on or off.

The number of avoidances activated is displayed in brackets.

128 TFT DISPLAY

Ending route guidance

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

Switching spoken instructions on or off

- Connect rider's and passenger's helmet (► 120).
- The navigation can be read out by a computer voice. For this purpose, Spoken instruction must be switched on.
- Call up the Navigation, Active route guidance menu.
- Switch Spoken instruction on or off.

Repeating last spoken instruction

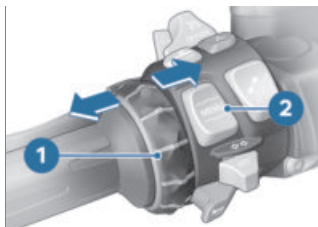
- Call up the Navigation, Active route guidance menu.
- Select Current instruction and confirm.

MEDIA


Precondition

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


Control music playback



- Call up the Media menu.

 BMW Motorrad recommends setting the volume on the mobile end device for media and calls to maximum before setting off.

- Adjust the volume (► 117).
- To select the next track in the player: Short-tilt Multi-Controller **1** to the right.
- Select preceding track or start of the current track in the player: Short-tilt Multi-Controller **1** to the left.
- Call up context menu: Press bottom section of button **2**.

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

- » The following functions can be used in the context menu:
 - Playback or Pause.
 - Select the Now playing, All artists, All albums or

All tracks category for search and playback.

–Select Playlists.

You can make the following adjustments in the Audio settings submenu:

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

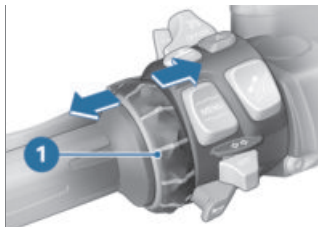
» If the playlist is not shown on the TFT display, consult the troubleshooting chart in the section entitled "Technical data". (➡ 250)

TELEPHONE

Precondition

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

Telephone calls



- Call up the Telephone menu.



A pop-up opens when a call is incoming.

- To accept an incoming call: Tilt Multi-Controller **1** to the right.
- To reject an incoming call: Tilt Multi-Controller **1** to the left.
- To end a call: Tilt Multi-Controller **1** to the left.

Muting

During active phone calls, the microphone in the helmet can be muted.

Phone calls with multiple participants

While a phone call is in progress, a second call can be accepted. The first phone call is put on hold. The number of active calls is shown in the Telephone menu. It is possible to switch between two phone calls.

Telephone data

Depending on the mobile device, when pairing (➡ 119) completes telephone data are automatically sent to the vehicle.

Phone book: List of contacts saved on the mobile device

Call list: List of calls with the mobile device

Favourites: List of favourites saved on the mobile device

130 TFT DISPLAY

FAVOURITES BUTTONS

Operating favourites buttons



The favourites buttons have permanently assigned functions.

- Light pressure on a button.
 - » The function assigned to the button is shown on the TFT display.
- Firm pressure on a button.
 - » The function assigned to the button is performed.
- If a function is not available because the item of optional equipment concerned is not installed, a message to this effect is displayed.

Assignment of favourites buttons

– with audio system^{OE}

The functions assigned to the four favourites buttons are as follows:

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

DISPLAY SOFTWARE VERSION

- Navigate to Settings, Information, Software version.

DISPLAY LICENCE INFORMATION

- Navigate to Settings, Information, Licences.

AUDIO SYSTEM

06


RADIO	134
AUDIO SETTINGS	136
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134 AUDIO SYSTEM

RADIO

Starting

- Switch on the ignition (►► 62).

 The radio menu becomes available shortly after the ignition is switched on.

Switching radio on and off


- Call up the **Radio** menu and switch **Radio** on or off.
» When the radio is switched off, **Radio off** appears in the bottom status line.

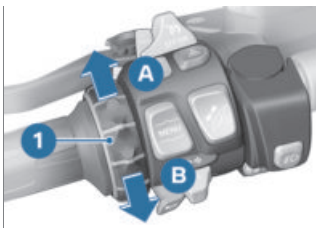
Selecting source

- Call up the **Source** menu.
Select **Favourites**, **AM**, **FM** or **DAB** (might not be available, depending on country).

Selecting station

- Select the source (►► 134).
- Select the **FM station** menu.

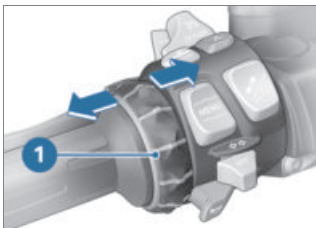
 There is a corresponding transmitter menu for each selectable source.



- Turn Multi-Controller **1** in direction **A** or **B** to browse through the stations.
- Push the Multi-Controller to the right to select the station you want.

Selecting frequency

- Call up the **Source** menu and select **AM** or **FM**.
- In the **AM options** or **FM options** menu, go to **Search selection** and select the **Frequency** setting.
- Switch to the player.

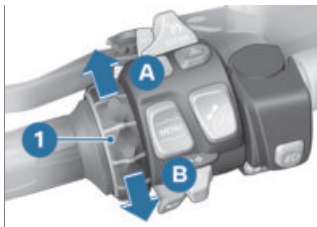


- Push Multi-Controller **1** to the left or right to select the fre-

quency you want in the waveband.

Saving station

- Select a station or frequency from the frequency band.
- Push the Multi-Controller to the right.
- » The stations list is opened.



- Turn Multi-Controller **1** in direction **A** or **B** to select the memory slot of your choice.
- » The current assignment of this memory slot appears on the display.
- » If a channel has already been assigned to the memory slot you select, a message to this effect appears on the display. Your choices are as follows:
- Select **Cancel** if you do not want to save the station you selected.
- Select **Save** to overwrite the contents of the memory slot.
- » The list of channels is re-opened.

Switching traffic announcements on and off **Requirement**

The **Traffic report** setting is possible only when one of the following wavebands is selected: **AM**, **FM** or **DAB**.

- Navigate to **AM** options, **FM** options or **DAB** options and switch **Traffic report** on or off.
- » With the **Traffic report** setting activated, a pop-up appears on the display whenever a traffic announcement is received and the traffic announcement is played.
- » The options are:
 - To close the pop-up, push the Multi-Controller to the right. Playback of the traffic announcement continues.
 - To cancel the traffic announcement, push the Multi-Controller to the left, switch to some other station, change the frequency or select a station from the list.

Favourites list

Selected stations or frequencies can be saved as favourites. Up to 20 favourites can be saved.

There are two ways of adding favourites to the list:

136 AUDIO SYSTEM

Variant 1

- Select the station (134).
- Select **Add to Favourites**.
 - » The station selected beforehand appears in the favourites list.
- Push the Multi-Controller to the right.
 - » The station you selected has been saved as a favourite.

Variant 2

- Select the station (134).
- Push the Multi-Controller to the right again.
 - » The favourites list opens.
- Push the Multi-Controller to the right again.
 - » The station you selected has been saved as a favourite.
 - » The view automatically returns to the stations list.

Deleting favourites list

Requirement

A favourites list with at least one entry exists.

- Select **Delete Favourites list** at the bottom of the favourites list.
 - » A dialogue opens.
- Confirm deletion.
 - » The favourites list is deleted.

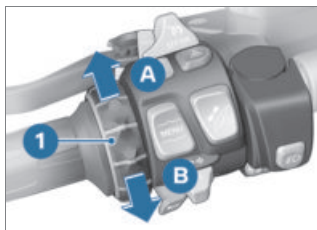
AUDIO SETTINGS

Speakers and Bluetooth

Audio playback is via the on-board speakers, a Bluetooth-paired output device, or the speakers in the helmet. If the Bluetooth function is not available in a particular country, only audio playback via the speakers is available.

When a BMW Motorrad communication system with Bluetooth standard 2.0 or higher is paired, the Multi-Controller can be used to control volume (140). If devices that do not support Bluetooth standard 2.0 or higher are paired, the Multi-Controller cannot be used to control volume.

Adjusting volume



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

Selecting output device

- Navigate to Media, Audio settings and select Output device.
- » The following settings are available:
 - Loudspeakers: Speakers selected for audio playback.
 - Helmet: Helmet or other Bluetooth-enabled output device selected for audio playback.
- » The default setting is Loudspeakers.

Selecting sound profile

- Navigate to Radio, Audio settings and select Sound profile.
- » The following settings are available:
 - Bass-Boost
 - Treble-Boost
 - Voice
 - Studio
 - Balanced
- » All sound profiles have an effect only when Loudspeakers is selected.
- » For an optimum sound experience without in-helmet playback, select the Studio sound profile. All other sound profiles are optimised for in-helmet playback.

Adjusting sound settings

- Navigate to Radio, Audio settings and select Equaliser.
- » The following settings are available:
 - Treble: Reduce (-1...-5) or increase (+1...+5) treble
 - Bass: Reduce (-1...-5) or increase (+1...+5) bass
 - Fader: Fade from front (1...) to rear (...11).
 - Volume equalisation: Switch off speed-dependent volume boost (1) or select a boost level (2...4).
- Select the menu item you want, select the setting of your choice and exit the menu.
- » The sound settings have an effect only when Loudspeakers is selected as the output device.

Volume and speed

The audio system can automatically adapt the volume to the speed of the motorcycle. The rate at which the volume increases in relation to vehicle speed can be set in four stages. Level 4 corresponds to the biggest boost. Selecting level 1 switches speed-dependent volume boost off.

Automatic speed-dependent volume adjustment works only when **Loudspeakers** is selected as the output device.

PLAYER

Status indicators on the display


The following information (country-specific) can be shown on the TFT display:

- Selected source (134).
- Station (134).
- Frequency
- Artist
- Track
- Waveband
- Traffic announcements (135).

Changing station or frequency Requirement

Selecting a frequency is possible only in the AM or FM waveband and Frequency only when the appropriate item has been selected in the options.

- Select the source (134).
- Push the Multi-Controller to the right to left select the station or the frequency you want.

 To change the frequency, navigate to **AM options** or **FM options** and select **Frequency** from the menu.

SATELLITE RADIO

-with Canada export^{NV}

Availability

The functions for reception of satellite radio described in this section are available only in countries in which reception of SiriusXM is possible.

Subscribing to channel

You have to subscribe to a channel in order to listen to it. Subscribing to a channel can result in costs that are not borne by BMW Motorrad. Information on the available channels is posted at "www.sirius.com" and "www.siriusxm.com".

Activation of channels

To activate a channel, call 1-888-539-7474. The Radio ID is also required.

Calling up information

Navigate to Radio, SiriusXM information to view the following list entry:

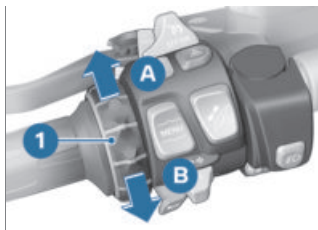
Radio ID: XXXXXXXXXXXX
For support, please con-
tact SiriusXM Customer
Care at: 1-888-539-7474

Signal strength

If the signal is not strong enough, **SiriusXM No signal.** appears on the display.

Selecting category and channel

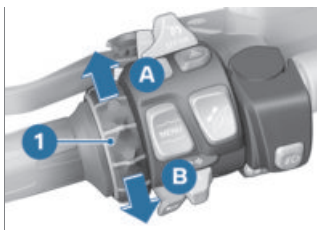
- If you want to change the category, navigate to **SiriusXM** station and select **Cat-**egory.
 - » The choices at your disposal are as follows:
 - All categories: Shows all subscribed channels
 - Category: E.g. Rock
 - Stations not inc.: Shows all not subscribed channels
- Select the channel of your choice.



- Turn Multi-Controller **1** in direction **A** or **B** to select the channel of your choice from the selected category.

Saving channel

- Select the category and channel (139).
- Push the Multi-Controller to the right to select a channel.
- Push the Multi-Controller to the right again and select **Add to Favourites**.
 - » The favourites list is opened.



- Turn Multi-Controller **1** in direction **A** or **B** to select the memory slot of your choice.
 - » The current assignment of this memory slot appears on the display.
 - » If a channel has already been assigned to the memory slot you select, a message to this effect appears on the display. Your choices are as follows:
 - Select **Cancel** if you do not want to save the channel you selected.
 - Select **Save** to overwrite the contents of the memory slot.

140 AUDIO SYSTEM

- » The favourites list closes automatically and the display returns to the preceding view.

Calling up channel saved in memory

Requirement

The selected Source has to be Favourites.

- Select Favourites.
- » The favourites list appears on the display.
- Push the Multi-Controller to the right to select the channel you want.

System messages

Under appropriate circumstances, the following messages appear on the display:

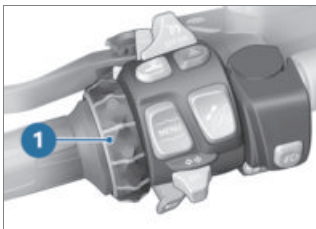
SiriusXM Subscription updated.
Updating subscription.

SiriusXM Channel not subscribed.
No subscription to this channel.

SiriusXM No signal.
SiriusXM service interrupted because of a poor signal.

IN-HELMET AUDIO PLAYBACK

Rider's helmet paired



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

- The volume of playback via the in-helmet speakers can be set directly using Multi-Controller **1**.
- Any change in helmet volume is shown on the display.

The volume for helmet 2 cannot be adjusted using the Multi-Controller.

ADJUSTMENT

07

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144 ADJUSTMENT

MIRRORS

Adjusting mirrors




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

HEADLIGHT

Headlight beam throw and spring preload

Headlight beam throw is generally kept constant by adjustment of spring preload. Spring preload adjustment might not suffice only if the motorcycle is very heavily loaded. Under these circumstances, headlight beam throw has to be adjusted to suit the load carried by the motorcycle.

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

Adjusting headlight beam throw

Requirement


If, for a high load, the adjustment of the spring pre-load is no longer sufficient not to dazzle oncoming traffic:



- Adjust headlight beam throw by turning adjusting screw **1**.

WINDSCREEN

Adjusting windscreen

- Switch on the ignition ( 62).
- » As you ride off, the windscreen automatically moves to its last position before the ignition was switched off.



- Press top section of button **1** to raise the windscreen.
 - Press bottom section of button **1** to lower the windscreen.
 - Switch off the ignition (III► 63).
 - » The windscreen automatically moves to the bottom end position.
- If the windscreen encounters resistance before it reaches its end position, the anti-trap mechanism goes active. The windscreen stops and the mechanism raises it slightly. After a few seconds the windscreen once again attempts to move to the bottom end position.
- Make sure that nothing obstructs the windscreen's freedom of movement.
 - » The windscreen does not automatically move to the bottom end position.
 - Switch on the ignition (III► 62).
 - Press button **1** to move the windscreen to its top and bottom end positions.
 - Switch off the ignition (III► 63).
 - » The windscreen's range of adjustment is calibrated.
 - » Windscreen does not react when button **1** is pressed.
 - Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.
- There is no guarantee that the anti-trap system will function correctly if a windscreen that does not have BMW Motorrad approval is installed.
- In this case: Ensure the clearance of the windscreen prior to switching off the ignition.

CLUTCH

Adjusting clutch lever



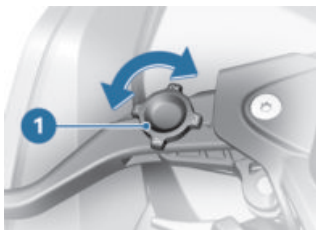
WARNING

Adjusting the clutch lever while riding


Risk of accident

- Adjust the clutch lever only when the motorcycle is at a standstill.

146 ADJUSTMENT



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

 The adjuster is easier to turn if you push the clutch lever forward.

» Adjustment options:

- Position 1: Narrowest span between handlebar grip and clutch lever
- Position 4: Widest span between handlebar grip and clutch lever

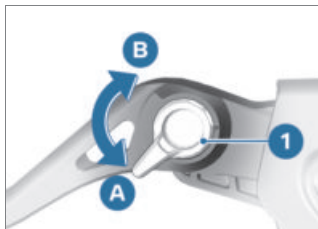
–with Option 719 Billet Pack Classic II^{OE}

or

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

or

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



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

» Adjustment options:

- From position **A**: narrowest span between handlebar grip and clutch lever.
- In 5 steps toward position **B** to increase the span between handlebar grip and clutch lever.◁

BRAKES

Adjusting handbrake lever

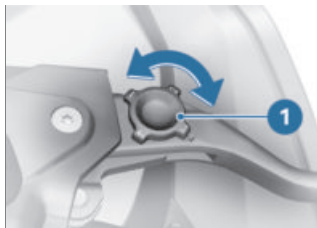


WARNING


Adjusting the handbrake lever while riding

Risk of accident

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



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

 The adjuster is easier to turn if you push the brake lever forward.

» Adjustment options:

- Position 1: Narrowest span between handlebar grip and handbrake lever.
- Position 4: Widest span between handlebar grip and handbrake lever.

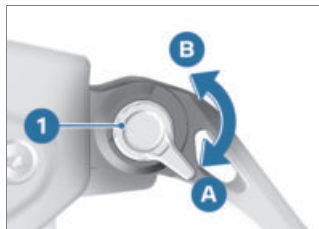
–with Option 719 Billet Pack Classic II ^{OE}

or

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

or

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

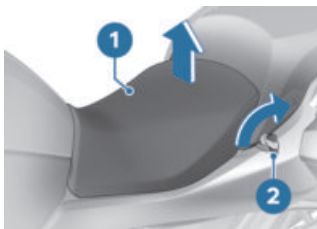


- Turn adjustment lever **1** to the desired position.
- » Adjustment options:
 - From position **A**: narrowest span between handlebar grip and handbrake lever.
 - In 5 steps toward position **B** to increase the span between handlebar grip and handbrake lever. ◁

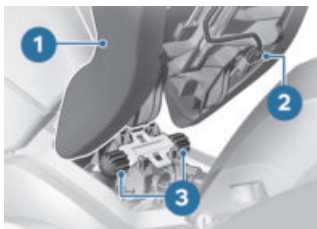
148 ADJUSTMENT

SEATS

Removing rider's seat



- Turn ignition key **2** clockwise.
- Slightly raise rider's seat **1** at the back.



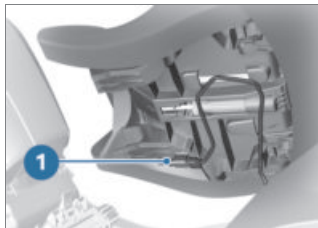
- Work rider's seat **1** to the rear to disengage it from seat retainer bridge **3** and remove.

—with seat heating^{OE}

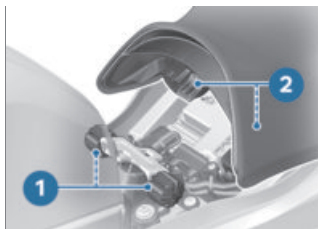
- Disconnect plug connection **2** for the seat heating.<
- Place the rider's seat, up-holstered side down, on a clean, dry surface.

Installing rider's seat

—with seat heating^{OE}



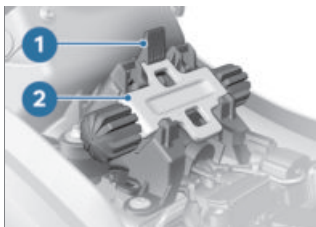
- Connect plug connection **1** for the seat heating.<



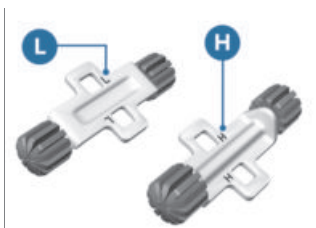
- Position the rider's seat with mounts **2** in rubber buffers **1** on left and right.
- Lower the rear of the rider's seat and engage the seat in the latching mechanism.

Adjusting rider's seat height

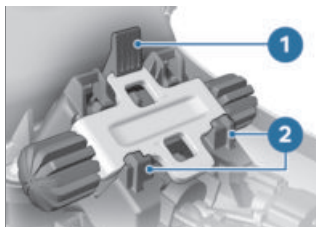
- Remove the rider's seat (148).



- Push lock **1** forward and remove adjusting plate **2**.



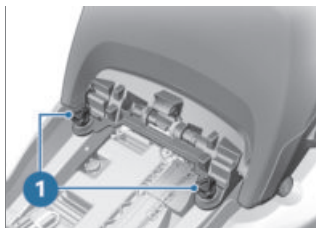
- Turn the adjusting plate to position **L** for the lower seat height.
- Turn the adjusting plate to position **H** for the higher seat height.



- Insert the adjusting plate in the desired position into mountings **2** and then push it into lock **1**.
- Install the rider's seat (→ 148).

Removing passenger seat

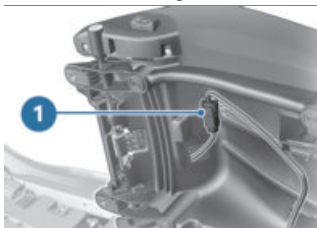
- Remove the rider's seat (→ 148).



- Remove screws **1**, using the appropriate tool from the on-board toolkit.
- Pull the passenger seat slightly forward and lift the seat slightly.

150 ADJUSTMENT

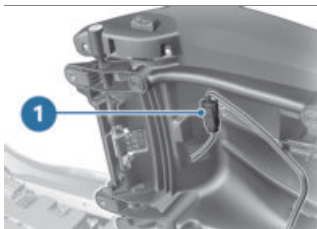
—with seat heating^{OE}



- Disconnect the plug connection **1** of the seat heating and remove the passenger seat.<
- Place the passenger seat, upholstered side down, on a clean, dry surface.

Installing passenger seat

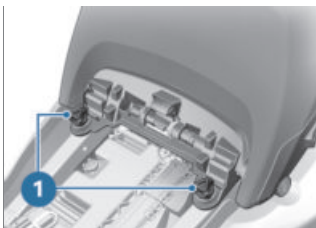
—with seat heating^{OE}



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



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



- Install screws **1**, using the appropriate tool from the on-board toolkit.

SPRING PRELOAD

Adjustment

It is essential to set spring preload of the rear suspension to suit the load carried by the motorcycle. Increase spring preload when the motorcycle is heavily loaded and reduce spring preload accordingly when the motorcycle is lightly loaded.

Adjusting spring preload for rear wheel

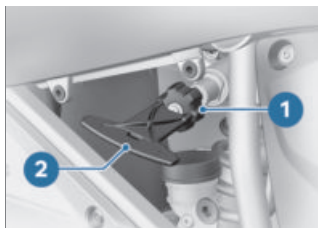


WARNING

Adjusting spring preload while riding.

Risk of accident

- Do not attempt to adjust spring preload unless the motorcycle is at a standstill.
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Remove the spring-strut cover (▮▮▮▮ 201).



WARNING

Spring preload setting and spring-strut damping setting not matched.

Impaired handling.

- Adjust spring-strut damping to suit spring preload.

- To increase spring preload, turn adjuster knob **1** clockwise with tool **2**.
- To reduce spring preload, turn adjuster knob **1** counter-clockwise with tool **2**.



Basic setting of spring preload, rear

—without Dynamic ESA^{OE}

Turn the adjuster knob as far as it will go counter-clockwise. (One-up without luggage)

Turn the adjuster knob as far as it will go counter-clockwise, then back it off 10 turns in the clockwise direction. (One-up with luggage)

Turn the adjuster knob as far as it will go clockwise. (Two-up with luggage)◁

- Install the spring-strut cover (▮▮▮▮ 202).

DAMPING

Adjustment

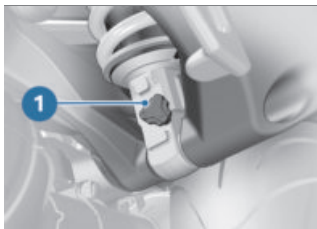
Damping must be adapted to suit the surface on which the motorcycle is ridden and to suit spring preload.

152 ADJUSTMENT


- An uneven surface requires softer damping than a smooth surface.
- An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

Adjusting damping for rear wheel

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Set the damping from the left-hand vehicle side.



- Turn the adjusting screw **1** clockwise to harden the damping action.
- Turn the adjusting screw **1** anticlockwise to soften the damping action.

 For special vehicles, BMW Motorrad recommends selecting the "one-up with luggage" setting.



Basic setting of rear-suspension damping characteristic

-without Dynamic ESA^{OE}

Turn the adjuster knob as far as it will go in the clockwise direction, then back it off 6 clicks in the counter-clockwise direction. (One-up without luggage)

Turn the adjuster knob as far as it will go in the clockwise direction, then back it off 4 clicks in the counter-clockwise direction. (One-up with luggage)

Turn the adjuster knob as far as it will go in the clockwise direction, then back it off 2 clicks in the counter-clockwise direction. (Two-up with luggage) <

RIDING

08

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SAFETY INFORMATION

Rider's equipment

Do not ride without the correct clothing! Always wear:

- Helmet
- Suit
- Gloves
- Boots

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



WARNING

Loose textiles, items of luggage or straps snagged by open rotating parts of the vehicle (wheels, drive shaft)

Risk of accident

- Make sure that loosely worn or carried textiles cannot be snagged by openly rotating parts of the vehicle.
- Keep all items of luggage and straps well clear of openly rotating parts of the vehicle.

Loading



WARNING

Handling adversely affected by overloading and imbalanced loads

Risk of falling

- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading.

- Adapt spring setting and damping adjustment to the total weight.
- Ensure that the case volumes on the left and right are equal.
- Make sure that the weight is uniformly distributed between right and left.
- Pack heavy items at the bottom and toward the inboard side.
- Note the maximum permissible payload and maximum permissible speed, see also the section entitled "Accessories" (103).
- with tank bag^{OA}
- Note the maximum permissible payload of the tank bag.



Payload of tank rucksack

max 5 kg

Speed

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

- Settings of the spring-strut and shock-absorber system
- Imbalanced load
- Loose clothing
- Insufficient tyre pressure
- Poor tyre tread
- Etc.

Maximum permissible speed with winter tyres



DANGER

Maximum speed of the motorcycle is higher than the permissible maximum rated speed of the tyres

Risk of accident due to tyre damage at high speed

- Comply with the tyre-specific speed restrictions.

Always bear the maximum permissible speed of the tyres in mind when riding a motorcycle fitted with winter tyres. Affix a label stating the maximum permissible speed to the instrument panel in the rider's field of vision.

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colourless and odourless but highly toxic.



WARNING

Exhaust gases adversely affecting health

Risk of asphyxiation

- Do not inhale exhaust fumes.
- Do not run the engine in an enclosed space.



WARNING

Inhalation of harmful vapours

Health hazard

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

Risk of burning



CAUTION

Engine and exhaust system become very hot when the vehicle is in use

Risk of burn injury

- When you park the vehicle make sure that no-one and no objects can come into contact with the hot 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 guidelines must be observed:

- Do not run the fuel tank dry.
- Do not attempt to start or run the engine with a spark-plug cap disconnected.
- Stop the engine immediately if it misfires.
- Use only unleaded fuel.
- Comply with all specified maintenance intervals.



ATTENTION

Unburned fuel in catalytic converter

Damage to catalytic converter

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

Risk of overheating



ATTENTION

Engine running for prolonged period with vehicle at standstill

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- Ride away immediately after starting the engine.

Tampering



ATTENTION

Tampering with the motor-cycle (e.g. engine management ECU, throttle valves, clutch)

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

- Do not tamper with the vehicle in any way that could result in tuned performance.

REGULAR CHECK

Comply with checklist

At regular intervals, use the checklist below to check your motorcycle.

Always before riding off

- Check operation of the brake system (➡ 204).
- Check operation of the lights and signalling equipment.
- Check operation of the clutch (➡ 209).
- Check the tyre tread depth (➡ 212).
- Check the tyre pressures (➡ 211).
- Check security of cases and luggage.

- without Dynamic ESA^{OE}
- Adjust the spring preload for the rear wheel (➡ 151).
- Adjust the damping for the rear wheel (➡ 152).

Every 3rd refuelling stop

- Check the engine oil level (➡ 203).
- Check the brake pad thickness, front brakes (➡ 205).
- Check the brake pad thickness, rear brakes (➡ 206).
- Check the brake-fluid level, front brakes (➡ 207).
- Check the brake-fluid level, rear brakes (➡ 208).
- Check the coolant level (➡ 209).

STARTING

Starting engine

- Switch on the ignition (➡ 62).
 - » Pre-Ride-Check is performed. (➡ 160)
 - » ABS self-diagnosis is in progress. (➡ 161)
 - » DTC self-diagnosis is in progress. (➡ 161)
- Select neutral or, if a gear is engaged, pull the clutch lever.



You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch itself off if you start it with the gearbox in neutral and then en-


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gage a gear before retracting the side stand.

- For a cold engine start and low temperatures: pull clutch.



- Press starter button 1.

 The start attempt is automatically interrupted if battery voltage is too low. Recharge the battery before you start the engine, or use jump leads and a donor battery to start.

See the subsection on jump starting in "Maintenance" for more details.

- » The engine starts.
- » If the engine refuses to start, consult the troubleshooting chart in the section entitled "Technical data". (➡ 248)

Pre-Ride-Check

The instrument cluster runs a test of the instruments and the indicator and warning lights when the ignition is switched on. This test is known as the

Pre-Ride-Check. The check is aborted if you start the engine before it completes.

Phase 1

All indicator and warning lights are switched on.

After a longer vehicle stand-still period, an animation is displayed when the system starts up.

Phase 2

The 'General' warning light changes from red to yellow.


Phase 3

All the indicator and warning lights switched on in the initial phase are switched off in reverse sequence.

The malfunction indicator lamp (MIL) does not go out until 15 seconds have elapsed.

If one of the indicator and warning lights did not switch on:

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

 The intervention of riding dynamics control systems can be restricted, depending on which riding mode is selected

and how the selected mode is configured.

Possible restrictions are indicated by a pop-up message, for example **Warning! ABS & DTC setting..**

See the section entitled "Engineering details" for more information on riding dynamics control systems such as ABS and DTC.

ABS self-diagnosis

BMW Motorrad fully integral ABS Pro performs self-diagnosis to ensure its operability. Self-diagnosis starts automatically when you switch on the ignition.

Phase 1

» Test of the diagnosis-compatible system components with the vehicle at a standstill.



flashes.

Phase 2

» Test of the wheel-speed sensors as the vehicle pulls away from rest.



flashes.

ABS self-diagnosis completed

» The ABS indicator and warning light goes out.



ABS self-diagnosis not completed

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

If an indicator showing an ABS fault appears when ABS self-diagnosis completes:

- You can continue to ride. Bear in mind that neither the ABS function nor the integral braking function is available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

DTC self-diagnosis

BMW Motorrad DTC performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

Phase 1

» Test of the diagnosable system components with the vehicle at a standstill.



slow-flashes.

Phase 2

- » Pullaway test of the system components with diagnostic capability.



slow-flashes.

DTC self-diagnosis completed

- » The DTC symbol no longer shows.
- Observe all the indicator and warning lights.



DTC self-diagnosis not completed

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

If an indicator showing a DTC fault appears when DTC self-diagnosis completes:

- You can continue to ride.
Bear in mind that the DTC function is not available or the functionality might be subject to certain restrictions.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

RUNNING IN

Engine

- Until the running-in check, vary the throttle opening and engine-speed range frequently; avoid riding at constant engine rpm for prolonged periods.
- Try to do most of your riding during this initial period on twisting, fairly hilly roads.
- Comply with the running-in speeds.



Running-in speeds

<5000 min⁻¹ (Odometer reading 0...1000 km)

No full load (Odometer reading 0...1000 km)

- Note the mileage after which the running-in check should be carried out.



Running-in check

500...1200 km

Brake pads

New brake pads have to bed down before they can achieve their optimum friction levels. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.

**WARNING****New brake pads**

Longer stopping distance, risk of accident

- Apply the brakes in good time.

Tyres

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

**WARNING****New tyres losing grip on wet roads and at extreme bank angles**

Risk of accident

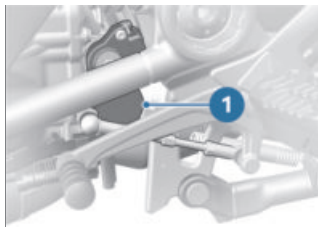
- Ride carefully and avoid extremely sharp inclines.

SHIFTING GEAR

—with shift assistant Pro^{OE}

Gear Shift Assistant Pro

See the section entitled "Engineering details" for more information on Gear Shift Assistant Pro.



- You select the gear in the usual way by means of the foot-operated shift lever.
- » The sensor **1** on the gearshift shaft registers the gearshift request and triggers shift assistance.
- » When riding at a steady speed in a low gear at high engine rpm, an attempt to shift gear without pulling the clutch can cause a severe load-change reaction. BMW Motorrad recommends disengaging the clutch for shifts in these circumstances. It is advisable to avoid using the shift assistant at engine speeds close to the limits at which the governor cuts in to limit engine rpm.
- » Shift assistance is not available in the following situations:
 - Clutch pulled.
 - Gearshift lever not in its initial position.

- Upshifts with the throttle valve closed (engine overrun) and when slowing.
- Downshifts with throttle valve open and when accelerating.
- After a gearshift, the shift lever has to be fully released before another gearshift with the shift assistant can take place.

BRAKES

How can stopping distance be minimised?

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the motorcycle decelerates, the more load is shifted to the front wheel. The higher the wheel load, the more braking force can be transmitted without the wheel locking. To optimise stopping distance, apply the front brakes rapidly and keep on increasing the force you apply to the brake lever. This makes the best possible use of the dynamic increase in load at the front wheel. Remember to pull the clutch at the same time. In the extreme sudden-stop braking situations that are trained so

frequently, braking force is applied as rapidly as possible and with the rider's full force applied to the brake levers; under these circumstances the dynamic shift in load distribution cannot keep pace with the increase in deceleration and the tyres cannot transmit the full braking force to the surface of the road.

BMW Motorrad fully integral ABS Pro prevents the front wheel from locking up.



WARNING

Rear wheel lift due to severe braking

Risk of falling

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

Emergency braking

If you brake sharply from a speed in excess of 50 km/h, the brake light flashes rapidly as a warning for road users behind you.

If you brake until your speed is less than 15 km/h, the hazard warning lights start to flash as well. The hazard warning

lights switch off automatically as soon as you start to accelerate and vehicle speed reaches 20 km/h.

Descending mountain passes



WARNING

Braking mostly with the rear brake on mountain descents

Brake fade, destruction of the brakes due to overheating

- Use both front and rear brakes, and make use of the engine's braking effect as well.



DANGER

Riding with overheated brakes

Risk of accident due to failure of brakes

- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.



WARNING

Failure to observe service intervals

Risk of accident

- Observe the valid service intervals for brakes.

Wet and dirty brakes

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency. Delayed braking action or poor braking efficiency must be reckoned with in the following situations:

- Riding in the rain or through puddles of water.
- After the vehicle has been washed.
- Riding on salted or gritted roads.
- After work has been carried on the brakes, due to traces of oil or grease.
- Riding on dirt-covered surfaces or off-road.



WARNING

Wetness and dirt result in diminished braking efficiency

Risk of accident

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

ABS Pro

Physical limits applicable to motorcycling



WARNING

Braking when cornering

Risk of crash despite ABS Pro

- Invariably, it remains the rider's responsibility to adapt riding style to riding conditions.
- Do not take risks that would negate the additional safety offered by this system.

ABS Pro is available in all riding modes.

—with riding modes Pro^{OE}
The Dynamic Brake Control supporting function is also available.

Possibility of a fall not precluded

Although ABS Pro provides the rider with valuable assistance and constitutes a huge advance in safety for braking with the motorcycle banked for cornering, it cannot under any circumstances be considered as re-defining the physical limits that apply to motorcycling. It is still possible for these limits to be overshoot due to misjudgement

or rider error. In extreme cases this can result in a crash.

Use on public roads

ABS Pro helps make the motorcycle even safer for riding on public roads. When the brakes are applied because of an unforeseen hazard when the motorcycle is banked for cornering, within the physical limits that apply to motorcycling the ABS Pro system prevents the wheels from locking and skidding away.



ABS Pro was not developed to enhance individual braking performance with the motorcycle banked into corners.

—with riding modes Pro^{OE}
In panic braking, Dynamic Brake Control increases the braking effect and intervenes if the throttle grip is accidentally turned during braking.

PARKING YOUR MOTORCYCLE

Side stand

- Switch off the engine.

**ATTENTION****Poor ground underneath the stand**

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm.

**ATTENTION****Poor ground underneath the stand**

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm.

**ATTENTION****Additional weight placing strain on the side stand**

Risk of damage to parts if vehicle topples

- Do not sit or lean on the vehicle while it is propped on the side stand.

**ATTENTION****Centre stand retracts due to severe movements**

Risk of damage to parts if vehicle topples

- Do not lean or sit on the vehicle with the centre stand extended.

- Extend the side stand and prop the motorcycle on the stand.
- If the camber of the roadway permits, turn the handlebars all the way to the left.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

Centre stand

- Switch off the engine.

- Extend the centre stand and lift the motorcycle on to the stand.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

REFUELLING**Fuel grade Requirement**

For optimum fuel consumption, fuel should be sulphur-free or as low-sulphur as possible.

**ATTENTION****Engine operation with leaded fuel**

Damage to catalytic converter

- Do not attempt to run the vehicle on leaded fuel or fuel with metallic additives (e.g. manganese or iron).

- Observe the maximum ethanol content of the fuel.



Fuel additives clean the fuel injection system and the combustion zone. It is advisable to use fuel additives when the engine is operated with low-grade fuel or if the vehicle is to be out of use for a lengthy period of time. More information is available from your authorised BMW Motorrad retailer.



Recommended fuel grade



Premium unleaded (maximum 15 %



ethanol, E15)
95 ROZ/RON
90 AKI



Alternative fuel grade



Regular unleaded (power- and consumption-related restrictions) (max 15 % ethanol, E10/E15)
91 ROZ/RON
87 AKI



» Look for these symbols on the fuel filler cap and on the fuel pump:

**Refuelling****WARNING****Fuel is highly flammable**

Risk of fire and explosion

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

**WARNING****Escape of fuel due to heat-induced expansion if fuel tank is overfilled**

Risk of falling

- Do not overfill the fuel tank.

**ATTENTION****Wetting of plastic surfaces by fuel**

Damage to the surfaces (surfaces become unsightly or dull)

- Clean plastic surfaces immediately after contact with fuel.
- Make sure the ground is level and firm and place the motorcycle on its centre stand.



- Open the protective cap **2**.
- Unlock the cap of the fuel tank by turning ignition key **1** clockwise in the lock and pop the cap open.

—with central locking system ^{OE}

- Press the unlocked lock barrel down and flip the cap of the fuel tank open.◁



- Refuel with fuel of the grade stated above; do not fill the tank past the bottom edge of the filler neck.



When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, so that the new level is detected and the fuel reserve indicator light is switched off.



The "usable fuel capacity" specified in the technical data is the quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.



Usable fuel capacity

approx. 25 l



Reserve fuel

approx. 4 l

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

Refuelling

—with Keyless Ride^{OE}

Requirement

The steering lock is disengaged.



WARNING

Fuel is highly flammable

Risk of fire and explosion

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



WARNING

Escape of fuel due to heat-induced expansion if fuel tank is overfilled

Risk of falling

- Do not overfill the fuel tank.




ATTENTION

Wetting of plastic surfaces by fuel

Damage to the surfaces (surfaces become unsightly or dull)

- Clean plastic surfaces immediately after contact with fuel.

- Make sure the ground is level and firm and place the motorcycle on its centre stand.
—with Keyless Ride^{OE}
- Switch off the ignition
( 65).



The fuel filler cap can be opened within the defined waiting time after the ignition has been switched off, without the radio-operated key being within range.



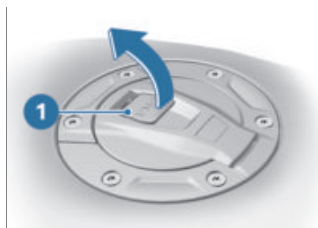
Waiting time for opening the fuel filler cap

2 min

- » There are **two variant ways** of opening the fuel filler cap:
- Within the waiting time.
 - After the waiting time has expired.

Version 1**Requirement**

Within the waiting time



- Slowly pull tab **1** on the fuel filler cap up.
 - » Fuel filler cap unlocks.
- Fully open the fuel filler cap.


Version 2**Requirement**


After the waiting time has expired

- Bring the radio-operated key into range.
- Slowly pull tab **1** up.
 - » The indicator light for the radio-operated key flashes while the search for the radio-operated key is in progress.
- Slowly pull tab **1** on the fuel filler cap up again.
 - » Fuel filler cap unlocks.
- Fully open the fuel filler cap.



- Refuel with fuel of the grade stated above; do not fill the tank past the bottom edge of the filler neck.

 When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, so that the new level is detected and the fuel reserve indicator light is switched off.

 The "usable fuel capacity" specified in the technical data is the quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.



Usable fuel capacity

approx. 25 l



Reserve fuel

approx. 4 l

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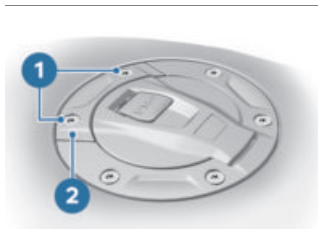
- Press down firmly on the filler cap of the fuel tank.
 - » The fuel filler cap engages with an audible click.
 - » The fuel filler cap locks automatically when the waiting time expires.
 - » The engaged fuel filler cap locks immediately when you secure the steering lock or switch on the ignition.

Opening fuel filler cap emergency release

—with Keyless Ride^{OE}

Fuel filler cap cannot be opened.

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



- Remove screws **1**.
- Remove emergency release **2**.
 - » Fuel filler cap unlocks.
- Fully open the fuel filler cap.
- Refuel (► 170).

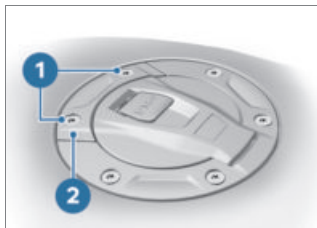
- Close the fuel filler cap emergency release (► 172).

Closing fuel filler cap emergency release

—with Keyless Ride^{OE}

Requirement

Fuel filler cap is in closed position.



- Hold emergency release **2** in position.
- Install screws **1**.

SECURING MOTORCYCLE FOR TRANSPORTATION

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



ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.
- Push the motorcycle on to the transportation flat and hold it in position: do not place it on the side stand or centre stand.
- Have a helper hold the motorcycle to make sure that it cannot topple.

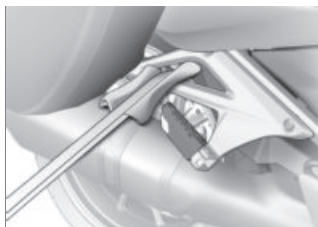


ATTENTION

Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs.
- At the front, pass the straps on left and right through the fork bridge and strap the motorcycle down.



- At the rear, secure the straps to the holders for the passenger footrests on both sides and tighten the straps.
- Tighten all the straps uniformly; the vehicle's

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suspension should be compressed as tightly as possible front and rear.

ENGINEERING DETAILS

09

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GENERAL NOTES

To find out more about engineering go to:

bmw-motorrad.com/technology

ANTILOCK BRAKE SYSTEM (ABS)

Fully integral brakes

Your motorcycle has fully integral brakes. With this system, when either brake lever (hand-brake or footbrake lever) is actuated both the front and the rear brakes are applied.

The BMW Motorrad fully integral ABS Pro system adapts braking-force distribution between front and rear brakes to suit the load on the motorcycle whenever braking requires ABS intervention.



ATTENTION

Attempted burn-out despite Integral braking function

Damage to rear brake and clutch

- Do not burn out tyres.

How does Integral ABS work?

The amount of braking force that can be transferred to the road depends on factors that include the coefficient of friction of the road surface. Loose stones, ice and snow or a wet road all have much lower coefficients of friction than a clean and dry asphalt surface. The lower the coefficient of friction, the longer the stopping distance.

If the rider increases braking pressure to the extent that braking force exceeds the maximum transferable limit, the wheels start to lock and the motorcycle loses its directional stability; a fall is imminent. Before this situation can occur, ABS intervenes and adapts braking pressure to the maximum transferable braking force. The wheels continue to turn and the driving stability is retained irrespective of the road condition.

What are the effects of surface irregularities?

Humps and surface irregularities can cause the wheels to lose contact temporarily with the road surface; if this happens the braking force that can be transmitted to

the road can drop to zero. If the brakes are applied under these circumstances the ABS has to reduce braking force to ensure that directional stability is maintained when the wheels regain contact with the road surface. At this instant the BMW Motorrad fully integral ABS Pro must assume an extremely low coefficient of friction, so that the wheels will continue to rotate under all imaginable circumstances, because this is the precondition for ensuring directional stability. As soon as it registers the actual circumstances, the system reacts instantly and adjusts braking force accordingly to achieve optimum braking.

What feedback does the rider receive from the Integral ABS?

If the ABS has to reduce braking force on account of the circumstances described above, vibration is perceptible through the handbrake lever.

When the handbrake lever is pulled, brake pressure is also built up at the rear wheel by the integral function. If the brake pedal is depressed after the handbrake lever is pulled,

the brake pressure built up beforehand is perceptible as counter-pressure sooner than in the case when the brake pedal is depressed either before or at the same time as the brake lever is pulled.

Rear wheel lift

Under very severe and abrupt deceleration, however, under certain circumstances it is possible that the BMW Motorrad fully integral ABS Pro will be unable to prevent the rear wheel from lifting clear of the ground. If this happens the outcome can be a highside situation in which the motorcycle can flip over.



WARNING

Rear wheel lift due to severe braking

Risk of falling

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

180 ENGINEERING DETAILS

What is the design baseline for Integral ABS?

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

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

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

Special situations

The speeds of the front and rear wheels are compared as one means of detecting a wheel's incipient tendency to lock. If the system registers implausible values for a lengthy period the ABS function is deactivated for safety reasons and an ABS fault message is issued. Self-diagnosis has

to complete before fault messages can be issued. In addition to problems with the BMW Motorrad ABS, exceptional riding conditions can lead to a fault message being issued:

- Heating up with the motorcycle on the centre stand or an auxiliary stand, engine idling or with a gear engaged.
- Rear wheel locked by the engine brake for a lengthy period, for example while descending on a loose or slippery surface.

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

What significance devolves on regular servicing?



WARNING

Brake system not regularly serviced.

Risk of accident

- In order to ensure that the ABS is always maintained in optimum condition, it is essential for you to comply strictly with the specified inspection intervals.

Safety reserves

The potentially shorter braking distances which BMW Motorrad fully integral ABS Pro permits must not be used as an excuse for careless riding. The system is primarily a means of ensuring a safety margin in genuine emergencies.



WARNING

Braking when cornering

Risk of accident despite ABS

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

Evolution of ABS to ABS Pro

Until now, the BMW Motorrad ABS helped ensure a very high degree of safety for braking with the motorcycle upright and travelling in a straight line. Now ABS Pro offers enhanced safety for braking in corners as well. ABS Pro prevents the wheels from locking even under sharp braking. ABS Pro reduces abrupt changes in steer-

ing force, particularly in panic-braking situations, counteracting the vehicle's otherwise natural but undesirable tendency to straighten up.

ABS intervention

Technically speaking, depending on the riding situation ABS Pro adapts ABS intervention to the motorcycle's bank angle. Signals for rate of roll and rate of yaw and lateral acceleration are used to calculate bank angle. As the motorcycle is heeled over more and more as it banks into a corner, an increasingly strict limit is imposed on the brake-pressure gradient for the start of brake application. This slows the build-up of brake pressure to a corresponding degree. Additionally, pressure modulation is more uniform across the range of ABS intervention.

Advantages for the rider

The advantages of ABS Pro for the rider are sensitive response and high braking and directional stability combined with best-case deceleration of the motorcycle, even when cornering.

DYNAMIC TRACTION CONTROL (DTC)

How does traction control work?

Traction control compares the front and rear wheel circumferential velocities. The differential is used to compute slip as a measure of the reserves of stability available at the rear wheel. If slip exceeds a certain limit, the engine management system intervenes and adapts engine torque accordingly. BMW Motorrad DTC is designed as an assistant system for the rider and for use on public roads. The extent to which the rider affects DTC control can be considerable (weight shifts when cornering, items of luggage loose on the motorcycle), especially when the style of riding takes rider and machine close to the limits imposed by physics. The system is not optimised for special requirements that apply under extreme competitive conditions off-road or on the track. The BMW Motorrad DTC can be deactivated in these cases.



WARNING

Risky riding

Risk of accident despite DTC

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

Special situations

In accordance with the laws of physics, the ability to accelerate is restricted more and more as the angle of heel increases. Consequently, there can be a perceptible reduction in acceleration out of very tight bends.

With DTC, the speeds of the front and rear wheels are compared and the angle of heel taken into account as one means of detecting the rear wheel's incipient tendency to spin or slip sideways.

If the lean angle values are identified as implausible over an extended period of time, a substitute value is used for the lean angle or the DTC is switched off. Under these circumstances the indicator for

a DTC fault shows. Self-diagnosis has to complete before fault messages can be issued. The BMW Motorrad traction control may switch off automatically under the exceptional riding conditions outlined below.

Exceptional riding conditions:

- Riding for a lengthy period with the front wheel lifted off the ground (wheelie).
- Rear wheel rotating with the vehicle held stationary by applying the front brake (burn-out).
- Warming up with the motorcycle on the centre stand, in neutral or with a gear engaged.

DYNAMIC ENGINE BRAKE CONTROL

–with riding modes Pro^{OE}

How does dynamic engine brake control work?

The purpose of dynamic engine brake control is to prevent the unstable riding states that can be produced by excessive engine braking moment acting on the rear wheel. Depending on the road condition and riding dynamic, excessive braking torque can produce a sharp rise in rear-wheel slip

and impair directional stability. Dynamic engine brake control limits this slip at the rear wheel to a safe, mode-dependent regulated slip.

Causes for excessive slip at the rear wheel:

- Riding with engine overrun on a surface with a low coefficient of friction (e.g. wet leaves).
- Rear-wheel hop when rider downshifts.
- Sharp braking during sporty riding.

In the same way as BMW Motorrad DTC dynamic traction control, dynamic engine brake control compares the wheel circumferential velocities of the front and rear wheels calculated from the wheel speeds and the tyre radius. Dynamic engine brake control uses this differential to compute slip as a measure of the reserve of stability available at the rear wheel.

If slip overshoots the applicable limit, the throttle valves are opened very slightly to increase engine torque. Slip is reduced and the vehicle is stabilised.

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Effect of dynamic engine brake control

- In ECO, RAIN and ROAD riding modes: Maximum stability.
- with riding modes Pro^{OE}
- In DYNAMIC riding mode: Compared with ECO, RAIN and ROAD riding modes, reduced intervention.

DISTANCE CONTROL (ACTIVE CRUISE CONTROL ACC)

- with Active Cruise Control^{OE}

What is ACC?

BMW Motorrad ACC is a cruise control system with approach distance control. The function enables the rider to set a preferred speed and a preferred approach distance from the vehicle directly ahead in the same lane. Cruising speed remains constant as long as the distance to the vehicle directly ahead is not shorter than the approach distance pre-selected by the rider. As soon as the approach distance is less than this preset, speed is reduced until the distance between the two vehicles again matches the rider's preferred setting.

Responsibility remains with the rider, who can intervene at any time and override the ACC. The ACC function has two characteristics: *Comfortable* and *Dynamic*. They affect acceleration and deceleration while control is actively intervening.

How does ACC work?

The front-mounted radar sensor detects vehicles travelling ahead. At the same time, the radar sensor analyses yaw rate and vehicle speed to calculate what is referred to as the prospective ride path, in other words that the corridor along which the motorcycle will proceed over the next 100 metres approximately. If one of the detected objects is in this prospective ride path the system reacts accordingly, adapting speed so that the rider's preset approach distance from the object travelling ahead is maintained.

Control functions of ACC

Active Cruise Control (ACC) is divided into three control functions, as follows:

- Cruise control:** Cruising speed is adapted to the setting chosen by the rider.
- Distance control:** The vehicle cruises at the speed chosen by the rider, but speed is varied to maintain the selected approach distance to be maintained behind the vehicle in front.
- Cornering control:** When the vehicle corners speed is reduced if necessary and the system attempts to achieve a comfortable bank angle (e.g. 20°). As bank angle increases, moreover, braking and acceleration dynamism is limited so that no sudden braking or acceleration takes the rider unawares. Cornering control prevents, for example, unexpected acceleration on object loss by the radar and when the rider's selected speed setting is inappropriately high. Object loss can occur when the vehicle head is only partly registered by the radar as a bend is negotiated.

Speed range of ACC

The ACC function can be activated in the following speed ranges:

- 30-160 km/h
- If ACC is activated at a speed between 160 km/h and 250 km/h, the maximum speed of 160 km/h is selected.
- Override by twisting the throttle twistgrip open.

Limits of ACC

ACC is subject to the system limits described below:

- Detected objects:** The radar sensor's object detection capability is restricted to the vehicle directly ahead in the lane.
- Radar range:** The radar has a maximum effective range of approx. 120 m. At high speeds and with the vehicle experiencing dynamic movement on account of rider manoeuvres such as lane changes for example, object detection can be subject to restrictions.
- Adjacent-lane interference and loss of object:** In isolated cases, weaving from side to side in the lane, riding twisty sections of road or riding off-set from the vehicle ahead in

your lane can cause the system to assign vehicles detected ahead to the wrong lane. If this happens approach distance control is applied to the wrong vehicle and this can lead to unexpected braking or acceleration. The system limits imposed on acceleration and deceleration, however, keep handling controllable for the rider at all times.

–**Limitation of riding dynamic:**

The ACC-controlled acceleration and deceleration of the motorcycle are limited. The rates of acceleration and deceleration are also limited. Consequently, abrupt, sharp acceleration or deceleration cannot occur. This limitation becomes more acute as the motorcycle's bank angle increases. On very steep climbs and with the motorcycle heavily loaded, it is possible that maximum acceleration might not be achievable in ACC operation.

–**Environmental influences:**

Environmental influences can diminish the viewing range of the radar sensor. In some cases, heavy rain, snow and thick fog can severely restrict the radar's viewing range.

–**Disruptive reflections:** Strong reflections at tunnel entrances for example or where crash barriers are high can hinder object detection.

Influence on the performance of ACC

The rider can assist the performance of ACC by:

- Adopting a smooth style of riding.
- Staying as close as possible to the middle of lane behind the vehicle in front.
- When overtaking, making clear lane changes to the passing lane to help the system deselect the vehicle directly ahead in the original lane.
- Returning to the original lane as quickly as possible behind the next vehicle ahead, to allow the system time to select the reference object head.


ELECTRONIC SUSPENSION ADJUSTMENT (D-ESA)

–with Dynamic ESA^{OE}

Riding position equaliser

Dynamic ESA is an electronic system that enables your motorcycle's suspension to adjust automatically to suit the load the vehicle is carrying. When spring adjustment is set to

Auto, the rider does not have to adjust the suspension to suit the load.

 BMW Motorrad recommends the Auto chassis and suspension setting.

When driving off and when riding, the system monitors the suspension at the rear wheel and corrects the spring setting in order to set the correct riding position. The damping is also adjusted automatically to the load.

By interpreting ride height sensor signals, Dynamic ESA detects movements in the suspension and responds by adjusting the damper valves.

This enables the suspension to adapt to the terrain.

Dynamic ESA calibrates itself at regular intervals to ensure the system functions correctly.

Possibilities for adjustment **Damping modes**

- Road: Damping for comfortable on-road riding
- Dynamic: Damping for dynamic on-road riding

Load settings

- Min: Minimum spring setting (only to make the motorcycle easier for the rider to mount)
- Auto: Active ride compensation with automatic adjustment of the spring setting and damping (recommended suspension setting)

RIDING MODE

Selection

To adjust the motorcycle to the road condition and the desired driving experience, the following riding modes can be selected:

- ECO
- RAIN
- ROAD

- with riding modes Pro^{OE}
- DYNAMIC

For each of these riding modes, there is a matching setting for the DTC system, for dynamic engine brake control and for throttle response.

- with Dynamic ESA^{OE}
- Dynamic ESA can be parameterised independently of the selected riding mode.

DTC can be switched off in each riding mode. The explanations below always refer to the riding dynamics control systems that are switched on.

Torque and throttle response

- In ECO riding mode: Restrained throttle response, reduced torque.
- In RAIN riding mode: Soft throttle response, maximum torque.
- In ROAD riding mode: Optimum throttle response, maximum torque.
- with riding modes Pro^{OE}
- In DYNAMIC riding mode: Direct throttle response, maximum torque.

Traction controlDTC

- In RAIN riding mode: Maximum stability on wet roads. There may be reduced acceleration on dry roads.
- In ECO and ROAD riding modes: High stability on dry roads. DTC intervenes later than in RAIN riding mode. This prevents the rear wheel from spinning whenever possible.
- In ECO, RAIN and ROAD riding modes, the front wheel is prevented from lifting.

–In DYNAMIC riding mode, DTC intervention is later than in ECO and ROAD riding modes. High performance on dry roads. In the event of poor road conditions, optimum stability cannot be guaranteed.

Mode changes

The riding mode can be changed while the vehicle is stationary with the ignition on. Under the following precondition, it is also possible to change modes while riding:

- No drive torque on the rear wheel.
- No brake pressure in the brake system.

The following steps must be taken to change the riding mode:

- Close the throttle twistgrip.
- Release the brake levers.
- Deactivate adaptive cruise control.

The desired riding mode is initially preselected. The mode change does not take place until the systems in question are all in the appropriate state. The selection menu does not disappear from the display until the mode change has taken place.

ECO mode

ShiftCam technology is the bridge-builder between ultra-high dynamism and maximum efficiency. The full-load cams allow full valve lift for maximum combustion-chamber charge and high power, whereas the part-load cams considerably shorten the lift of the intake valves and open the valves to different extents. Charge-cycle losses are lessened by de-throttling, friction is reduced, the mixture is swirled more vigorously and combusted more effectively, fuel consumption goes down.

The ECO mode assists the rider with ECO indicator and engine characteristic (parameterisation of the electromotive throttle controller) to keep the engine in the operating range of the consumption-oriented part-load cam, so as to maximise the distance travelled with a given quantity of fuel.

The length of the green bar in the ECO indicator in the TFT display visualises whether the drive is operating in the consumption-optimised range of the part-load cam and the margin from the switch-over

threshold to full-load cam operation. The length of the bar represents the load reserve left before the switch-over point for full-load cam operation is reached. The colour changes to grey when load requirement increases and the engine switches to the full-load cam. The reading shown by the ECO indicator varies depending on the gear selected by the rider, the load requirement input via the throttle grip, and engine rpm. Even outside the operating range of the part-load cam, when the bar is grey, the ECO offers benefits for an economical style of riding by reducing maximum available torque and peak power.



Because of the reduced acceleration ability in ECO mode, changing to a different riding mode is recommended prior to critical overtaking manoeuvres with the motorcycle heavily loaded or when riding two-up.

Rider can further reduce consumption by riding with fuel economy in mind (195).

DYNAMIC BRAKE CONTROL

—with riding modes Pro^{OE}

How Dynamic Brake Control works

The Dynamic Brake Control function assists the rider in emergency braking situations.

Detection of emergency braking

—Sudden, sharp application of the front brake is interpreted as emergency braking.

Behaviour in emergency braking

- If emergency braking occurs at a speed in excess of 10 km/h, the ABS function is further assisted by Dynamic Brake Control.
- When partially integral braking at a high brake pressure gradient is initiated, Dynamic Brake Control increases the integral brake pressure at the rear wheel. The stopping distance shortens and controlled braking is possible.

Behaviour during accidental actuation of the throttle grip

- If the throttle is accidentally opened (throttle grip position > 5 %) during emergency braking, Dynamic Brake Control ensures the desired braking effect by ignoring actu-

ation of the throttle grip. The effectiveness of emergency braking is ensured.


- If the throttle is closed (throttle grip position < 5 %) while Dynamic Brake Control is in action, the engine torque requested by the ABS brake system is restored.
- If emergency braking ceases and the rider still has not changed the position of the throttle grip, Dynamic Brake Control steadily ramps engine torque back to the rider's requested level.

TYRE PRESSURE CONTROL (RDC)


—with tyre pressure control (RDC)^{OE}

Function

A sensor integrated into each tyre measures the air temperature and the air pressure inside the tyre and transmits this information to the control unit. Each sensor has a centrifugal-force tripswitch that does not enable transmission of the measured values until the motorcycle has accelerated to a defined minimum speed for the first time.

	Minimum speed for transmission of the RDC measured values:
	min 30 km/h

The display shows -- for each tyre until the tyre-pressure signal is received for the first time. The sensors continue to transmit the measured-value signals for some time after the vehicle comes to a stop.

	Time for transmission of measured values after vehicle comes to a stop:
	min 15 min

An error message is issued if wheels without sensors are fitted to a vehicle equipped with an RDC control unit.


Tyre pressure ranges

The RDC control unit distinguishes between three tyre pressure ranges matched to the vehicle:

- Tyre pressure within permitted tolerance.
- Tyre pressure close to limit of permitted tolerance.
- Tyre pressure outside permitted tolerance.

Temperature compensation

Tyre pressure is a temperature-sensitive variable: pressure increases as tyre-air temperature rises and decreases as tyre-air temperature drops. Tyre-air temperature depends on ambient temperature as well as on the style of riding and the duration of the ride.


	The tyre pressures are shown in the TFT display as temperature compensated and always refer to the following tyre air temperature:
	20 °C

The air lines available to the public in petrol stations and motorway service areas have gauges that do not compensate for temperature; the reading shown by a gauge of this nature is the temperature-dependent tyre-air pressure. As a result, the values displayed there usually do not correspond to the values displayed in the display.

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Pressure adaptation

Compare the RDC value on the display with the value in the table on the back cover of the rider's manual. Then use the air-line gauge at a service station to compensate for the difference between the RDC reading and the value in the table.

 Example
According to the Rider's Manual, the tyre pressure should be:
2.5 bar
The multifunction display shows the following reading:
2.3 bar
So pressure is low by:
0.2 bar
The gauge on the air line shows:
2.4 bar
You must now increase tyre pressure until the value is:
2.6 bar

Gear Shift Assistant Pro

Your vehicle is equipped with Gear Shift Assistant Pro, a system originally developed for racing and now adapted for the touring sector. It permits upshifts and downshifts without declutching or closing the throttle in virtually all load and rpm ranges.

Advantages

- 70-80 % of all gearshifts on a trip can be done without using the clutch.
- Less relative movement between rider and passenger because the shift pauses are shorter.
- It is not necessary to close the throttle valve when shifting under acceleration.
- When braking and downshifting (throttle valve closed), engine speed is adjusted by blipping the throttle.
- Shift time is shorter than a gearshift with clutch actuation.

GEAR SHIFT ASSISTANT


-with shift assistant Pro^{OE}

In order for the system to identify a request for a gearshift, the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain "overtravel"

at ordinary speed or rapidly and keep the shift lever in this position until the gearshift is completed. It is not necessary to increase the force applied to the gearshift lever while shifting is in progress. Once the gearshift has completed the shift lever has to be fully released before another gearshift with the Pro shift assistant can take place. When shifting gears with the Gear Shift Assistant Pro, the rider has to keep load state (throttle twistgrip position) constant before and during the gearshift. A change in the position of the throttle twistgrip during a gearshift can cause the function to abort and/or lead to a missed shift. Gear Shift Assistant Pro provides no assistance for the gearshift if the rider declutches.



Downshifting

–Downshifting is assisted until maximum rpm for the target gear to be selected is reached. This prevents over-revving.

	Maximum engine speed
max 9000 min ⁻¹	

Upshifting

- Upshifting is only possible when the current speed is higher than the respective release threshold of the next higher gear.
- This prevents the engine from dropping below idle speed.

	Idle speed
1050 min ⁻¹ (Engine at regular operating temperature)	
	Release thresholds
1st gear	
min 1350 min ⁻¹	
2nd gear	
min 1400 min ⁻¹	
3rd gear	
min 1450 min ⁻¹	
4th gear	
min 1500 min ⁻¹	
5th gear	
min 1550 min ⁻¹	
6th gear	
min 1600 min ⁻¹	

HILL START CONTROL

Hill Start Control function

Hill Start Control is a pullaway assistant that operates on the fully integral ABS system to prevent the vehicle from rolling back on a gradient, without the rider having to keep pressure applied to the brake lever. When Hill Start Control is activated, pressure is built up in the rear brake system to keep the machine at a standstill on a gradient. The brake pressure in the brake system is dependent on the gradient.

Effect of an incline on brake pressure and drive-off behaviour

- If the motorcycle is stopped on a gentle incline, only low brake pressure is built up. In this case, the brakes are quickly released when driving off. The motorcycle can be moved off more gently. It is not necessary to turn the throttle grip again.
- If the motorcycle is stopped on a steep incline, high brake pressure is built up. In this case, the brakes take longer to release when driving off. More torque is required for driving off which also requires

the rider to turn the throttle grip again.

Behaviour when the motorcycle rolls or slips

- If the motorcycle starts to roll while Hill Start Control is active, brake pressure is increased.
- If the rear wheel slips, the brake is released again after approx. 1 m. This prevents the vehicle slipping with a locked rear wheel, for example.

Releasing brake when stopping the engine or timeout

Hill Start Control is deactivated when the engine is stopped using the emergency-off switch, when the side stand is folded out or after timeout (10 minutes).

In addition to the indicator and warning lights, the rider should be made aware that Hill Start Control has been deactivated by the following behaviour:

Brake warning jolt

- The brake is released briefly and reactivated immediately.
- This creates a jolt which the rider feels.
- The fully integral ABS brake system limits the speed of

movement to approx. 1-2 km/h.

- The rider must brake the motorcycle manually.
- After two minutes, or when the brake is actuated, speed control is completely deactivated.



The holding pressure is released immediately without a brake warning jolt as soon as the ignition is switched off.

SHIFTCAM

Functional principle of ShiftCam

The vehicle features BMW ShiftCam technology for varying valve timing and valve lift on the intake side. The heart of this technology is a one-piece shifting intake camshaft that has two lobes for each valve: a partial-load cam and a full-load cam. The partial-load cam is fine-tuned for consumption optimisation and engine smoothness. As well as adapting valve timing, the partial-load cam also reduces intake-valve lift. With the partial-load cams activated, moreover, the lobes for the cylinder's left and right intake valves produce staggered

valve lift and offset angles of rotation. Consequently the two intake valves open at very slightly different times and the distance to which they open also differs. The advantage: The fuel/air mixture flowing into the combustion chamber is swirled more thoroughly and combusted effectively - so all in all the fuel is utilised more efficiently and engine operation is perceptibly smoother. The full-load cam is designed for optimised engine power and it maximises intake valve lift. The intake camshaft is shifted axially to vary valve timing and valve lift. The pins of an electromechanical actuator engage a shift gate on the intake camshaft. This permits load-dependent and speed-dependent actuation of the intake valves and, consequently, a no-compromises combination of performance and low fuel consumption.

ADAPTIVE CORNERING LIGHT

—with adaptive head light^{OE}

How does the adaptive cornering headlight work?

The low-beam unit installed as standard in the headlight consists of two reflectors that produce a low beam from an LED light source. Ride height sensors on front and rear suspension supply data for permanent beam throw adjustment. While the motorcycle is moving straight ahead, pitch compensation keeps the throw of the headlight beam constantly in the optimum, preset range, regardless of ride and load state. With the Adaptive headlight function, the low-beam unit is additionally rotated about an axis to a degree that varies with the bank angle, compensating for the vehicle's angle of lean. The angle of rotation is 70° ($\pm 35^{\circ}$). Along with pitch compensation, therefore, the throw of the low-beam headlight also compensates for the rider's chosen bank angle through corners. The two movements are superimposed, so as the motorcycle is steered through a bend the

headlight beam is directed into the bend for better illumination of the road ahead. The results are considerably better illumination of the road ahead when the motorcycle corners, and a huge increase in active riding safety.

MAINTENANCE

10

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GENERAL NOTES

The Maintenance chapter describes straightforward procedures for checking and replacing certain wear parts.

Microencapsulated screws

The microencapsulation is a chemical thread-locker. An adhesive compound creates a secure connection between bolt and nut or between screw and component. Consequently, microencapsulated screws are for once-only use and are not intended for re-installation after being slackened.

After removal of the screw, clean the internal thread to remove all traces of thread-locking compound. Always use new microencapsulated screws when re-assembling. Consequently, prior to disassembly make sure that you have suitable tools for cleaning the threads and a new replacement for each screw to be removed. If the job is not done correctly there is no guarantee that the screw will remain secure, which means that you would be putting yourself at risk!

Further information

Special tightening torques are listed as applicable. The tightening torques for the threaded fasteners on your vehicle are listed in the section entitled "Technical data".

You will find information on more extensive maintenance and repair work in the repair manual on DVD for your vehicle, available from your authorised BMW Motorrad retailer.

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

TOOLKIT



- 1** Screwdriver handle
- 2** Reversible screwdriver blade
Phillips PH1 and Torx T25
–Removing and installing trim panel components.
- 3** Tool for oil cap
–Top up the engine oil (➡ 204).
–Remove the passenger seat (➡ 149).
–Install the passenger seat (➡ 150).
- 4** Open-ended spanner
Width across flats 8/10
–Removing battery (➡ 226).

SERVICE TOOL KIT

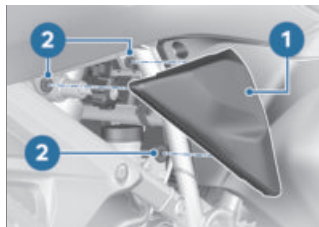


BMW Motorrad has assembled a service toolkit that is ideal for carrying out extended service work (e.g. removing and installing wheels) on this motorcycle. This toolkit is available from your authorised BMW Motorrad retailer.

SPRING-STRUT COVER

Removing spring-strut cover

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



- Disengage spring-strut cover **1** from grommets **2**.

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Installing spring-strut cover

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



- Engage spring-strut cover **1** in grommets **2**.

FRONT-WHEEL STAND

Installing front-wheel stand



ATTENTION

Use of the BMW Motorrad front-wheel stand without accompanying use of centre stand or auxiliary stand

Risk of damage to parts if vehicle topples

- Place the motorcycle on its centre stand or another auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.
- Make sure the motorcycle is standing firmly.



- See the instructions issued with the front-wheel stand for the details of the correct procedure for installation.
- BMW Motorrad offers an auxiliary stand suitable for every vehicle. Your BMW Motorrad retailer will be happy to help you with the selection of a suitable auxiliary stand.

ENGINE OIL

Checking engine oil level



ATTENTION

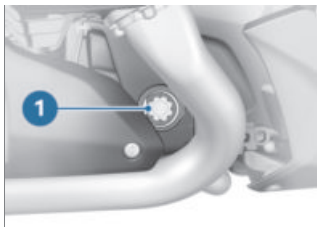
Misinterpretation of oil level reading, because oil level is temperature-dependent (the higher the temperature, the higher the oil level)

Engine damage

- Check the oil level only after a lengthy ride or when the engine is at operating temperature.
- Allow the engine to idle until the fan cuts in.
- Switch off the engine when it is at operating temperature.
- Make sure the ground is level and firm and place the motorcycle on its centre stand.
- Wait five minutes for the oil to drain into the oil pan.



To protect the environment, BMW Motorrad recommends occasionally checking the engine oil after a journey of at least 50 km.

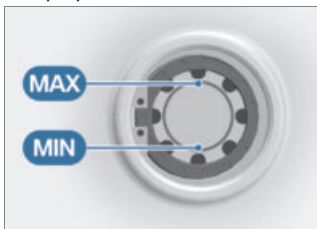


ATTENTION

Vehicle toppling sideways

Risk of damage to parts if vehicle topples

- Secure the vehicle, preferably with the assistance of a second person, so that it cannot topple sideways.
- Check the oil level in the display 1.



Engine oil, specified level

Between **MIN** and **MAX** marks

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If the oil level is below the **MIN** mark:

- Top up the engine oil (► 204).

If the oil level is above the **MAX** mark:

- Have the oil level corrected by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Topping up engine oil

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



- Wipe the area around the oil filler opening clean.
- Engage oil filler cap tool **1** in cap **2** of the oil filler opening and turn the tool anti-clockwise to remove the cap.



ATTENTION

Use of insufficient engine oil or too much engine oil

Engine damage

- Always make sure that the oil level is correct.

- Top up the engine oil to the specified level.



Engine oil, quantity for topping up

max 0.8 l (Difference between **MIN** and **MAX**)

- Check the engine oil level (► 203).
- Install cap **2** of the oil filler opening.

BRAKE SYSTEM

Checking function of brakes

- Pull the front 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**

Work on brake system not in compliance with correct procedure

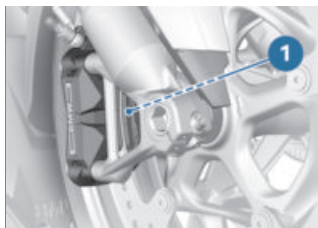
Risk to operational reliability of the brake system

- Have all work on the brake system undertaken by trained and qualified specialists.

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

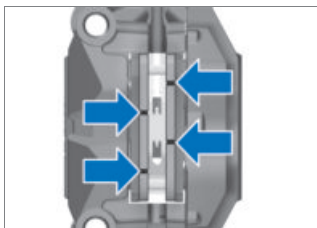
Checking brake pad thickness, front brakes

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



- Visually inspect the left and right brake pads to ascertain their thickness. Viewing direction: Between wheel

and front suspension toward brake pads **1**.



Brake-pad wear limit, front

1.0 mm (Friction pad only, without backing plate. The wear indicators (grooves) must be clearly visible.)

If the wear indicating marks are no longer clearly visible:

**WARNING**

Brake-pad thickness less than permissible minimum

Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.

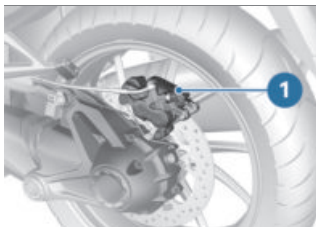
- Have the brake pads replaced by a specialist workshop,

206 MAINTENANCE

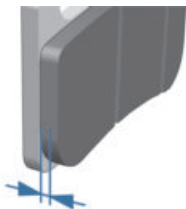
preferably an authorised BMW Motorrad retailer.

Checking brake pad thickness, rear brakes

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



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



Brake-pad wear limit,
rear

1.0 mm (Friction pad only,
without backing plate.)

If the wear limit has been reached:



WARNING

Brake-pad thickness less than permissible minimum

Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Checking brake-fluid level, front brakes

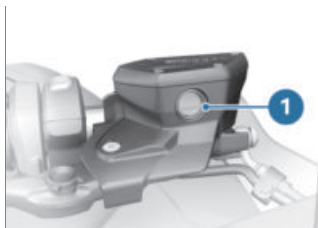


WARNING

Not enough brake fluid in brake fluid reservoir, or contaminants in brake fluid

Considerably reduced braking power due to presence of air, contaminants or water in the brake system

- Cease operation of the vehicle immediately and do not ride it until the fault has been rectified.
- Check the brake-fluid levels at regular intervals.
- Always make sure that the lid of the brake fluid reservoir and the area around the lid are cleaned before opening.
- Make sure that only fresh brake fluid from a sealed container is used.
- Make sure the ground is level and firm and place the motor-cycle on its centre stand.
- Move the handlebars to the straight-ahead position.



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



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



Brake fluid level, front

Brake fluid, DOT4

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

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If the brake fluid level drops below the permitted level:

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

Checking brake-fluid level, rear brakes



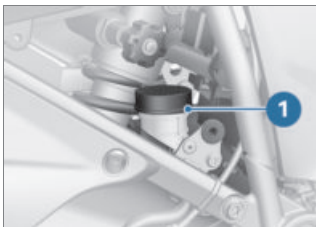
WARNING

Not enough brake fluid in brake fluid reservoir, or contaminants in brake fluid

Considerably reduced braking power due to presence of air, contaminants or water in the brake system

- Cease operation of the vehicle immediately and do not ride it until the fault has been rectified.
- Check the brake-fluid levels at regular intervals.
- Always make sure that the lid of the brake fluid reservoir and the area around the lid are cleaned before opening.
- Make sure that only fresh brake fluid from a sealed container is used.
- Make sure the ground is level and firm and place the motorcycle on its centre stand.

- Remove the spring-strut cover (► 201).



- Check the brake fluid level in brake fluid reservoir for rear wheel brake 1.



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



Brake fluid level, rear

Brake fluid, DOT4

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

If the brake fluid level drops below the permitted level:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- Install the spring-strut cover (➡ 202).

CLUTCH

Checking clutch function

- Pull the clutch lever.
- » The pressure point must be clearly perceptible.

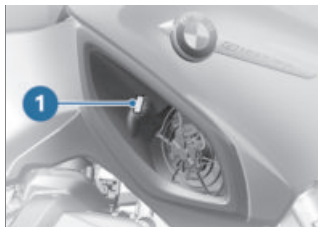
If the pressure point is not clearly perceptible:

- Have the clutch checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

COOLANT

Checking coolant level

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Allow the engine to cool down.



- Check the coolant level in expansion tank **1**.



Specified coolant level

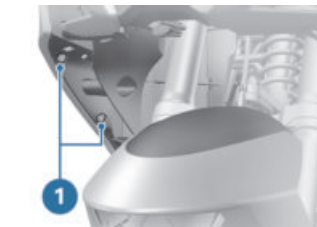
Between **MIN** and **MAX** marks on the expansion tank (Engine cold)

If the coolant drops below the permitted level:

- Top up the coolant (➡ 210).

210 MAINTENANCE

Topping up coolant



- Remove screws **1**.




- Open cap **1** of the coolant expansion tank and top up the coolant to the specified level.
- Check the coolant level (→ 209).
- Close the cap of the coolant expansion tank.



- Ease side trim panel **1** forward and out.
 - » Retaining pins **3** are pulled out of the grommets.
- Work side panel **1** up and clear of side trim **4** and remove, noting lugs **2**.



- Hold side panel **1** in position with lugs **2** in place at side trim **4**.
-  Make sure that the rubber grommets are correctly installed and are not pushed out of position in the installation process.
- Pivot side panel **1** inward.
 - » Retaining pins **3** are pressed into the grommets.



- Install screws 1.

TYRES

Tyre recommendation

For each size of tyre, BMW Motorrad tests and classifies as roadworthy certain makes. BMW Motorrad cannot assess the suitability or provide any guarantee of road safety for other tyres.

BMW Motorrad recommends using only tyres tested by BMW Motorrad.

Detailed information is available from your authorised BMW Motorrad retailer or in the internet at:

bmw-motorrad.com/service

Checking tyre pressures



WARNING

Incorrect tyre pressure

Impaired handling characteristics of the motorcycle, shorter useful tyre life

- Always check that the tyre pressures are correct.



WARNING

Tendency of valve inserts installed vertically to open by themselves at high riding speeds

Sudden loss of tyre pressure

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

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Check tyre pressures against the data below.



Before adjusting tyre pressure, read the information on temperature compensation and adjusting pressure in the section entitled "Engineering details".



Tyre pressure, front

2.5 bar (tyre cold)



Tyre pressure, rear

2.9 bar (tyre cold)

If tyre pressure is too low:

- Correct tyre pressure.

Checking tyre tread depth



WARNING

Riding with badly worn tyres

Risk of accident due to impaired handling

- If applicable, have the tyres changed in good time before they wear to the minimum tread depth permitted by law.
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Measure the tyre tread depth in the main tread grooves with wear marks.



Wear indicators are built into the main profile grooves on each tyre. The tyre is worn out when the tyre tread has worn down to the level of the marks. The locations of the marks are indicated on the edge of the tyre, e.g. by the letters TI, TWI or by an arrow.

If the tyre tread is worn to minimum:

- Replace tyre or tyres, as applicable.

WHEEL RIMS

Checking rims

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Visually inspect the rims for defects.
- Have any damaged rims inspected by a specialist workshop and replaced if necessary, preferably by an authorised BMW Motorrad dealer.

WHEELS

Effect of wheel size on chassis and suspension control systems

Wheel size is very important as a parameter for the suspension control systems. In particular, the diameter and the width of a vehicle's wheels are programmed into the control unit and are fundamental to all calculations. Any change in these influencing variables, caused for example by a switch to wheels other than those installed ex-works, can have serious effects on the performance of the control systems.

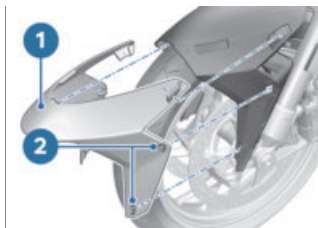
The sensor rings are essential for correct road-speed calculation, and they too must match the motorcycle's control systems and consequently cannot be changed.

If you decide that you would like to fit non-standard wheels to your motorcycle, it is very important to consult a specialist workshop beforehand, preferably an authorised BMW Motorrad retailer. In some cases, the data programmed into the control units can be changed to suit the new wheel sizes.

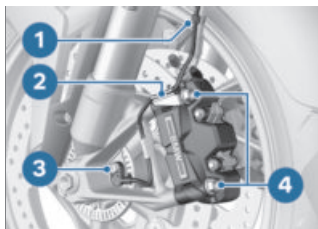
Removing front wheel



- Remove screws **1** on left and right.

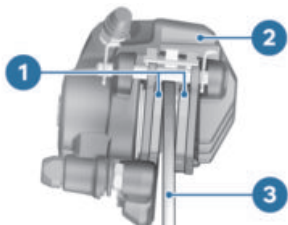


- Disengage front-wheel cover **1** at hooks **2** and remove.
- Make sure the ground is level and firm and place the motorcycle on its centre stand.



- Disengage the cable for the wheel speed sensor from holding clips **1** and **2**.
- Remove screw **3** and remove the wheel speed sensor from its bore.
- Remove mounting bolts **4** of the left and right brake calipers.

214 MAINTENANCE



- Force brake pads **1** slightly apart by rocking brake caliper **2** back and forth against brake disc **3**.



ATTENTION

Use of hard or sharp-edged objects in proximity to component

Component damage

- Take care not to scratch components; cover or mask as necessary.
- Mask off the parts of the wheel rim that could be scratched in the process of removing the brake calipers.

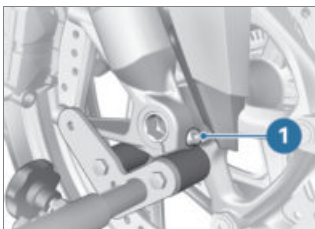


ATTENTION

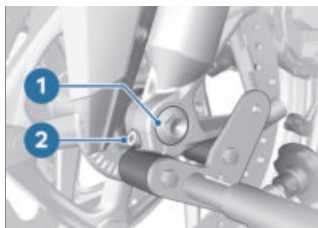
Unwanted inward movement of the brake pads

Component damage on attempt to install the brake caliper or because brake pads have to be forced apart

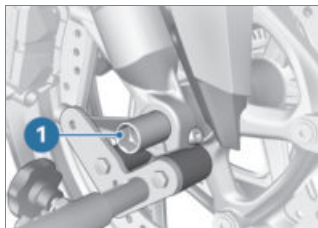
- Do not operate the brakes with a brake caliper not correctly secured.
- Carefully pull the brake calipers back and out until clear of the brake discs.
- Make sure the ground is level and firm and place the motorcycle on its centre stand
- Raise front of motorcycle until the front wheel can turn freely. Use a suitable front-wheel stand to lift the front of the motorcycle.
- Install the front-wheel stand (→ 202).



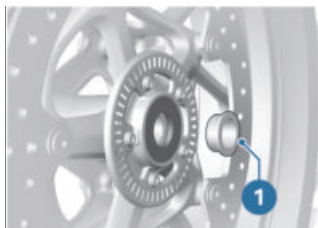
- Undo right axle clamping screw **1**.



- Remove screw **1**.
- Undo left axle clamping screw **2**.
- Press quick-release axle slightly toward the inside, so as to be better able to grip it on the right-hand side.



- Withdraw quick-release axle **1**, support the front wheel when doing this.
- Set down front wheel and roll forwards out of the front suspension.



- Remove spacer bushing **1** from the wheel hub.

Installing front wheel

WARNING

Use of a non-standard wheel

Malfunctions in operation of ABS and DTC

- See the information on the effect of wheel size on the ABS and DTC systems at the start of this chapter.

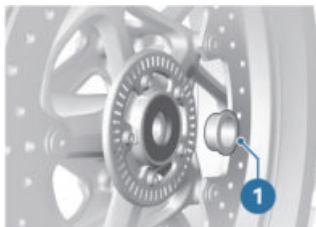
ATTENTION

Tightening threaded fasteners to incorrect tightening torque

Damage, or threaded fasteners work loose

- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

216 MAINTENANCE



- Lubricate the friction face of spacer bushing **1**



Lubricant

Optimoly TA

- Insert spacer bushing **1**, turned with the collar facing out, into the wheel hub on the left-hand side.

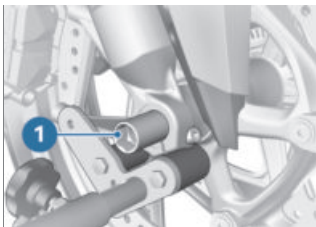


ATTENTION

Front wheel installed wrong way round

Risk of accident

- Note direction-of-rotation arrows on tyre or rim.
-
- Roll the front wheel into position in the front suspension.



- Lubricate quick-release axle **1**.



Lubricant

Optimoly TA

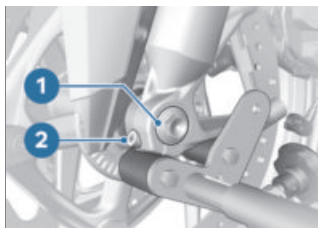


WARNING

Improper installation of the quick-release axle

Loosening of the front wheel

- After securing the brake calipers and relieving the front forks, tighten the quick-release axle and the axle clamping to the specified tightening torque.
-
- Lift the front wheel slightly and install quick-release axle **1**.
 - Remove front-wheel stand and firmly compress front forks several times. Do not operate the brake lever in this process.
 - Install the front-wheel stand (→ 202).




- Install screw **1** and tighten to specified torque. In this process, counter-hold the quick-release axle on the right side.

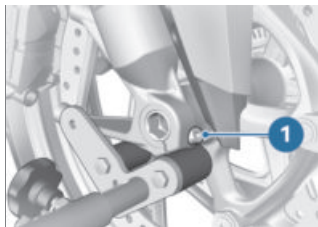
 Quick-release axle in telescopic forks

30 Nm


- Tighten left axle clamping screw **2** to specified torque.

 Clamping screw for quick-release axle in telescopic fork

19 Nm

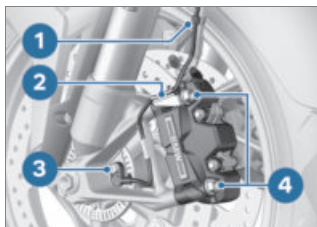


- Tighten right axle clamping screw **1** to specified torque.


 Clamping screw for quick-release axle in telescopic fork

19 Nm

- Remove the front-wheel stand.
- Position left and right brake calipers on the brake discs.



- Install securing screws **4** on left and right and tighten to specified tightening torque.

 Radial brake caliper on telescopic forks

38 Nm

- Remove the adhesive tape from the wheel rim.

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WARNING

Brake pads not lying against the brake disc

Risk of accident due to delayed braking effect.

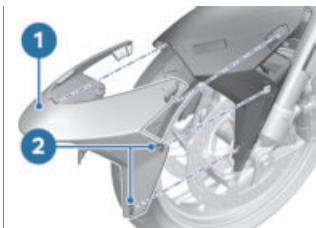
- Before driving, check that the brakes respond without delay.
- Operate the brake several times until the brake pads are bedded.
- Seat the cable for the wheel-speed sensor in holding clips **1** and **2**.
- Insert the wheel speed sensor into the bore hole and install screw **3**.



Wheel-speed sensor to fork leg

Joining compound: Micro-encapsulated or medium-strength thread-locking compound

8 Nm



- Hold front-wheel cover **1** in position, noting hooks **2**.



- Install screws **1** on left and right.

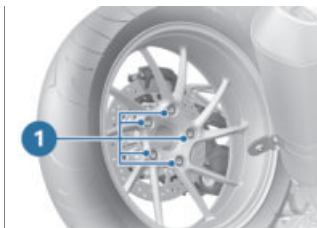


Front-wheel cover, front, to front-wheel cover, rear

1 Nm

Remove the rear wheel

- Make sure the ground is level and firm and place the motorcycle on its centre stand.
- Engage first gear.
- Pivot silencer outwards (▮▮▮▮➔ 220).



- Remove bolts **1** from the rear wheel, while supporting the wheel.
- Roll the rear wheel out toward the rear.

Installing rear wheel

WARNING

Use of a non-standard wheel

Malfunctions in operation of ABS and DTC

- See the information on the effect of wheel size on the ABS and DTC systems at the start of this chapter.

ATTENTION

Tightening threaded fasteners to incorrect tightening torque

Damage, or threaded fasteners work loose

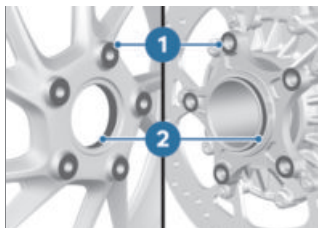
- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ATTENTION

Rear wheel installed with tyre's direction of rotation incorrect

Risk of accident

- Note direction-of-rotation arrows on tyre or rim.



- Clean the contact surfaces of wheel hub **1** and wheel centring spigot **2**.
- Seat the rear wheel on the rear-wheel adapter.

220 MAINTENANCE



- Install wheel bolts **1** and tighten to specified torque.

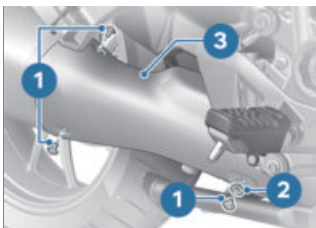


Rear wheel to wheel flange

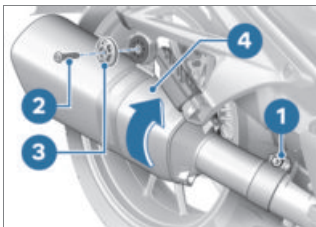
Tightening sequence: tighten in diagonally opposite sequence

60 Nm

- Secure the silencer (➡ 221).



- Remove screws **1**.
- Remove screw with washer **2**.
- Remove the silencer cover **3**.



- Slacken screw **1**.
- Remove screw **2** with washer **3**.
- Turn silencer **4** clockwise toward the outside.

SILENCER

Pivot silencer outwards



CAUTION

Hot exhaust system

Risk of burn injury

- Do not touch a hot exhaust system.
- Make sure the ground is level and firm and place the motorcycle on its centre stand.
- Allow the silencer to cool.

Securing silencer

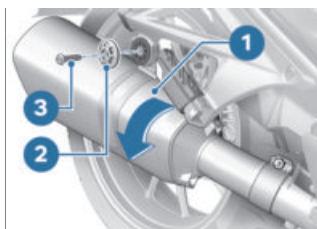


ATTENTION

Tightening threaded fasteners to incorrect tightening torque

Damage, or threaded fasteners work loose

- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

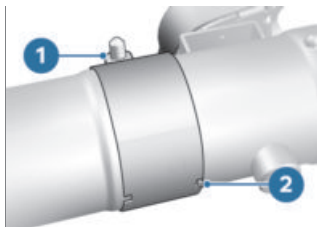


- Turn silencer **1** anti-clockwise until it sits at the passenger footrest bracket.
- Fit shim **2** and screw **3**.



Silencer to rear frame

19 Nm

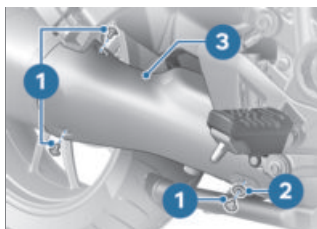


- Slide the clamp with recess **1** as far forward as possible and align it with retaining lug **2**.
» Retaining lug engages recess in the clamp.
- Tighten clamp **1**.



Clamp to silencer and exhaust manifold

22 Nm



- Position silencer cover **3**.
- Install screws **1**.
- Install screw with washer **2**.



Heat shield to rear silencer

5 Nm

LIGHTING

Replacing LED light sources



WARNING

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

Safety risk

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

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

JUMP-STARTING



CAUTION

Touching live parts of the ignition system when the engine is running

Electric shock

- Do not touch parts of the ignition system when the engine is running.



ATTENTION

Excessive current flowing when the motorcycle is jump-started

Wiring smoulders/ignites or damage to the on-board electronics

- If the motorcycle has to be jump-started connect the leads to the battery terminals; never attempt to jump-start the engine by connecting leads to the on-board socket.

**ATTENTION**
Contact between crocodile clips of jump leads and vehicle

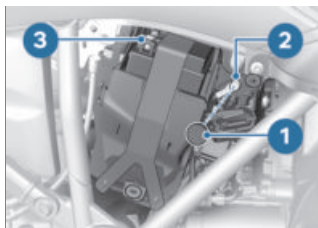
Risk of short-circuit

- Use jump leads fitted with fully insulated crocodile clips at both ends.

**ATTENTION**
Jump-starting with a voltage greater than 12 V


Damage to the on-board electronics

- Make sure that the battery of the donor vehicle has a voltage rating of 12 V.
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Remove the battery cover (► 226).
- When jump-starting the engine, do not disconnect the battery from the on-board electrical system.
- Remove protective cap **1**.
- Use the red jump lead to connect remote positive terminal **2** of the discharged battery to the positive terminal of the donor battery.
- Connect one end of the black jump lead to the negative terminal of the donor battery, then connect the other end to negative terminal **3** of the discharged battery.
- Run the engine of the donor vehicle during jump-starting.
- Start the engine of the vehicle with the discharged battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt in order to protect the starter motor and the donor battery.
- Allow both engines to idle for a few minutes before disconnecting the jump leads.
- Disconnect the jump lead from the negative terminals first, then disconnect the



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second lead from the positive terminals.

 Do not use proprietary start-assist sprays or other products to start the engine.

- Install the protective cap.
- Install the battery cover (▶▶ 228).

BATTERY

Maintenance instructions

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

Compliance with the points below is important in order to maximise battery 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

On-board electronics (e.g. clock) draining connected battery

Battery is deep-discharged; this voids the guarantee

- Connect a float charger to the battery if the motorcycle is to remain out of use for more than four weeks.



BMW Motorrad has developed a float charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods of disuse, without having to disconnect the battery from the motorcycle's on-board systems. You can obtain additional information from your authorised BMW Motorrad dealer.

Charging battery when connected

- Disconnect devices plugged into the sockets.

**ATTENTION****Charging the battery that is connected to the vehicle via the battery terminals**

Damage to the on-board electronics

- Disconnect the battery at the battery terminals before charging.

**ATTENTION****Recharging a fully discharged battery via the power socket or extra socket**

Damage to the vehicle electronics

- If a battery has discharged to the extent that it is completely flat (battery voltage less than 12 V, indicator lights and multifunction display remain off when the ignition is switched on) always charge the **disconnected** battery with the charger connected directly to the battery terminals.

**ATTENTION****Unsuitable chargers connected to a socket**

Damage to charger and vehicle electronics

- Use suitable BMW chargers. The suitable charger is available from your authorised BMW Motorrad dealer.

- With the battery connected to the vehicle's on-board electrical system, charge via the power socket in the cockpit.



The motorcycle's on-board electronics know when the battery is fully charged. The on-board socket is switched off when this happens.

- Comply with the operating instructions of the charger.




If you are unable to charge the battery through the on-board socket, you may be using a charger that is not compatible with your motorcycle's electronics. In this case, directly charge the battery at the terminals of the battery that has been disconnected from the vehicle.

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Charging battery when disconnected

- Charge the battery using a suitable charger.
- Comply with the operating instructions of the charger.
- Once the battery is fully charged, disconnect the charger's terminal clips from the battery terminals.

 The battery has to be recharged at regular intervals in the course of a lengthy period of disuse. See the instructions for caring for your battery. Always fully recharge the battery before restoring it to use.

Removing battery

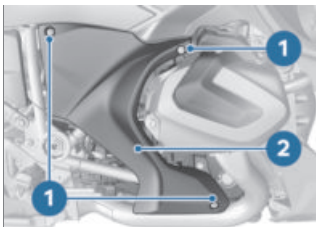


ATTENTION

Battery not disconnected in accordance with correct procedure

Risk of short-circuit

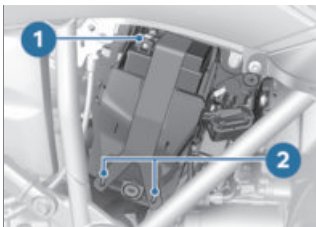
- Always proceed in compliance with the specified disconnection sequence.



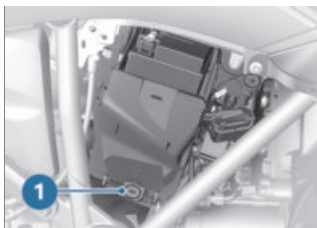
- Switch off the ignition.
- Remove screws **1**.
- Remove battery cover **2**.

—with anti-theft alarm (DWA)^{OE}

- If applicable, switch off the anti-theft alarm (DWA).◁



- Disconnect battery earth lead **1** and disengage rubber strap **2**.
- Wrap the end of negative battery cable **1** with insulating tape.



- Pull retaining panel in position **1** outwards and remove in an upward direction.
- Slightly lift the battery and ease it clear of the holder until the battery positive terminal is accessible.



- Disconnect battery negative lead **1** and remove the battery.
- » The battery is removed.

Installing battery



ATTENTION

Battery not connected in accordance with correct procedure

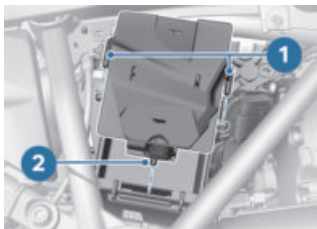
Risk of short-circuit

- Always proceed in compliance with specified installation sequence.

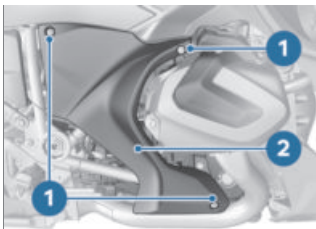


- Secure positive battery cable **1**.
- Slide the battery into the holder, making sure that positive battery cable **1** is correctly routed.

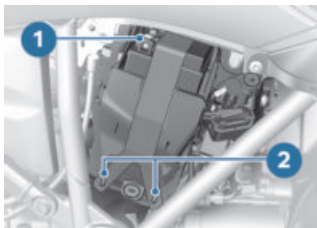
228 MAINTENANCE



- First push the retaining plate under the battery at position **2** and then seat it in mounts **1**.



- Hold battery cover **2** in position.
- Install screws **1**.
- Set the clock (☞ 117).
- Set the date (☞ 117).



- Remove the insulating tape from negative battery cable **1**.
- Secure negative battery cable **1**.
- Secure the battery with rubber strap **2**.

FUSES

Replacing fuses

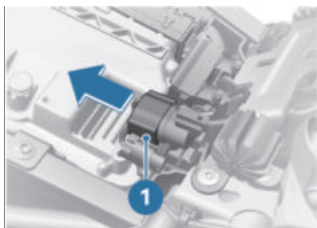


ATTENTION

Jumping of blown fuses

Risk of short-circuit and fire

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

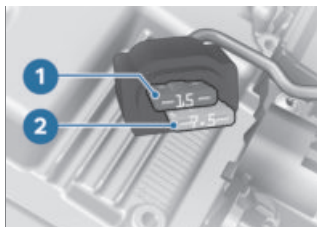


- Switch off the ignition.
- Remove the rider's seat (148).
- Remove fuse box 1.
- Consult the fuse assignment diagram and replace the defective fuse.

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

- Insert fuse box 1.
- Install the rider's seat (148).

Fuse assignment



Fuse 1

15 A (Instrument cluster, anti-theft alarm system (DWA), ignition lock, diagnostic socket, topcase lighting)

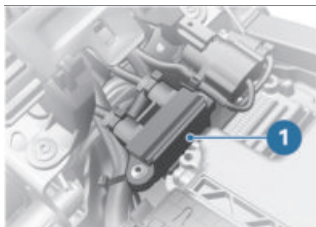


Fuse 2

7.5 A (Multifunction switch left, tyre pressure control (RDC))


230 MAINTENANCE

Fuse for alternator regulator

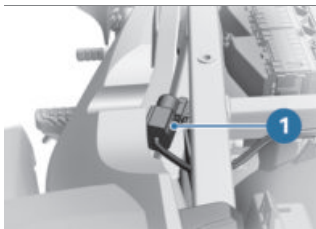


1 50 A

Alternator regulator


 Have the fuse replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Fuse for audio system



1 15 A

Fuse for audio system

 Have the fuse replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

DIAGNOSTIC CONNECTOR


Disengaging diagnostic socket

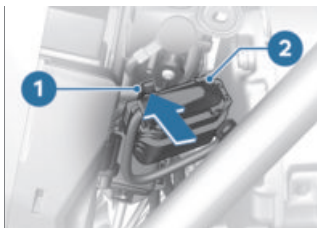
CAUTION

Incorrect procedure followed when loosening the diagnostic connector for the on-board diagnosis

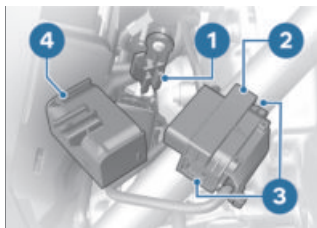
Motorcycle experiences malfunctions

- Only have the diagnostic connector loosened by a specialist workshop or other authorised persons during your next BMW Service appointment.
- Have the work performed by appropriately trained staff.
- Refer to the vehicle manufacturer specifications.

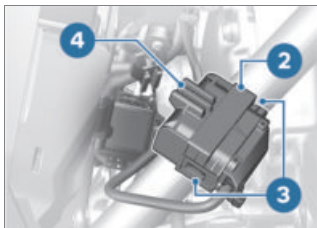
- Remove the battery cover ( 226).



- Press hook **1** and pull diagnostic socket **2** up to remove.



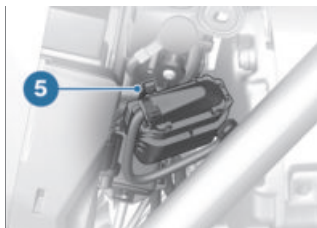
- Insert diagnostic socket **2** into holder **4**.
- » Locks **3** engage on both sides.
- Seat bracket **4** on mounting **1**.



- Press locks **3** on both sides.
- Disengage diagnostic socket **2** from holder **4**.
- » The interface to the diagnosis and information system can be connected to the diagnostic connector **2**.

Securing diagnostic socket

- Disconnect the interface for the diagnosis and information system.



- Make sure that hook **5** engages.
- Install the battery cover (→ 228).

ACCESSORIES

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GENERAL NOTES



CAUTION

Use of other-make products

Safety risk

- BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW vehicles without constituting a safety hazard. Country-specific official authorisation does not suffice as assurance. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW vehicles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your vehicle.

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

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

POWER SOCKETS

Connection of electrical devices

- You can start using electrical devices connected to the motorcycle's sockets only when the ignition is switched on.

Cable routing

- The cables from the power sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
- The cable routing should not restrict the steering angle or obstruct handling.
- The cables must not be trapped.

Automatic shutdown

- The sockets will be automatically switched off during the start procedure.
- The power supply to the sockets is switched off a certain time after the ignition is switched off, in order to prevent overloading of the on-board electrics. Low-wattage electrical accessories might not be recognised by the vehicle's electronics. In such cases, power sockets are switched off very shortly after the ignition is turned off.



Automatic shutdown of the sockets after ignition OFF

max 15 min

- If the battery charge state is too low to maintain the motorcycle's start capability, the power sockets are switched off.
- The power sockets are also switched off when the maximum load capability as stated in the technical data is exceeded.

TOPCASE

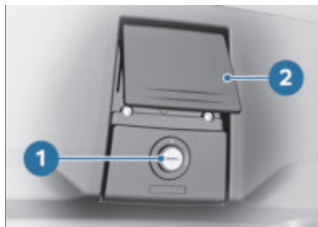
- with topcase^{OA}

Opening topcase

- with central locking system^{OE}
- If necessary, unlock the central locking system.<



- Turn the key in the topcase lock to the dot position and remove the key from the lock.




- Press lock barrel **1** down.
- » Release lever **2** pops up.
- Pull release lever **2** all the way up and open the lid of the topcase.

236 ACCESSORIES

Closing topcase



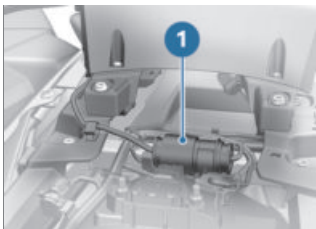
- Pull release lever **2** all the way up.
- Close the lid of the topcase and hold it down. Check that nothing is trapped between the lid and the case.

 The topcase can also be closed when the lock is in the **LOCK** position. In this case, make sure that the key is not left inside the topcase.

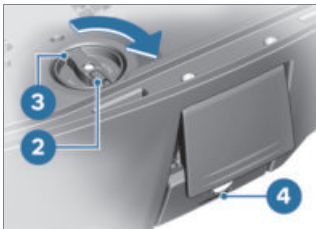
- Push release lever **2** down until it engages.
- Turn the key in the topcase lock to the **LOCK** position and remove the key from the lock.

Removing topcase

- Remove the rider's seat (148).
- Remove the passenger seat (149).



- Disconnect plug connection **1**.
- Work the plug of the topcase through to the rear.
- Open the topcase.
- If applicable, empty the topcase and lift out the bottom mat.



- Push slide latch **2** toward the outside and hold it in this position.
- Turn rotary latch **3** in the direction indicated by the **RELEASE** arrow.
- » Release warning **4** is visible.
- Close the topcase.



- Lift the topcase at the rear and remove it from the luggage carrier.
- Install the passenger seat (➡ 150).
- Install the rider's seat (➡ 148).

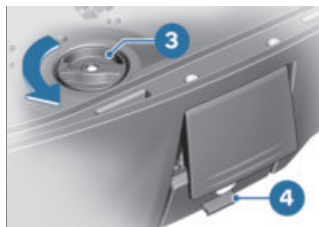
Installing topcase

- Remove the rider's seat (➡ 148).
- Remove the passenger seat (➡ 149).
- If applicable, empty the topcase and lift out the bottom mat.



- Set the topcase on the luggage carrier.

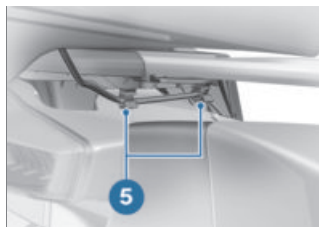
- Open the topcase (➡ 235).



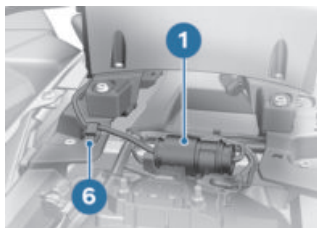
- Turn rotary latch **3** as far as it will go in the direction indicated by the **LOCK** arrow while pressing down on the back edge of the topcase.
- » Release warning **4** is no longer visible.

If the release warning is still visible the topcase is not correctly secured.

- Make sure that the topcase is correctly seated on the luggage carrier.



- Seat the connecting cable in holders **5** and route it forward.



- Work the cable into place at positions **6**.
- Connect plug connection **1**.
- Install the passenger seat (→ 150).
- Install the rider's seat (→ 148).

Maximum payload and maximum speed

Note the maximum payload and the maximum permissible speed.

The values for the combination described here are as follows:

	Maximum speed for riding with a loaded top-case
max 180 km/h	
	Payload of topcase
max 5 kg	

OPTIONAL ACCESSORIES

Available optional accessories



Your authorised BMW Motorrad retailer can offer expert advice on the choice of genuine BMW parts, accessories and other produces, such as luggage systems or windscreens. You can examine all the optional accessories from BMW Motorrad by visiting: **bmw-motorrad.com**.

CARE

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CARE PRODUCTS

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



ATTENTION

Use of unsuitable cleaning and care products

Damage to vehicle parts

- Do not use solvents such as cellulose thinners, cold cleaners, fuel or the like, and do not use cleaning products that contain alcohol.



ATTENTION

Use of strongly acidic or strongly alkaline cleaning agents

Damage to vehicle parts

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

WASHING THE VEHICLE

BMW Motorrad recommends that you use BMW insect remover to soften and wash off insects and stubborn dirt on painted parts prior to washing the vehicle.

To prevent stains, do not wash the motorcycle immediately after it has been exposed to strong sunlight and do not wash it in the sun.

Remove dirt from the fork legs at regular intervals.

Make sure that the vehicle is washed frequently, especially during the winter months.

To remove road salt, clean the motorcycle with cold water immediately after every trip.

**WARNING**

Wet brake discs and brake pads after vehicle wash, after riding through water and in rainy conditions

Diminished braking effect, risk of accident

- Apply the brakes in good time to allow the friction and heat to dry the brake discs and brake pads.

**ATTENTION**

Effect of road salt intensified by warm water

Corrosion

- Use only cold water to wash off road salt.

**ATTENTION**

Damage due to high water pressure from high pressure cleaners or steam cleaners

Corrosion or short circuit, damage to labels, seals, hydraulic brake system, electrical system and the motorcycle seat

- Exercise restraint when using a steam jet or high pressure cleaning equipment.

CLEANING EASILY DAMAGED COMPONENTS

Plastics

**ATTENTION**

Use of unsuitable cleaning agents

Damage to plastic surfaces

- Do not use cleaning agents that contain alcohol, solvents or abrasives.
- Do not use insect-remover pads or cleaning pads with hard, scouring surfaces.

Trim panel components

Clean trim panel components with water and BMW Motorrad solvent cleaner.

Plastic windscreens and headlight lenses

Remove dirt and insects with a soft sponge and plenty of water.



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



Clean with water and sponge only.



Do not use any chemical cleaning agents.

Chrome

Carefully clean chrome parts with plenty of water and motorcycle cleaner from the BMW Motorrad Care Products range. This is particularly important to counter the effects of road salt. For an additional treatment, use BMW Motorrad metal polish.

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

- Take care not to bend the radiator fins when cleaning.

Rubber

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



ATTENTION

Application of silicone sprays to rubber seals

Damage to the rubber seals

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

Radar sensor

—with Active Cruise Control^{OE}



Clean radar sensor **1** with a cloth moistened with a proprietary glass cleaner.

CARE OF PAINTWORK

Washing the vehicle regularly will help counteract the long-term effects of substances that can damage the paint, especially if your vehicle is ridden in areas with high air pollution or natural sources of dirt, for example tree resin or pollen. Remove particularly aggressive substances immediately, however, as otherwise the paint can be affected or become discoloured. Substances of this nature include spilt fuel, oil, grease, brake fluid and bird droppings. For this, we recommend BMW Motorrad solvent cleaner followed by BMW Motorrad gloss polish for preservation.

Marks on the paintwork are particularly easy to see after the motorcycle has been washed. Remove stains of this kind at the earliest possible opportunity, using benzine or petroleum spirit on a clean cloth or ball of cotton wool. BMW Motorrad recommends using BMW tar remover for removing specks of tar. Then apply preserving agent to the areas treated in this way.

PAINTWORK PRESERVATION

If water no longer rolls off the paint, the paint must be preserved.

For paint preservation, BMW Motorrad recommends the use of BMW Motorrad gloss polish or agents containing carnauba wax or synthetic wax.

LAYING UP MOTORCYCLE

- Fill the motorcycle's fuel tank.



Fuel additives clean the fuel injection system and the combustion zone. It is advisable to use fuel additives when the engine is operated with low-grade fuel or if the vehicle is to be out of use for a lengthy period of time. More information is available from

your authorised BMW Motorrad retailer.

- Clean the motorcycle.
- Remove the battery (➡ 226).
- Spray the brake and clutch lever pivots and the side-stand and centre-stand pivot mounts with a suitable lubricant.
- Coat bright metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Stand the motorcycle in a dry room in such a way that there is no load on either wheel.

RESTORING MOTORCYCLE TO USE

- Remove the protective wax coating.
- Clean the motorcycle.
- Install the battery (➡ 227).
- Note the checklist (➡ 159).

TECHNICAL DATA

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TROUBLESHOOTING CHART

The engine does not start.

Possible cause	Rectification
Side stand extended and gear engaged	Retract the side stand.
Gear engaged and clutch not disengaged	Select neutral or pull the clutch lever.
No fuel in tank	Refuelling (168).
Battery flat	Charge the battery when connected (224).
Overheating protection for starter motor has been activated. Starter motor can only be operated for a limited period of time.	Allow the starter motor to cool down for approx. 1 minute before using it again.

The Bluetooth connection is not established.

Possible cause	Rectification
The steps required for pairing were not carried out.	Check the necessary steps for pairing in the operating instructions for the communication system.
The communication system was not connected automatically despite successful pairing.	Switch off the helmet's communication system and reconnect it after a minute or two.
Too many Bluetooth devices are saved on the helmet.	All pairing entries on the helmet are deleted (see the communication system operating instructions).
There are other vehicles with Bluetooth-capable devices in the vicinity.	Avoid simultaneously pairing with more vehicles.

Bluetooth connection is interrupted.

Possible cause	Rectification
The Bluetooth connection to the mobile device is interrupted.	Switch off energy saving mode.
The Bluetooth connection to the helmet is interrupted.	Switch off the helmet's communication system and reconnect it after a minute or two.
Bluetooth connection interrupted.	The temperature of the TFT display is too high. Bluetooth is deactivated. The brightness of the TFT display is reduced. Keep direct sunlight off the TFT display. Interrupt your journey until the components have cooled down.
The volume in the helmet cannot be adjusted.	Switch off the helmet's communication system and reconnect it after a minute or two.
In-helmet volume is too low.	Set the mobile device's volume for media and calls to maximum.

TFT display faulty.

Possible cause	Rectification
TFT display brightness reduced.	The temperature of the TFT display is too high. The brightness of the TFT display is reduced. Keep direct sunlight off the TFT display. Interrupt your journey until the components have cooled down.

250 TECHNICAL DATA

The phonebook is not displayed in the TFT display.

Possible cause	Rectification
The phonebook was not transmitted to the vehicle.	Confirm transmission of the phone data (129) when pairing the mobile device.
Not all contacts are shown.	The number of phonebook entries that can be saved in the TFT display is limited. Reduce the number of phonebook entries on the mobile device.

Active route guidance is not displayed in the TFT display.

Possible cause	Rectification
Navigation from the BMW Motorrad Connected app was not transmitted.	Call up the BMW Motorrad Connected app on the paired mobile device prior to departure.
The route guidance cannot be started.	Make sure that the mobile device has a data connection and check the map data on the mobile device.

Playlist not shown on the TFT display.

Possible cause	Rectification
Too many tracks in the playlist on the mobile device.	Reduce the number of tracks in the playlist on the mobile device.

THREADED FASTENERS





Front wheel	Value	Valid
Radial brake caliper on telescopic forks		
M10 x 65	38 Nm	
Fork bridge, lower, to slider tube		
M8 x 35	Tightening sequence: Tighten screws six times in alternate sequence	
	19 Nm	
Wheel-speed sensor to fork leg		
M6 x 16 Micro-encapsulated or medium-strength thread-locking compound	8 Nm	
Quick-release axle in telescopic forks		
M12 x 20	30 Nm	
Rear wheel	Value	Valid
Rear wheel to wheel flange		
M10 x 1.25 x 40	Tightening sequence: tighten in diagonally opposite sequence	
	60 Nm	

252 TECHNICAL DATA

Exhaust system	Value	Valid
Silencer to rear frame		
M8 x 35	19 Nm	
Clamp to silencer and exhaust manifold		
	22 Nm	

Mirror arm	Value	Valid
Mirror to holder		
M6 x 50	8 Nm	

FUEL

Recommended fuel grade	 Premium unleaded (maximum 15 % ethanol, E15)  95 ROZ/RON 90 AKI
Alternative fuel grade	 Regular unleaded (power- and consumption-related restrictions) (max 15 % ethanol, E10/E15)  91 ROZ/RON 87 AKI
Usable fuel capacity	approx. 25 l
Reserve fuel	approx. 4 l
Fuel consumption	4.8 l/100 km, according to WMTC
–with power reduction ^{OE}	4.9 l/100 km, according to WMTC
CO2 emission	110 g/km, following world-wide harmonised motorcycle test cycle (WMTC)
–with power reduction ^{OE}	113 g/km, following world-wide harmonised motorcycle test cycle (WMTC)
Exhaust emissions standard	EU 5
–with Canada export ^{NV}	TIER 2, measured in accordance with FTP75

254 TECHNICAL DATA

ENGINE OIL

Engine oil, capacity	max 4 l, with filter change
Specification	SAE 5W-40, API SL / JASO MA2, Additives (e.g. molybdenum-based) are not permissible because they can attack coated components of the engine, BMW Motorrad recommends BMW Motorrad ADVANTEC Ultimate oil.
Engine oil, quantity for topping up	max 0.8 l, Difference between MIN and MAX

BMW recommends  **ADVANTEC**
ORIGINAL BMW ENGINE OIL

ENGINE

Engine number location	Crankcase, bottom right, below starter motor
Engine type	A74B12M
Engine design	Air/liquid-cooled, two-cylinder four-stroke opposed-twin engine with two overlying, spur-gear-driven camshafts, a counterbalance shaft and BMW ShiftCam variable intake camshaft control
Displacement	1254 cm ³
Cylinder bore	102.5 mm
Piston stroke	76 mm
Compression ratio	12.5:1

Nominal capacity	100 kW, at engine speed: 7750 min ⁻¹
–with power reduction ^{OE}	79 kW, at engine speed: 7750 min ⁻¹
Torque	143 Nm, at engine speed: 6250 min ⁻¹
–with power reduction ^{OE}	140 Nm, at engine speed: 5000 min ⁻¹
Maximum engine speed	max 9000 min ⁻¹
Idle speed	1050 min ⁻¹ , Engine at regular operating temperature

CLUTCH

Clutch type	Multiplate oil-bath clutch, anti-hopping
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TRANSMISSION

Type of transmission	Claw-shift 6-speed transmission with helical-cut splines
Gearbox transmission ratios	1.000 (60:60 teeth), Primary transmission ratio 1.650 (33:20 teeth), Transmission input ratio 2.438 (39:16 teeth), 1st gear 1.714 (36:21 teeth), 2nd gear 1.296 (35:27 teeth), 3rd gear 1.059 (36:34 teeth), 4th gear 0.943 (33:35 teeth), 5th gear 0.848 (28:33 teeth), 6th gear 1.061 (35:33 teeth), Transmission output ratio

256 TECHNICAL DATA

FINAL DRIVE

Type of final drive	Shaft drive with bevel gears
Gear ratio of final drive	2.75 (33/12 teeth)
—with alternative ratio ^{OE}	2.82 (31/11 teeth)
Rear axle differential oil	SAE 70W-80 / Hypoid Axle G3

FRAME

Frame type	Tubular steel frame with supporting drive unit, steel pipe rear frames
Type plate location	Frame, front left at steering head
Position of the vehicle identification number	Frame, front right below steering head

CHASSIS AND SUSPENSION

Front wheel

Type of front suspension	BMW Telelever, with anti-dive top fork bridge, trailing arm pivot-mounted on engine and telescopic forks, central spring strut supported by training arm and frame
Design of front wheel suspension	Central shock absorber with helical spring
—with Dynamic ESA ^{OE}	Central shock absorber complete with torsion spring and header tank, electrically adjustable decompression and compression-stage damping
Spring travel, front	120 mm, at wheel

Rear wheel

Type of rear suspension	Cast aluminium single swinging arm featuring BMW Motorrad Paralever
Type of rear-wheel suspension	Central spring strut with coil spring, adjustable rebound stage damping and spring preload
–with Dynamic ESA ^{OE}	Central shock absorber complete with torsion spring and header tank, electrically adjustable decompression and compression-stage damping, electrically adjustable spring preload
Spring travel at rear wheel	136 mm, at wheel

BRAKES**Front wheel**

Type of front brake	Hydraulically operated twin disc brake with 4-piston radial brake calipers and floating brake discs
Brake-pad material, front	Sintered metal
Brake disc thickness, front	4.5 mm, When new 4 mm, Wear limit
Play of brake controls (Front brake)	1.6...2.1 mm, at the piston

258 TECHNICAL DATA

Rear wheel

Type of rear brake	Hydraulically actuated disc brake with 2-piston floating caliper and fixed disc
Brake-pad material, rear	Sintered metal
Brake disc thickness, rear	5 mm, When new min 4.5 mm, Wear limit
Blow-by clearance of the foot-brake lever	1...1.5 mm, between the frame and the footbrake lever

WHEELS AND TYRES

Recommended tyre combinations	An overview of currently approved tyres is available from your authorised BMW Motorrad Retailer or on the Internet at bmw-motorrad.com .
Speed category, front/rear tyres	W, required at least: 270 km/h

Front wheel

Front-wheel type	Aluminium cast wheel
Front-wheel rim size	3.50" x 17"
Tyre designation, front	120/70 - ZR17
Load index, front tyre	min. 58
Permissible wheel load, front	max 210 kg
Permissible front-wheel imbalance	max 5 g

Rear wheel

Rear-wheel type	Aluminium cast wheel
Rear wheel rim size	5.50" x 17"
Tyre designation, rear	180/55 - ZR17
Load index, rear tyre	min. 73
Permissible wheel load, rear	max 330 kg
Permissible rear-wheel imbalance	max 5 g

Tyre pressures

Tyre pressure, front	2.5 bar, tyre cold
Tyre pressure, rear	2.9 bar, tyre cold

ELECTRICAL SYSTEM

Electrical rating of on-board sockets	max 12 A, Total for all sockets
Fuse 1	15 A, Instrument cluster, anti-theft alarm system (DWA), ignition lock, diagnostic socket, topcase lighting
Fuse 2	7.5 A, Multifunction switch left, tyre pressure control (RDC)
Fuse 3	15 A, Audio system
Main fuse	50 A, Voltage regulator

Battery

Battery type	AGM (Absorbent Glass Mat)
Battery rated voltage	12 V
Battery rated capacity	16 Ah

Spark plugs

Spark plugs, manufacturer and designation	NGK LMAR8AI-10
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260 TECHNICAL DATA

Lighting

Bulb for high-beam headlight	LED
Bulbs for the low-beam headlight	LED
Bulb for parking light	LED
Bulb for tail light/brake light	LED
Bulbs for turn indicators	LED

ANTI-THEFT ALARM

Activation time on arming	approx. 15 s
Alarm duration	approx. 28 s
Battery type (For Keyless Ride radio-operated key)	CR 1632
Battery type (For remote control of central locking)	CR 2032

DIMENSIONS

Length of motorcycle	2215 mm, over spray guard
Height of motorcycle	1415...1575 mm, over windscreen, at DIN unladen weight
–with windscreen, high ^{OE}	1440...1609 mm, over windscreen, at DIN unladen weight
–with Sport windscreen ^{OE}	1354...1485 mm, over windscreen, at DIN unladen weight
Width of motorcycle	990 mm, with cases
	990 mm, with mirrors
Height of rider's seat	805...825 mm, without rider, at DIN unladen weight
–with rider's seat, low ^{OE}	760...780 mm, without rider, at DIN unladen weight
–with rider's seat, high ^{OE}	830...850 mm, without rider, at DIN unladen weight

Rider's inside-leg arc, heel to heel	1810...1850 mm, without rider, at DIN unladen weight
–with rider's seat, low ^{OE}	1740...1780 mm, without rider, at DIN unladen weight
–with rider's seat, high ^{OE}	1875...1915 mm, without rider, at DIN unladen weight

WEIGHTS

Vehicle kerb weight	279 kg, DIN unladen weight, ready for road, 90 % load of fuel, without optional extras (OE)
Permissible gross vehicle weight	505 kg
Maximum payload	226 kg
Payload per case	max 10 kg
Payload of topcase	max 5 kg

PERFORMANCE FIGURES

Top speed	>200 km/h
–with power reduction ^{OE}	>200 km/h
Maximum speed for riding with a loaded case	max 180 km/h
Maximum speed for riding with a loaded topcase	max 180 km/h

RADIO

Wavebands

FM	87.5...108.0 MHz
AM	531...1602 kHz

262 TECHNICAL DATA

SPEAKERS (VEHICLE-DEPENDENT)

Impedance	4 Ω
Output power	15 W, RMS, per speaker unit
Frequency range	2.402...2.480 kHz

SERVICE

14

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REPORTING SAFETY-RELEVANT DEFECTS

—with Canada export^{NV}

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 retailer, or BMW of North America, LLC.

You can contact the NHTSA by calling the Vehicle Safety hotline on 1-888-327-4236 (teletypewriter TTY for the hearing impaired: 1-800-424-9153) for free, by visiting the website at [http:// www.safercar.gov](http://www.safercar.gov) or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at [http:// www.safercar.gov](http://www.safercar.gov).

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

BMW MOTORRAD SERVICE

BMW Motorrad has an extensive network of retailers in place to look after you and your motorcycle in more than 100 countries. Authorised BMW Motorrad retailers have the technical information and the technical know-how to carry out reliably all maintenance and repair work on your BMW.

You can locate the nearest authorised BMW Motorrad retailer by visiting our website: **bmw-motorrad.com**



WARNING

Maintenance and repair work not in compliance with correct procedure

Risk of accident due to consequential damage

- BMW Motorrad recommends having work of this nature carried out on the vehicle by a specialist workshop, preferably an authorised BMW Motorrad dealer.

In order to help ensure that your BMW is always in optimum condition, BMW Motorrad recommends compliance with the maintenance intervals specified for your motorcycle.

Have all maintenance and repair work carried out confirmed in the "Service" chapter in this manual. Evidence of regular maintenance is essential for generous treatment of claims submitted after the warranty period has expired.

Your authorised BMW Motorrad retailer can provide information on BMW services and the work undertaken as part of each service.

BMW MOTORRAD SERVICE HISTORY

Entries

Maintenance work that has been carried out is entered in the proof of maintenance. The entries are like a Service Booklet and provide proof of regular maintenance.

When an entry is made in the electronic service booklet of the vehicle, service-relevant data is saved in the central IT

systems of BMW AG, Munich, Germany.

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

Objection

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

BMW MOTORRAD MOBILITY SERVICES

As owner of a new BMW vehicle, in circumstances in which assistance is required you can benefit from the protection afforded by the various BMW Motorrad mobility services (e.g. Mobile

Service, breakdown service, vehicle recovery service). Ask your authorised BMW Motorrad retailer for information about the mobility services offered.

MAINTENANCE WORK

BMW pre-delivery check

Your authorised BMW Motorrad retailer conducts the BMW pre-delivery check before handing over the vehicle to you.

BMW Running-in Check

The BMW running-in check has to be performed when the motorcycle has covered between 500 km and 1200 km.

BMW SERVICE

The BMW Service is carried out once a year; the extent of servicing can vary, depending on the age of the vehicle and the distance it has covered. Your authorised BMW Motorrad retailer confirms that the service work has been carried out and enters the date when the next service will be due.

Riders who cover long distances in a year might have to bring in their vehicles for service before the next scheduled date. It is to allow for

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

The service-due indicator in the multifunction display reminds you about one month or 1000 km in advance when the time for a service is approaching, on the basis of the programmed values.

To find out more about service go to:

bmw-motorrad.com/service

The maintenance tasks necessary for your vehicle are set out in the maintenance schedule below:

270 SERVICE

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		X ^b
5			X		X		X		X		X		
6			X		X		X		X		X		
7			X		X		X		X		X		
8												X ^c	X ^c

- 1 BMW running-in check (including oil change)
- 2 BMW Service, standard scope
- 3 Engine-oil change, with filter
- 4 Oil change in bevel gears rear
- 5 Check valve clearances
- 6 Replace all spark plugs
- 7 Replace air-filter element
- 8 Change brake fluid, entire system

^a annually or every 10000 km (whichever comes first)

^b every two years or every 20000 km (whichever comes first)

^c for the first time after one year, then every two years

MAINTENANCE CONFIRMATIONS

BMW Service standard scope

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

- Performing vehicle test with BMW Motorrad diagnosis system
- Visual inspection of clutch system
- Visual inspection of the brake lines, brake hoses and connections
- Checking front brake pads and brake discs for wear
- Checking brake-fluid level, front wheel brake
- Checking rear brake pads and brake disc for wear
- Checking brake-fluid level, rear wheel brake
- Checking coolant level
- Check the side stand's ease of movement
- Checking ease of movement of the centre stand
- Checking tyre pressures and tread depth
- Check lighting and signalling system
- Function test, engine start suppression
- Final inspection and check for road safety
- Setting service-due date and countdown distance with BMW Motorrad diagnosis system
- Checking battery state of charge
- Confirming BMW service in on-board literature

272 SERVICE

BMW pre-delivery check
carried out

at _____

Stamp, signature

BMW Running-in Check
carried out

at _____

Odometer reading _____

Next service

at the latest

at _____

or, when reached earlier

Odometer reading _____

Stamp, signature

BMW Service

carried out

at _____

Odometer reading _____

Next service

at the latest

at _____

or, when reached earlier

Odometer reading _____

Work performed

	Yes	No
BMW Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change, engine, with filter	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in rear bevel gears	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Renewing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Renewing air cleaner insert	<input type="checkbox"/>	<input type="checkbox"/>
Change brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

BMW Service

carried out

at _____

Odometer reading _____

Next service

at the latest

at _____

or, when reached earlier

Odometer reading _____

Work performed

BMW Service

Yes No

☐ ☐

Oil change, engine, with filter

☐ ☐

Oil change in rear bevel gears

☐ ☐

Checking valve clearance

☐ ☐

Renewing all spark plugs

☐ ☐

Renewing air cleaner insert

☐ ☐

Change brake fluid in entire system

☐ ☐

Notes

Stamp, signature

BMW Service

carried out

at _____

Odometer reading _____

Next service

at the latest

at _____

or, when reached earlier

Odometer reading _____

Work performed

	Yes	No
BMW Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change, engine, with filter	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in rear bevel gears	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
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Change brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

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Next service

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or, when reached earlier

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	Yes	No
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Next service

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or, when reached earlier

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or, when reached earlier

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Next service

at the latest

at _____

or, when reached earlier

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at the latest

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or, when reached earlier

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Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Renewing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Renewing air cleaner insert	<input type="checkbox"/>	<input type="checkbox"/>
Change brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

286 SERVICE

[illegible]

DECLARATION OF CONFORMITY FOR ELECTRONIC IMMOBILISER (EWS)	289
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Declaration of Conformity

Radio equipment electronic immobiliser (EWS)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period



Technical information

Frequency Band: 134 kHz
(Transponder: TMS37145 /
TypeDST80, TMS3705
Transponder Base Station IC)
Output Power: 50 dBμV/m

Manufacturer and Address

Manufacturer: BECOM Electronics GmbH
Address: Technikerstraße 1,
A-7442 Hochstraß

Austria

Hiermit erklärt BECOM Electronics GmbH, dass der Funkanlagentyp EWS4 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://www.becom.at/de/download/>

Belgium

Le soussigné, BECOM Electronics GmbH, déclare que l'équipement radioélectrique du type EWS4 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.becom.at/de/download/>

Bulgaria

С настоящото BECOM Electronics GmbH декларира, че този тип радиосъоръжение EWS4 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.becom.at/de/download/>

Cyprus

Με την παρούσα ο/η BECOM Electronics GmbH, δηλώνει ότι ο ραδιοεξοπλισμός EWS4 πληροί την οδηγία 2014/53/ΕΕ.

Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://www.becom.at/de/download/>

Czech Republic

Tímto BECOM Electronics GmbH prohlašuje, že typ rádiového zařízení EWS4 je v souladu se směrnicí 2014/53/EU.

Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese:

<http://www.becom.at/de/download/>

Germany

Hiermit erklärt BECOM Electronics GmbH, dass der Funkanlagentyp EWS4 der Richtlinie 2014/53/EU entspricht.

Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://www.becom.at/de/download/>

Denmark

Hermed erklærer BECOM Electronics GmbH, at radioudstyrstypen EWS4 er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <http://www.becom.at/de/download/>

Estonia

Käesolevaga deklareerib BECOM Electronics GmbH, et käesolev raadioseadme tüüp EWS4 vastab direktiivi 2014/53/EL nõuetele.

ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <http://www.becom.at/de/download/>

Spain

Por la presente, BECOM Electronics GmbH declara que el tipo de equipo radioeléctrico EWS4 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.becom.at/de/download/>

Finland

BECOM Electronics GmbH vakuuttaa, että radiolaitetyypin EWS4 on direktiivin 2014/53/EU mukainen.

EU-vaatimustenmukaisuusvakuutus on täysimittainen teksti on saatavilla seuraavassa internetosoitteessa:
<http://www.becom.at/de/download/>

France

Le soussigné, BECOM Electronics GmbH, déclare que l'équipement radioélectrique du type EWS4 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.becom.at/de/download/>

United Kingdom

Hereby, BECOM Electronics GmbH declares that the radio equipment type EWS4 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.becom.at/de/download/>

Greece

Με την παρούσα ο/η BECOM Electronics GmbH, δηλώνει ότι ο ραδιοεξοπλισμός EWS4 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://www.becom.at/de/download/>

Croatia

BECOM Electronics GmbH ovime izjavljuje da je radijska oprema tipa EWS4 u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <http://www.becom.at/de/download/>

Hungary

BECOM Electronics GmbH igazolja, hogy a EWS4 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <http://www.becom.at/de/download/>

Ireland

Hereby, BECOM Electronics GmbH declares that the radio equipment type EWS4 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.becom.at/de/download/>

Italy

Il fabbricante, BECOM Electronics GmbH, dichiara che il tipo di apparecchiatura radio EWS4 è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <http://www.becom.at/de/download/>

Lithuania

Aš, BECOM Electronics GmbH, patvirtinu, kad radijo įrenginių tipas EWS4 atitinka Direktyvą 2014/53/ES.

Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <http://www.becom.at/de/download/>

Luxembourg

Le soussigné, BECOM Electronics GmbH, déclare que l'équipement radioélectrique du type EWS4 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.becom.at/de/download/>

Latvia

Ar šo BECOM Electronics GmbH deklarē, ka radioiekārta EWS4 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <http://www.becom.at/de/download/>

Malta

B'dan, BECOM Electronics GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju EWS4 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.becom.at/de/download/>

Netherlands

Hierbij verklaar ik, BECOM Electronics GmbH, dat het type radioapparatuur EWS4 conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <http://www.becom.at/de/download/>

Poland

BECOM Electronics GmbH niniejszym oświadcza, że typ urządzenia radiowego EWS4 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <http://www.becom.at/de/download/>

Portugal

O(a) abaixo assinado(a) BECOM Electronics GmbH declara que o presente tipo de equipamento de rádio EWS4 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.becom.at/de/download/>

Romania

Prin prezenta, BECOM Electronics GmbH declară că tipul de echipamente radio EWS4 este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <http://www.becom.at/de/download/>

Sweden

Härmed försäkrar BECOM Electronics GmbH att denna typ av radioutrustning EWS4 överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: <http://www.becom.at/de/download/>

Slovenia

BECOM Electronics GmbH potrjuje, da je tip radijske opreme EWS4 skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <http://www.becom.at/de/download/>

Slovakia

BECOM Electronics GmbH týmto vyhlasuje, že rádiové zariadenie typu EWS4 je v súlade so smernicou 2014/53/EÚ.

Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese:

<http://www.becom.at/de/download/>

FCC Approval

Ring aerial in the ignition switch



To verify the authorization of the ignition key, the electronic immobilizer exchanges information with the ignition key via the ring aerial.

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. ◀

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage



Pour vérifier l'autorisation de la clé de contact, le système d'immobilisation électronique échange des informations avec la clé de contact via l'antenne annulaire.

Le présent dispositif est conforme à la partie 15 des règles de la FCC. Son utilisation est soumise aux deux conditions suivantes :

- (1) Le dispositif ne doit pas produire d'interférences nuisibles, et
- (2) le dispositif doit pouvoir accepter toutes les interférences extérieures, y compris celles qui pourraient provoquer une activation inopportune.



Toute modification qui n'aurait pas été approuvée expressément par l'organisme responsable de l'homologation peut annuler l'autorisation accordée à l'utilisateur pour utiliser le dispositif. ◀

Certifications

Remote Control for central locking system



Česky

Meta System S.p.A. tímto prohlašuje, že tento PF240009 je ve shodě se základními požadavky a dalšími příslušnými ustanoveními směrnice 1999/5/ES.

Dansk

Undertegnede Meta System S.p.A. erklærer herved, at følgende udstyr PF240009 overholder de væsentlige krav og øvrige relevante krav i direktiv 1999/5/EF.

Deutsch

Hiermit erklärt Meta System S.p.A., dass sich das Gerät PF240009 in Übereinstimmung mit den grundlegenden Anforderungen und den übrigen einschlägigen Bestimmungen der Richtlinie 1999/5/EG befindet.

Eesti

Käesolevaga kinnitab Meta System S.p.A. seadme PF240009 vastavust direktiivi 1999/5/EÜ põhinõuetele ja nimetatud direktiivist tulenevatele teistele asjakohastele sätetele.

English

Hereby, Meta System S.p.A., declares that this PF240009 is in compliance with the essential requirements and other relevant provisions of Directive 1999/5/EC.

Español

Por medio de la presente Meta System S.p.A. declara que el PF240009 cumple con los requisitos esenciales y cualesquiera otras disposiciones aplicables o exigibles de la Directiva 1999/5/CE.

Ελληνική

ΜΕ ΣΗΝ ΠΑΡΟΥΣΑ Meta System S.p.A. ΔΗΛΩΝΕΙ ΟΣΙ PF240009 ΣΥΜΜΟΡΦΩΝΕΤΑΙ ΠΡΟΣ ΤΙΣ ΟΥΣΙΩΔΕΙΣ ΑΠΑΙΤΗΣΕΙΣ ΚΑΙ ΤΙΣ ΛΟΙΠΕΣ ΣΧΕΤΙΚΕΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΟΔΗΓΙΑΣ 1999/5/ΕΚ.

Français

Par la présente Meta System S.p.A. déclare que l'appareil PF240009 est conforme aux exigences essentielles et aux autres dispositions pertinentes de la directive 1999/5/CE.

Italiano

Con la presente Meta System S.p.A. dichiara che questo PF240009 è conforme ai requisiti essenziali ed alle altre disposizioni pertinenti stabilite dalla direttiva 1999/5/CE.

Latviski

Ar šo Meta System S.p.A. deklarē, ka PF240009 atbilst Direktīvas 1999/5/EK būtiskajām prasībām un citiem ar to saistītajiem noteikumiem.

Lietuvių

Šiuo Meta System S.p.A. deklaruoja, kad šis PF240009 atitinka esminius reikalavimus ir kitas 1999/5/EB Direktyvos nuostatas.

Nederlands

Hierbij verklaart Meta System S.p.A. dat het toestel PF240009 in overeenstemming is met de essentiële eisen en de andere relevante bepalingen van richtlijn 1999/5/EG.

Malti

Hawnhekk, Meta System S.p.A., jiddikjara li dan PF240009 jikkonforma mal-ħtiġijiet essenzjali u ma provvedimenti oħrajn rilevanti li hemm fid-Dirrettiva 1999/5/EC.

Magyar

Alulírott, Meta System S.p.A. nyilatkozom, hogy a PF240009 megfelel a vonatkozó alapvető követelményeknek és az 1999/5/EC irányelv egyéb előírásainak.

Polski

Niniejszym Meta System S.p.A. oświadcza, że PF240009 jest zgodny z zasadniczymi wymogami oraz pozostałymi stosownymi postanowieniami Dyrektywy 1999/5/EC.

Português

Meta System S.p.A. declara que este PF240009 está conforme com os requisitos essenciais e outras disposições da Directiva 1999/5/CE.

Slovensko

Meta System S.p.A. izjavlja, da je ta PF240009 v skladu z bistvenimi zahtevami in ostalimi relevantnimi določili direktive 1999/5/ES.

Slovensky

Meta System S.p.A. týmto vyhlasuje, že PF240009 spĺňa základné požiadavky a všetky príslušné ustanovenia Smernice 1999/5/ES.

Suomi

Meta System S.p.A. vakuuttaa täten että PF240009 tyyppinen laite on direktiivin 1999/5/EY oleellisten vaatimusten ja sitä koskevien direktiivin muiden ehtojen mukainen.

Svenska

Härmed intygar Meta System S.p.A. att denna PF240009 står i överensstämmelse med de väsentliga egenskapskrav och övriga relevanta bestämmelser som framgår av direktiv 1999/5/EG.

Íslenska

Hér með lýsir Meta System S.p.A. yfir því að PF240009 er í samræmi við grunnkröfur og aðrar kröfur, sem gerðar eru í tilskipun 1999/5/EC.

Norsk

Meta System S.p.A. erklærer herved at utstyret PF240009 er i samsvar med de grunnleggende krav og øvrige relevante krav i direktiv 1999/5/EF.

USA, Canada

Product name: TX BMW
MR FCC ID: P3O98400
IC:4429A - TXBMWMR

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Declaration Of Conformity

R&TTE Declaration Of Conformity (DoC)

CE 0470

We: **Meta System S.p.A.**

with the address: Via Majakovskij 10 b/c/
d/e 42124 Reggio
Emilia -Italy

Declare

Under own responsibility that the product:

TX BMW MR

To which this declaration relates is in conformity with the essential requirements and other relevant requirements of the R&TTE Directive (1999/5/EC).

This product is in conformity with the following standards:

Health & Safety (art.3.1)
EMC (art.3.2) Spectrum
Human exposure

EN 60950-1
ETSI EN 301 489-1/-3
ETSI EN 300 220 - 2
EN 62311

According to Directive 1999/5/

CE Reggio Emilia , 14/07/2010

Technical
Director Lasagni
Cesare



Declaration of Conformity

Radio equipment Keyless Ride

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period



Technical information

Frequency band: 434,42 MHz
Maximum Transmission Power:
10 mW

Manufacturer and Address

Manufacturer: Huf Hülsbeck & Fürst GmbH & Co. KG
Address: Steeger Str. 17, 42551 Velbert, Germany

Bългарски

С настоящото Huf Hülsbeck & Fürst GmbH & Co. KG декларира, че този тип радиосъоръжение HUF5750 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.huf-group.com/eudoc/>

Česky

Tímto Huf Hülsbeck & Fürst GmbH & Co. KG prohlašuje, že typ rádiového zařízení HUF5750 je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <http://www.huf-group.com/eudoc>

Dansk

Hermed erklærer Huf Hülsbeck & Fürst GmbH & Co. KG, at radioudstyrstypen HUF5750 er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <http://www.huf-group.com/eudoc>

Germany

Hiermit erklärt Huf Hülsbeck & Fürst GmbH & Co. KG, dass der Funkanlagentyp HUF5750 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://www.huf-group.com/eudoc>

Eesti

Käesolevaga deklareerib Huf Hülsbeck & Fürst GmbH & Co. KG, et käesolev raadioseadme tüüp HUF5750 vastab direktiivi 2014/53/EL nõuetele. Eli vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <http://www.huf-group.com/eudoc>

English

Hereby, Huf Hülsbeck & Fürst GmbH & Co. KG declares that the radio equipment type HUF5750 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.huf-group.com/eudoc>

Español

Por la presente, Huf Hülsbeck & Fürst GmbH & Co. KG declara que el tipo de equipo radioeléctrico HUF5750 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.huf-group.com/eudoc>

Français

Le soussigné, Huf Hülsbeck & Fürst GmbH & Co. KG, déclare que l'équipement radioélectrique du type HUF5750 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.huf-group.com/eudoc>

Hrvatski

Huf Hülsbeck & Fürst GmbH & Co. KG ovime izjavljuje da je radijska oprema tipa HUF5750 u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <http://www.huf-group.com/eudoc>

Íslenska

Hér Hülsbeck & Fürst GmbH & Co. KG að radióbúnaður gerð HUF5750 tilskipunar 2014/53/EB samsvarandi.

The fullur texti af ESB-samræmisýfirlýsing er í boði á eftirfarandi veffang: <http://www.huf-group.com/eudoc>

Italiano

Il fabbricante, Huf Hülsbeck & Fürst GmbH & Co. KG, dichiara che il tipo di apparecchiatura radio HUF5750 è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <http://www.huf-group.com/eudoc>

Latviski

Ar šo Huf Hülsbeck & Fürst GmbH & Co. KG deklarē, ka radioiekārta HUF5750 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <http://www.huf-group.com/eudoc>

Lietuvių

Aš, Huf Hülsbeck & Fürst GmbH & Co. KG, patvirtinu, kad radijo įrenginių tipas HUF5750 atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <http://www.huf-group.com/eudoc>

Magyar

Huf Hülsbeck & Fürst GmbH & Co. KG igazolja, hogy a HUF5750 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <http://www.huf-group.com/eudoc>

Malti

B'dan, Huf Hülsbeck & Fürst GmbH & Co. KG, niddikjara li dan it-tip ta' tagħmir tar-radju HUF5750 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.huf-group.com/eudoc>

Nederlands

Hierbij verklaar ik, Huf Hülsbeck & Fürst GmbH & Co. KG, dat het type radioapparatuur HUF5750 conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <http://www.huf-group.com/eudoc>

Norsk

Herved Huf Hülsbeck & Fürst GmbH & Co. KG at radioustyrstype HUF5750 i direktiv 2014/53/EU tilsvarende. Den fullstendige teksten i EU-erklæring er tilgjengelig på følgende internettsadresse: <http://www.huf-group.com/eudoc>

Polski

Huf Hülsbeck & Fürst GmbH & Co. KG niniejszym oświadcza, że typ urządzenia radiowego HUF5750 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <http://www.huf-group.com/eudoc>

Português

O(a) abaixo assinado(a) Huf Hülsbeck & Fürst GmbH & Co. KG declara que o presente tipo de equipamento de rádio HUF5750 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.huf-group.com/eudoc>

Românesc

Prin prezenta, Huf Hülsbeck & Fürst GmbH & Co. KG declară că tipul de echipamente radio HUF5750 este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <http://www.huf-group.com/eudoc>

Slovensko

Huf Hülsbeck & Fürst GmbH & Co. KG potrjuje, da je tip radijske opreme HUF5750 skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <http://www.huf-group.com/eudoc>

Slovensky

Huf Hülsbeck & Fürst GmbH & Co. KG týmto vyhlasuje, že rádiové zariadenie typu HUF5750 je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <http://www.huf-group.com/eudoc>

Suomi

Huf Hülsbeck & Fürst GmbH & Co.
KG vakuuttaa, että
radiolaitetyyppi HUF5750 on
direktiivin 2014/53/EU mukainen.
EU-

vaatimustenmukaisuusvakuutukse
n täysimittainen teksti on
saatavilla seuraavassa
internetosoitteessa: [http://
www.huf-
group.com/eudoc](http://www.huf-group.com/eudoc)

Svenska

Härmed försäkrar Huf Hülsbeck &
Fürst GmbH & Co. KG att denna
typ av radioutrustning HUF5750
överensstämmer med direktiv
2014/53/EU.

Den fullständiga texten till EU-
försäkran om överensstämmelse
finns på följande webbadress:
<http://www.huf-group.com/eudoc>

Ελληνική

Με την παρούσα ο/η Huf
Hülsbeck & Fürst, δηλώνει ότι ο
ραδιοεξοπλισμός HUF5750
πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης
συμμόρφωσης ΕΕ διατίθεται στην
ακόλουθη ιστοσελίδα στο
διαδίκτυο: [http://www.huf-
group.com/eudoc](http://www.huf-group.com/eudoc)

Certifications

BMW Keyless Ride ID Device



USA, Canada:

Product name: BMW Keyless Ride ID
Device FCC ID: YGOHUF5750
IC: 4008C-HUF5750



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Canada:

Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

USA:

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Argentina:

CNC COMISIÓN NACIONAL
DE COMUNICACIONES

H-17115

Declaration Of Conformity

We declare under our responsibility that the product

BMW Keyless Ride ID Device (Model: HUF5750)

complies with the appropriate essential requirements of the article 3 of the R&TIE and the other relevant provisions, when used for its intended purpose. Applied Standards:

1. Health and safety requirements contained in article 3 (1) a)
 - EN 60950-1:2006+A11:2009+A1:2010+A12:2011; Information technology equipment-Safety
2. Protection requirements with respect to electromagnetic compatibility article 3 (1) b)
 - EN 301 489-1 (V1 .9.2, 09/2011), Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 1: Common technical requirements
 - EN 301 489-3 (V1.4.1, 08/2002) Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 3: Specific conditions for short range devices (SRD) operating on frequencies between 9 kHz and 40 GHz
3. Means of the efficient use of the radio frequency spectrum article 3 (2)
 - EN 300 220-1 & -2 (V2.4.1, 05/2012), electromagnetic compatibility and radio spectrum matters (ERM); Short range devices (SRD); Radio equipment to be used in the 25 MHz to 1000 MHz frequency range with power levels ranging up to 500 mW; Part 1: Technical characteristics and test methods. Part 2: Harmonized EN covering essential requirements under article 3.2 of the R&TIE directive

The product is labeled with the CE marking:



Velbert, October 15th, 2013

A handwritten signature in black ink, appearing to read 'Ben A. Müller', is written over a horizontal line.

Benjamin A. Müller

Product Development Systems
Car Access and Immobilization -
Electronics Huf Hülsbeck & Fürst
GmbH & Co. KG
Steege Straße 17, D-42551
Velbert

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



Technical information

Frequency Band: 433.895 - 433.945 MHz
Output Power: <10 mW e.r.p.

Manufacturer and Address

Manufacturer: Schrader Electronics Ltd.
Address: 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-
vaatimustenmukaisuusvakuutukse
n täysimittainen teksti on saatavilla
seuraavassa internetosoitteessa:
[http://www.tpmseuroshop.com/
documents/
declaration_conformities](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](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](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](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](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](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/EU. 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/EU. 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](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](http://www.tpmseuroshop.com/documents/declaration_conformities)

Certification Tire Pressure Control (TPC)

FCC ID: MRXBC54MA4
IC: 2546A-BC54MA4

FCC ID: MRXBC5A4
IC: 2546A-BC5A4

This device complies with Part 15 of the FCC Rules and with Industry Canada license-exempt RSS standard(s).

Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) This device must accept any interference received, including interference that may cause undesired operation.

WARNING: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

- (1) l'appareil ne doit pas produire de brouillage, et
- (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

WARNING: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

Declaration of Conformity

**Radio equipment TFT
instrument cluster
Model name: ICC10in**

Simplified EU Declaration of
Conformity acc. Radio
Equipment Directive 2014/53/
EU after 12.06.2016 and
during transition period



Technical information

The ICC10in can operate in one
of two operating modes:

1. Normal mode, with Bluetooth
and WLAN on, and
2. Radio off mode (only available
during vehicle manufacturing).

BT operating frq. Range:

2402 – 2480 MHz

BT version: 4.2 (no BTLE)

BT output power:

< +4 dBm (internal antenna)

WLAN operating frq. Range:

2402 – 2472 MHz

WLAN standards:

IEEE 802.11 b/g/n

WLAN output power:

< +14 dBm (internal antenna)

Manufacturer and Address

Manufacturer:

Robert Bosch GmbH

Address:

Robert-Bosch-Platz 1,
70839 Gerlingen, GERMANY

Austria

Hiermit erklärt Robert Bosch
GmbH, dass der Funkanlagentyp
ICC10in der Richtlinie 2014/53/
EU entspricht.

Der vollständige Text der EU-
Konformitätserklärung ist unter
der folgenden Internetadresse
verfügbar: [http://cert.bosch-
carmultimedia.net](http://cert.bosch-carmultimedia.net)

Belgium

Le soussigné, Robert Bosch
GmbH, déclare que l'équipement
radioélectrique du type ICC10in
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://
cert.bosch-carmultimedia.net](http://cert.bosch-carmultimedia.net)

Hiermit erklärt Robert Bosch
GmbH, dass der Funkanlagentyp
ICC10in der Richtlinie
2014/53/EU entspricht.

Der vollständige Text der EU-
Konformitätserklärung ist unter
der folgenden Internetadresse
verfügbar: [http://cert.bosch-
carmultimedia.net](http://cert.bosch-carmultimedia.net)

Hierbij verklaar ik, Robert Bosch GmbH, dat het type radioapparatuur ICC10in conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <http://cert.bosch-carmultimedia.net>

Bulgaria

С настоящото Robert Bosch GmbH декларира, че този тип радиосъоръжение ICC10in е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: <http://cert.bosch-carmultimedia.net>

Cyprus

Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός ICC10in πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://cert.bosch-carmultimedia.net>

Czech Republic

Tímto Robert Bosch GmbH prohlašuje, že typ rádiového zařízení ICC10in je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <http://cert.bosch-carmultimedia.net>

Germany

Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp ICC10in der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://cert.bosch-carmultimedia.net>

Denmark

Hermed erklærer Robert Bosch GmbH, at radioudstyrstypen ICC10in er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <http://cert.bosch-carmultimedia.net>

Estonia

Käesolevaga deklareerib Robert Bosch GmbH, et käesolev raadioseadme tüüp ICC10in vastab direktiivi 2014/53/EL nõuetele. Eli vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <http://cert.bosch-carmultimedia.net>

Spain

Por la presente, Robert Bosch GmbH declara que el tipo de equipo radioeléctrico ICC10in 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://cert.bosch-carmultimedia.net>

Finland

Robert Bosch GmbH vakuuttaa, että radiolaitetyyppi ICC10in on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <http://cert.bosch-carmultimedia.net>

France

Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type ICC10in 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://cert.bosch-carmultimedia.net>

Greece

Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός ICC10in πληροί την οδηγία 2014/53/ΕΕ.

Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://cert.bosch-carmultimedia.net>

Croatia

Robert Bosch GmbH ovime izjavljuje da je radijska oprema tipa ICC10in u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećem jtern etskoj adresi: <http://cert.bosch-carmultimedia.net>

Hungary

Robert Bosch GmbH igazolja, hogy a ICC10in típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <http://cert.bosch-carmultimedia.net>

Ireland

Hereby, Robert Bosch GmbH declares that the radio equipment type ICC10in 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://cert.bosch-carmultimedia.net>

Italy

Il fabbricante, Robert Bosch GmbH, dichiara che il tipo di apparecchiatura radio ICC10in è conforme alla direttiva 2014/53/UE.

Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <http://cert.bosch-carmultimedia.net>

Lithuania

Aš, Robert Bosch GmbH, patvirtinu, kad radijo įrenginių tipas ICC10in atitinka Direktyvą 2014/53/ES.

Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <http://cert.bosch-carmultimedia.net>

Luxembourg

Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type ICC10in 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://cert.bosch-carmultimedia.net>

Latvia

Ar šo Robert Bosch GmbH deklarē, ka radioiekārta ICC10in atbilst Direktīvai 2014/53/ES.

Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <http://cert.bosch-carmultimedia.net>

Malta

B'dan, Robert Bosch GmbH,
niddikjara li dan it-tip ta' tagħmir
tar-radju ICC10in 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://cert.bosch-carmultimedia.net>

Netherlands

Hierbij verklaar ik, Robert Bosch
GmbH, dat het type
radioapparatuur ICC10in conform
is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-
conformiteitsverklaring kan worden
geaadpleegd op het volgende
internetadres: <http://cert.bosch-carmultimedia.net>

Poland

Robert Bosch GmbH niniejszym
oświadcza, że typ urządzenia
radiowego ICC10in jest zgodny z
dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE
jest dostępny pod następującym
adresem internetowym: <http://cert.bosch-carmultimedia.net>

Portugal

O(a) abaixo assinado(a) Robert
Bosch GmbH declara que o
presente tipo de equipamento de
rádio ICC10in está em
conformidade com a Diretiva
2014/53/UE.
O texto integral da declaração de
conformidade está disponível no
seguinte endereço de Internet:
<http://cert.bosch-carmultimedia.net>

Romania

Prin prezenta, Robert Bosch GmbH
declară că tipul de echipamente
radio ICC10in este în conformitate
cu Directiva 2014/53/UE.
Textul integral al declarației UE de
conformitate este disponibil la
următoarea adresă internet: <http://cert.bosch-carmultimedia.net>

Sweden

Härmed försäkrar Robert Bosch
GmbH att denna typ av
radioutrustning ICC10in
verensstämmer med direktiv
2014/53/EU.
Den fullständiga texten till EU-
frskran om verensstämelse finns
pf ljande webbadress: <http://cert.bosch-carmultimedia.net>

Slovenia

Robert Bosch GmbH potrjuje, da je tip radijske opreme ICC10in skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu:
<http://cert.bosch-carmultimedia.net>

Slovakia

Robert Bosch GmbH týmto vyhlasuje, že rádiové zariadenie typu ICC10in je v súlade so smernicou 2014/53/EÚ. pln E vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <http://cert.bosch-carmultimedia.net>

United Kingdom

Hereby, Robert Bosch GmbH declares that the radio equipment type ICC10in 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://cert.bosch-carmultimedia.net>

Declaration of Conformity

Radio equipment TFT instrument cluster

For all Countries without EU

Model name: ICC10in

Technical information

The ICC10in can operate in one of two operating modes:

1. Normal mode, with Bluetooth and WLAN on, and
2. Radio off mode (only available during vehicle manufacturing).

BT operating freq. Range:

2402 – 2480 MHz

BT version: 4.2 (no BTLE)

BT output power:

< +4 dBm (internal antenna)

WLAN operating freq. Range:

2402 – 2472 MHz

WLAN standards:

IEEE 802.11 b/g/n

WLAN output power:

< +14 dBm (internal antenna)

Manufacturer and Address

Manufacturer:

Robert Bosch GmbH

Address:

Robert-Bosch-Platz 1,
70839 Gerlingen, GERMANY

Turkey

Robert Bosch GmbH, ICC10in tipi telsiz sisteminin 2014/53/EU nolu yönetmeliğe uygun olduğunu beyan eder. AB Uygunluk Beyanı'nın tam metni, aşağıdaki internet adresinden görülebilir: <http://cert.bosch-carmultimedia.net>

Brazil

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL www.anatel.gov.br

Thailand

เครื่องโทรคมนาคมและอุปกรณ์
มีความสอดคล้องตามข้อกำหนดของ กทท.

(This telecommunication equipments is in compliance with NTC requirements)

Argentina



Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

Radiofrequency radiation exposure Information: This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 centimeters between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

- (1) L'appareil ne doit pas produire de brouillage;
- (2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Informations sur l'exposition aux radiofréquences:

Cet équipement est conforme aux limites d'exposition aux radiations fixées par le Canada pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec une distance minimale de 20 centimètres entre le radiateur et votre corps. Cet émetteur ne doit pas être co-localisée ou opérant en conjonction avec autre antenne ou émetteur.

United States (USA)

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications made to this equipment not expressly approved by Robert Bosch GmbH may void the FCC authorization to operate this equipment.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Japan

This device is granted pursuant to the Japanese Radio Law (電波法) and the Japanese

Telecommunications Business Law (電気通信事業法)

本製品は、電波法と電気通信事業法に基づく適合証明を受けております。

This device should not be modified (otherwise the granted designation number will become invalid)

本製品の改造は禁止されています。
(適合証明番号などが無効となります。)



R

201-200559

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20 0138 201

Korea

Equipment Name: BMW A-Kombi

Basic model number: ICC10in

Manufacturer/Country of Origin:

Robert Bosch GmbH / 포르투갈

Zertifikatsnummer:

R-R-BO2-ICC10in

Serbia



ID: И011 20

Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:

- (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
- (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.



IFETEL

Taiwan, Republic of

根據 NCC 低功率電波輻射性電機管理辦法 規定:第十二條

經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用
者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條

低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。

前項合法通信，指依電信法規定作業之無線電通信。

低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Declaration of Conformity

Radio equipment intelligent emergency call

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period



Technical information

Antenna internal:
Frequency Band: 880 MHz - 915 MHz
Radiated Power [TRP]: < 22 dBm
Not accessible by user:
Frequency Band:
1710 MHz - 1785 MHz
Radiated Power [TRP]: < 26 dBm
Frequency Band:
1920 MHz - 1980 MHz
Radiated Power [TRP]: < 22 dBm
Frequency Band:
880 MHz - 915 MHz
Radiated Power [TRP]: < 23 dBm

Manufacturer and Address

Manufacturer:
Robert Bosch Car Multimedia GmbH
Address: Robert Bosch Str. 200,
31139 Hildesheim, GERMANY

Austria

Hiermit erklärt Robert Bosch Car Multimedia GmbH, dass der Funkanlagentyp TPM E-CALL EU der Richtlinie 2014/53/EU entspricht.

Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://cert.bosch-carmultimedia.net/>

Belgium

Le soussigné, Robert Bosch Car Multimedia GmbH, déclare que l'équipement radioélectrique du type TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

Bulgaria

С настоящото Robert Bosch Car Multimedia GmbH декларира, че този тип радиосъоръжение TPM E-CALL EU е в съответствие с Директива 2014/53/ЕС.

Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: <http://cert.bosch-carmultimedia.net/>

Cyprus

Με την παρούσα ο/η Robert Bosch Car Multimedia GmbH, δηλώνει ότι ο ραδιοεξοπλισμός TPM E-CALL EU πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://cert.bosch-carmultimedia.net/>

Czech Republic

Tímto Robert Bosch Car Multimedia GmbH prohlašuje, že typ rádiového zařízení TPM E-CALL EU je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <http://cert.bosch-carmultimedia.net>

Germany

Hiermit erklärt Robert Bosch Car Multimedia GmbH, dass der Funkanlagentyp TPM E-CALL EU der Richtlinie 2014/53/EU entspricht.

Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://cert.bosch-carmultimedia.net>

Denmark

Hermed erklærer Robert Bosch Car Multimedia GmbH, at radioudstyrstypen TPM E-CALL EU er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <http://cert.bosch-carmultimedia.net>

Estonia

Käesolevaga deklareerib Robert Bosch Car Multimedia GmbH, et käesolev raadioseadme tüüp TPM E-CALL EU vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <http://cert.bosch-carmultimedia.net>

Spain

Por la presente, Robert Bosch Car Multimedia GmbH declara que el tipo de equipo radioeléctrico TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

Finland

Robert Bosch Car Multimedia GmbH vakuuttaa, että radiolaitetyyppi TPM E-CALL EU on direktiivin 2014/53/EU mukainen.

EU-vaatimustenmukaisuusvakuutukseen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <http://cert.bosch-carmultimedia.net>

France

Le soussigné, Robert Bosch Car Multimedia GmbH, déclare que l'équipement radioélectrique du type TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

United Kingdom

Hereby, Robert Bosch Car Multimedia GmbH declares that the radio equipment type TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

Greece

Με την παρούσα ο/η Robert Bosch Car Multimedia GmbH, δηλώνει ότι ο ραδιοεξοπλισμός TPM E-CALL EU πληροί την οδηγία 2014/53/ΕΕ.

Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://cert.bosch-carmultimedia.net>

Croatia

Robert Bosch Car Multimedia GmbH ovime izjavljuje da je radijska oprema tipa TPM E-CALL EU u skladu s Direktivom 2014/53/EU.

Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <http://cert.bosch-carmultimedia.net>

Hungary

Robert Bosch Car Multimedia GmbH igazolja, hogy a TPM E-CALL EU típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.

Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <http://cert.bosch-carmultimedia.net>

Ireland

Hereby, Robert Bosch Car Multimedia GmbH declares that the radio equipment type TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

Italy

Il fabbricante, Robert Bosch Car Multimedia GmbH, dichiara che il tipo di apparecchiatura radio TPM E-CALL EU è conforme al direttiva 2014/53/UE.

Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <http://cert.bosch-carmultimedia.net>

Lithuania

Aš, Robert Bosch Car Multimedia GmbH, patvirtinu, kad radijo įrenginių tipas TPM E-CALL EU atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <http://cert.bosch-carmultimedia.net>

Luxembourg

Le soussigné, Robert Bosch Car Multimedia GmbH, déclare que l'équipement radioélectrique du type TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

Latvia

Ar šo Robert Bosch Car Multimedia GmbH deklarē, ka radioiekārta TPM E-CALL EU atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <http://cert.bosch-carmultimedia.net>

Malta

B'dan, Robert Bosch Car Multimedia GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju TPM E-CALL EU 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://cert.bosch-carmultimedia.net>

Netherlands

Hierbij verklaar ik, Robert Bosch Car Multimedia GmbH, dat het type radioapparatuur TPM E-CALL EU conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <http://cert.bosch-carmultimedia.net>

Poland

Robert Bosch Car Multimedia GmbH niniejszym oświadczam, że typ urządzenia radiowego TPM E-CALL EU jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <http://cert.bosch-carmultimedia.net>

Portugal

O(a) abaixo assinado(a) Robert Bosch Car Multimedia GmbH declara que o presente tipo de equipamento de rádio TPM E-CALL EU está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: <http://cert.bosch-carmultimedia.net>

Romania

Prin prezenta, Robert Bosch Car Multimedia GmbH declară că tipul de echipamente radio TPM E-CALL EU este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <http://cert.bosch-carmultimedia.net>

Sweden

Härmed försäkrar Robert Bosch Car Multimedia GmbH att denna typ av radioutrustning TPM E-CALL EU överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: <http://cert.bosch-carmultimedia.net>

Slovenia

Robert Bosch Car Multimedia GmbH potrjuje, da je tip radijske opreme TPM E-CALL EU skladen z Direktivo 2014/53/EU.

Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <http://cert.bosch-carmultimedia.net>

Slovakia

Robert Bosch Car Multimedia GmbH týmto vyhlasuje, že rádiové zariadenie typu TPM E-CALL EU je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <http://cert.bosch-carmultimedia.net>

Declaration of Conformity

Radio equipment anti-theft alarm (DWA)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period



Technical information

Frequency Band:
433.05-434.79 MHz
Output Power: 10 mW e.r.p.

Manufacturer and Address

Manufacturer: Meta System S.p.A.
Address: Via Galimberti 5 42124
Reggio Emilia - Italy

Austria

Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp 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 TXBMWMMR est conforme à la directive 2014/53/UE

Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante : <https://docs.metasystem.it/>

United Kingdom

Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMMR is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: <https://docs.metasystem.it/>

Greece

Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMMR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <https://docs.metasystem.it/>

Croatia

Meta System S.p.A. ovime izjavljuje da je radijska oprema tipa TXBMWMMR u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <https://docs.metasystem.it/>

Hungary

Meta System S.p.A. igazolja, hogy a TXBMWMMR típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <https://docs.metasystem.it/>

Ireland

Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMMR is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: <https://docs.metasystem.it/>

Italy

Il fabbricante, Meta System S.p.A., dichiara che il tipo di apparecchiatura radio TXBMWMMR è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <https://docs.metasystem.it/>

Lithuania

Aš, Meta System S.p.A., patvirtinu, kad radijo įrenginių tipas 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/>

Declaration of Conformity

Mid Range Radar MRRe14FCR

Simplified EU Declaration of
Conformity under RE-D
(2014/53/EU).



Technical information

Frequenzy band: 76 - 77 GHz
Nominal radiated power:
e.i.r.p. (peak detector): 32 dBm
Nominal radiated power:
e.i.r.p. (RMS detector): 27 dBm

Manufacturer and Address

Manufacturer:
Robert Bosch GmbH
Address:
Robert-Bosch-Platz 1,
70839 Gerlingen, GERMANY

Austria

Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp MRRe14FCR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://eu-doc.bosch.com>

Belgium

Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type MRRe14FCR 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://eu-doc.bosch.com>

Bulgaria

С настоящото Robert Bosch GmbH декларира, че този тип радиосъоръжение MRRe14FCR е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: <http://eu-doc.bosch.com>

Cyprus

Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός MRRe14FCR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://eu-doc.bosch.com>

Czech Republic

Tímto Robert Bosch GmbH prohlašuje, že typ rádiového zařízení MRRe14FCR je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <http://eu-doc.bosch.com>

Germany

Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp MRRe14FCR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://eu-doc.bosch.com>

Denmark

Hermed erklærer Robert Bosch GmbH, at radioudstyrstypen MRRe14FCR er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <http://eu-doc.bosch.com>

Estonia

Käesolevaga deklareerib Robert Bosch GmbH, et käesolev raadioseadme tüüp MRRe14FCR vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <http://eu-doc.bosch.com>

Spain

Por la presente, Robert Bosch GmbH declara que el tipo de equipo radioeléctrico MRRe14FCR 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://eu-doc.bosch.com>

Finland

Robert Bosch GmbH vakuuttaa, että radiolaitetyypin MRRe14FCR on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <http://eu-doc.bosch.com>

Croatia

Robert Bosch GmbH ovime izjavljuje da je radijska oprema tipa MRRe14FCR u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <http://eu-doc.bosch.com>

Greece

Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός MRRé14FCR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://eu-doc.bosch.com>

Hungary

Robert Bosch GmbH igazolja, hogy a MRRé14FCR típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <http://eu-doc.bosch.com>

Ireland

Hereby, Robert Bosch GmbH declares that the radio equipment type MRRé14FCR 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://eu-doc.bosch.com>

Italy

Il fabbricante, Robert Bosch GmbH, dichiara che il tipo di apparecchiatura radio MRRé14FCR è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <http://eu-doc.bosch.com>

Lithuania

Aš, Robert Bosch GmbH, patvirtinu, kad radijo įrenginių tipas MRRé14FCR atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <http://eu-doc.bosch.com>

Luxembourg

Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type MRRé14FCR 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://eu-doc.bosch.com>

Latvia

Ar šo Robert Bosch GmbH deklarē, ka radioiekārta MRRé14FCR atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <http://eu-doc.bosch.com>

Malta

B'dan, Robert Bosch GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju MRRé14FCR 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://eu-doc.bosch.com>

Netherlands

Hierbij verklaar ik, Robert Bosch GmbH, dat het type radioapparatuur MRRe14FCR conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <http://eu-doc.bosch.com>

Poland

Robert Bosch GmbH niniejszym oświadcza, że typ urządzenia radiowego MRRe14FCR jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <http://eu-doc.bosch.com>

Portugal

O(a) abaixo assinado(a) Robert Bosch GmbH declara que o presente tipo de equipamento de rádio MRRe14FCR está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: <http://eu-doc.bosch.com>

Romania

Prin prezenta, Robert Bosch GmbH declară că tipul de echipamente radio MRRe14FCR este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <http://eu-doc.bosch.com>

Sweden

Härmed försäkrar Robert Bosch GmbH att denna typ av radioutrustning MRRe14FCR överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: <http://eu-doc.bosch.com>

Slovenia

Robert Bosch GmbH potrjuje, da je tip radijske opreme MRRe14FCR skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <http://eu-doc.bosch.com>

Slovakia

Robert Bosch GmbH týmto vyhlasuje, že rádiové zariadenie typu MRRe14FCR je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <http://eu-doc.bosch.com>

United Kingdom

Hereby, Robert Bosch GmbH declares that the radio equipment type MRRe14FCR 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://eu-doc.bosch.com>

Declaration of Conformity

Mid Range Radar

For all Countries without EU

Model name: MRRe14FCR

Technical information

Frequenzy band: 76 - 77 GHz

Nominal radiated power:

e.i.r.p. (peak detector): 32 dBm

Nominal radiated power:

e.i.r.p. (RMS detector): 27 dBm

Manufacturer and Address

Manufacturer:

Robert Bosch GmbH

Address:

Robert-Bosch-Platz 1, 70839
Gerlingen, GERMANY

TRA
REGISTERED No:
ER55421/17

DEALER No:
DA36758/14



TA-2017/2013

APPROVED

AGREE PAR L'ANRT MAROC
Numéro d'agrément: MR 13900 ANRT 2017
Date d'agrément: 04/05/2017



CNC COMISIÓN NACIONAL
DE COMUNICACIONES
C-20030



NTC

Type Approved

No. ESD-1716172C

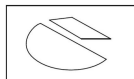
IFETEL: RCPBOMR17-0598

TRC No. TRC/LPD/2017/254



MCMC

CIDF15000490



CONATEL

2017-06-I-0000162

Complies with
IMDA Standards
DB03227



CLASS A

NBTC ID. A57003-17-0042



CCAEE17LP0940T7

Canada

NOTICE:

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

Radiofrequency radiation exposure Information:

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

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

- (1) L'appareil ne doit pas produire de brouillage;
- (2) L'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Informations sur l'exposition aux radiofréquences:

Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps. Ce transmetteur ne doit pas être placé au même endroit ou utilisé simultanément avec un autre transmetteur ou antenne.

United States (USA)

NOTICE:

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications made to this equipment not expressly approved by Robert Bosch GmbH may void the FCC authorization to operate this equipment.

This equipment has been tested and found to comply with the limits for a Class A digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a commercial environment. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications. Operation of this equipment in a residential area is likely to cause harmful interference in which case the user will be required to correct the interference at his own expense.

Radiofrequency radiation exposure Information:

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment.

This equipment should be installed and operated with minimum distance of

20 cm between the radiator and your body.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Japan

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。

Translation: This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）

Translation: This radio device should not be modified (otherwise the granted designation number will become invalid)

Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:

- (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
- (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Hong Kong

HKCA 1035: automotive radar: radio equipment exempted from licensing!

South Korea

[Class B Equipment]

B급 기기 (가정용 방송통신기자재)
이 기기는 가정용(B급) 전자파적합기기로서 주로 가정에서 사용하는 것을 목적으로 하며,
모든 지역에서 사용할 수 있습니다.

Translation: This equipment has been approved under EMC Registration as a Class B device (for domestic use) and can be used in both residential and commercial areas.

[RF Warnings]

해당 무선 설비는 운용 중 전파혼신 가능성이 있음

Translation: This radio equipment has potential for interference during operation.

Taiwan, Republic of

注意!

依據低功率電波輻射性電機管理辦法第十二條經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。
第十四條低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前項合法通信，指依電信規定作業之無線電信。低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Thailand

เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามมาตรฐานหรือข้อกำหนดทางเทคนิคของ กสทช

เครื่องวิทยุคมนาคมนี้มีระดับการแผ่คลื่นแม่เหล็กไฟฟ้าสอดคล้องตามมาตรฐานความปลอดภัยต่อสุขภาพของมนุษย์จากการใช้เครื่องวิทยุคมนาคมที่คณะกรรมการกิจการกระจายเสียง กิจการโทรทัศน์ และกิจการโทรคมนาคมแห่งชาติประกาศกำหนด

Israel

10. תנאים מיוחדים והערות המשדר :

Mid-range Radar Sensor

לפני השיווק ידאג היבואן שעל אריזה חיצונית של המוצר יודבק מדבקה, בה יהיה רשום כי :

א. השימוש במכשיר הינו על בסיס "משנני" ופטור מרשיון הפעלה אלוטרי.

כלומר - לא מוגן מהפרעות וללא הפרעה למערכות אחרות הפועלות כדין.

ב. רק "בפעולת בזק" לשימוש עצמי של הלקוח בלבד, הצידוד פטור מרשיון הפעלה אלוטרי.

מתן "שרות בזק" לצד ג' מחייב רשיון

מיוחד ממשרד התקשורת.

ג. אסור להחליף את האנטנה המקורית של המכשיר ולא לעשות בו כל שינוי טכני אחר.

Declaration of Conformity

Radio equipment audio system

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period



Austria

Hiermit erklärt ALPS ALPINE CO., LTD., dass der Funkanlagentyp MCR001 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://www.alpine.com/e/research/doc/>

Belgium

Le soussigné, ALPS ALPINE CO., LTD., déclare que l'équipement radioélectrique du type MCR001 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.alpine.com/e/research/doc/>

Bulgaria

С настоящото ALPS ALPINE CO., LTD. декларира, че този тип радиосъоръжение MCR001 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.alpine.com/e/research/doc/>

Croatia

ALPS ALPINE CO., LTD. ovime izjavljuje da je radijska oprema tipa MCR001 u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <http://www.alpine.com/e/research/doc/>

Cyprus

Με την παρούσα ο/η ALPS ALPINE CO., LTD., δηλώνει ότι ο ραδιοεξοπλισμός MCR001 πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://www.alpine.com/e/research/doc/>

Czech Republic

Tímto ALPS ALPINE CO., LTD. prohlašuje, že typ rádiového zařízení MCR001 je v souladu se směrnicí 2014/53/EU.

Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese:

<http://www.alpine.com/e/research/doc/>

Denmark

Hermed erklærer ALPS ALPINE CO., LTD., at radioudstyrstypen MCR001 er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <http://www.alpine.com/e/research/doc/>

Estonia

Käesolevaga deklareerib ALPS ALPINE CO., LTD., et käesolev raadioseadme tüüp MCR001 vastab direktiivi 2014/53/EL nõuetele.

ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <http://www.alpine.com/e/research/doc/>

Finland

ALPS ALPINE CO., LTD. vakuuttaa, että radiolaitetyypin MCR001 on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutukseen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <http://www.alpine.com/e/research/doc/>

France

Le soussigné, ALPS ALPINE CO., LTD., déclare que l'équipement radioélectrique du type MCR001 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.alpine.com/e/research/doc/>

Germany

Hiermit erklärt ALPS ALPINE CO., LTD., dass der Funkanlagentyp MCR001 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <http://www.alpine.com/e/research/doc/>

Greece

Με την παρούσα ο/η ALPS ALPINE CO., LTD., δηλώνει ότι ο ραδιοεξοπλισμός MCR001 πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <http://www.alpine.com/e/research/doc/>

Hungary

ALPS ALPINE CO., LTD. igazolja, hogy a MCR001 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <http://www.alpine.com/e/research/doc/>

Ireland

Hereby, ALPS ALPINE CO., LTD. declares that the radio equipment type MCR001 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.alpine.com/e/research/doc/>

Italy

Il fabbricante, ALPS ALPINE CO., LTD., dichiara che il tipo di apparecchiatura radio MCR001 è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <http://www.alpine.com/e/research/doc/>

Latvia

Ar šo ALPS ALPINE CO., LTD. deklarē, ka radioiekārta MCR001 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <http://www.alpine.com/e/research/doc/>

Lithuania

Aš, ALPS ALPINE CO., LTD., patvirtinu, kad radijo įrenginių tipas MCR001 atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <http://www.alpine.com/e/research/doc/>

Luxembourg

Le soussigné, ALPS ALPINE CO., LTD., déclare que l'équipement radioélectrique du type MCR001 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.alpine.com/e/research/doc/>

Malta

B'dan, ALPS ALPINE CO., LTD., niddikjara li dan it-tip ta' tagħmir tar-radju MCR001 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.alpine.com/e/research/doc/>

Netherlands

Hierbij verklaar ik, ALPS ALPINE CO., LTD., dat het type radioapparatuur MCR001 conform is met Richtlijn 2014/53/EU.

De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <http://www.alpine.com/e/research/doc/>

Poland

ALPS ALPINE CO., LTD. niniejszym oświadcza, że typ urządzenia radiowego MCR001 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <http://www.alpine.com/e/research/doc/>

Portugal

O(a) abaixo assinado(a) ALPS ALPINE CO., LTD. declara que o presente tipo de equipamento de rádio MCR001 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.alpine.com/e/research/doc/>

Romania

Prin prezenta, ALPS ALPINE CO., LTD. declară că tipul de echipamente radio MCR001 este în conformitate cu Directiva 2014/53/UE.

Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <http://www.alpine.com/e/research/doc/>

Slovakia

ALPS ALPINE CO., LTD. týmto vyhlasuje, že rádiové zariadenie typu MCR001 je v súlade so smernicou 2014/53/EÚ.

Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <http://www.alpine.com/e/research/doc/>

Slovenia

ALPS ALPINE CO., LTD. potrjuje, da je tip radijske opreme MCR001 skladen z Direktivo 2014/53/EU.

Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu:
<http://www.alpine.com/e/research/doc/>

United Kingdom

Hereby, ALPS ALPINE CO., LTD. declares that the radio equipment type MCR001 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.alpine.com/e/research/doc/>

Spain

Por la presente, ALPS ALPINE CO., LTD. declara que el tipo de equipo radioeléctrico MCR001 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.alpine.com/e/research/doc/>

Sweden

Härmed försäkrar ALPS ALPINE CO., LTD. att denna typ av radioutrustning MCR001 överensstämmer med direktiv 2014/53/EU.

Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress:
<http://www.alpine.com/e/research/doc/>

Declaration of Conformity

Radio equipment audio system

Model name: MCR001

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

FCC CAUTION

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Cet appareil est conforme à la partie 15 des règles FCC. Son fonctionnement est soumis aux deux conditions suivantes :

- (1) Cet appareil ne doit pas causer d'interférences nuisibles, et
- (2) cet appareil doit accepter toute interférence reçue, y compris les interférences pouvant entraîner un fonctionnement indésirable.

ATTENTION FCC

Les changements ou modifications non expressément approuvés par la partie responsable de la conformité peuvent annuler le droit de l'utilisateur à faire fonctionner l'équipement.

Declaration of Conformity

Radio equipment Wireless charging device

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period.



Technical information

Wireless charging operates in the frequency range from 110 kHz to 115 kHz with a maximum power of 6 W.

Manufacturer and Address

Manufacturer:

Bury Sp. z o.o.

Address:

ul. Wojska Polskiego 4,
39-300 Mielec, Poland

Austria

Hiermit erklärt Bury Sp. z o.o., dass der Funkanlagentyp WCA Motorrad-Ladestauraufach der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Belgium

Le soussigné, Bury Sp. z o.o., déclare que l'équipement radioélectrique du type WCA Motorrad-Ladestauraufach 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://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Bulgaria

С настоящото Bury Sp. z o.o. декларира, че този тип радиосъоръжение WCA Motorrad-Ladestauraufach е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Cyprus

Με την παρούσα ο/η Bury Sp. z o.o., δηλώνει ότι ο ραδιοεξοπλισμός WCA Motorrad-Ladestaufach πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Czech Republic

Tímto Bury Sp. z o.o. prohlašuje, že typ rádiového zařízení WCA Motorrad-Ladestaufach je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Denmark

Hermed erklærer Bury Sp. z o.o., at radioudstyrstypen WCA Motorrad-Ladestaufach er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Estonia

Käesolevaga deklareerib Bury Sp. z o.o., et käesolev raadioseadme tüüp WCA Motorrad-Ladestaufach vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Germany

Hiermit erklärt Bury Sp. z o.o., dass der Funkanlagentyp WCA Motorrad-Ladestaufach der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Spain

Por la presente, Bury Sp. z o.o. declara que el tipo de equipo radioeléctrico WCA Motorrad-Ladestaufach 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://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Finland

Bury Sp. z o.o. vakuuttaa, että radiolaitetyyppi WCA Motorrad-Ladestaufach on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Croatia

Bury Sp. z o.o. ovime izjavljuju da je radijska oprema tipa WCA Motorrad-Ladestaufach u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Greece

Με την παρούσα ο/η Bury Sp. z o.o., δηλώνει ότι ο ραδιοεξοπλισμός WCA Motorrad-Ladestaufach πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Hungary

Bury Sp. z o.o. igazolja, hogy a WCA Motorrad-Ladestaufach típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Ireland

Hereby, Bury Sp. z o.o. declares that the radio equipment type WCA Motorrad-Ladestaufach 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://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Italy

Il fabbricante, Bury Sp. z o.o., dichiara che il tipo di apparecchiatura radio WCA Motorrad-Ladestaufach è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Lithuania

Aš, Bury Sp. z o.o., patvirtinu, kad radijo įrenginių tipas WCA Motorrad-Ladestaufach atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Luxembourg

Le soussigné, Bury Sp. z o.o., déclare que l'équipement radioélectrique du type WCA Motorrad-Ladestaufach 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://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Latvia

Ar šo Bury Sp. z o.o. deklarē, ka radioiekārta WCA Motorrad-Ladestaufach atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Malta

B'dan, Bury Sp. z o.o., niddikjara li dan it-tip ta' tagħmir tar-radju WCA Motorrad-Ladestaufach 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://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Netherlands

Hierbij verklaar ik, Bury Sp. z o.o., dat het type radioapparatuur WCA Motorrad-Ladestaufach conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Poland

Bury Sp. z o.o. niniejszym oświadcza, że typ urządzenia radiowego WCA Motorrad-Ladestaufach jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Portugal

O(a) abaixo assinado(a) Bury Sp. z o.o. declara que o presente tipo de equipamento de rádio WCA Motorrad-Ladestaufach está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Romania

Prin prezenta, Bury Sp. z o.o. declară că tipul de echipamente radio WCA Motorrad-Ladestaufach este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Sweden

Härmed försäkrar Bury Sp. z o.o. att denna typ av radioutrustning WCA Motorrad-Ladestaufach överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Slovenia

Bury Sp. z o.o. potrjuje, da je tip radijske opreme WCA Motorrad-Ladestaufach skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Slovakia

Bury Sp. z o.o. týmto vyhlasuje, že rádiové zariadenie typu WCA Motorrad-Ladestaufach je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: https://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

United Kingdom

Hereby, Bury Sp. z o.o. declares that the radio equipment type WCA Motorrad-Ladestaufach 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://www.bury.com/documents/02-2020_0854_059_BMW_WCA_Motorrad.pdf

Declaration of Conformity

Radio equipment Wireless charging device

For all Countries without EU

Model name: WCA
Motorrad-Ladestaufach

Technical information:

Wireless charging operates in the frequency range from 110 kHz to 115 kHz with a maximum power of 6 W.

Manufacturer and Address

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

UAE

TRA
REGISTERED No:
ER88980/ 20
DEALER No:
DA0132302/14

Singapore

Complies with
IMDA Standards
DA103787

Argentina



Belarus



Marocco

AGREE PAR L'ANRT MAROC
Numéro d'agrément :
xxxxxxxxxx
Date d'agrément :
xxxxxxxxxx

USA/Canada

This device complies with Part 15 and Part 18 of the FCC Rules and with RSS-210, ICES-001 and RSS-Gen of the Industry Canada Rules. Operation is subject to the following two conditions:

- (1) this device may not cause interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence.

L'exploitation est autorisée aux deux conditions suivantes :

- (1) l'appareil ne doit pas produire de brouillage, et
- (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

FCC ID: QZ9-XXX

IC: 5927A-XXX

NOTICE:

Changes or modifications made to this equipment not expressly approved by Bury Sp. z o.o. may void the FCC authorization to operate this equipment.

NOTE:

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 and to Part 18 of the FCC Rules.

These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiation Exposure:

This device has been tested for human exposure limits and found compliant at a minimum distance of 5 cm during operation. Thus during the operation of device a distance of 5 cm must be respected in every direction.

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Details described or illustrated in this booklet may differ from the vehicle's actual specification as purchased, the accessories fitted or the national-market specification. No claims will be entertained as a result of such discrepancies.

Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

The right to modify designs, equipment and accessories is reserved.

Errors and omissions excepted.

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mission of BMW Motorrad,
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in Germany.

Important data for refuelling:

Fuel

Recommended fuel grade



Premium unleaded (maximum 15 % ethanol, E15)



95 ROZ/RON
90 AKI

Alternative fuel grade



Regular unleaded (power- and consumption-related restrictions) (max 15 % ethanol, E10/E15)



91 ROZ/RON
87 AKI

Usable fuel capacity

approx. 25 l

Reserve fuel

approx. 4 l

Tyre pressures

Tyre pressure, front

2.5 bar, tyre cold

Tyre pressure, rear

2.9 bar, tyre cold

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

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ORIGINAL BMW ENGINE OIL

Order No.: 01 40 9 830 861
07.2020, 1st edition, 01



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 loukkaantumisen ja hengenvaaran. Säilytä auton avainta ja paristoja lasten ulottumattomissa. Jos epäilet, että paristo tai nappiparisto on nieltä tai se on joutunut kehon sisälle, käänny välittömästi lääkärin puoleen.

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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 bilnøkklene og batteriene utlukkende for barn. Hvis du mistenker at et batteri eller en knappecelle 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.

Opórcz 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 voertuig sleutel 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. Voertuig sleutels 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 voertuig sleutel kunnen de voertuig sleutel 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

To κλειδί οχήματος περιέχει μια κομψόδοχημη μπαταρία. Οι μπαταρίες ή οι κομψόδοχημες μπαταρίες υπάρχουν κινδύνος 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. Φυλάξτε το κλειδί οχήματος και τις μπαταρίες μακριά από παιδιά. Αν υπάρχει υποψία κατάποσης μιας κομψόδοχημης 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 následujícím.

VAROVÁNÍ

Klíč vozidla obsahuje knoflíkový článěk 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. Vybítou 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 svält 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 gombalemmel működik. Az elemek, illetve a gombalemegek 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 gombaleme lenyelésének gyanúja esetén, vagy ha az egy testrészbe kerülne, azonnal kérjen orvosi segítséget.

MEGJEGYZÉS

Csak megfelelő gombalemekkel 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.

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 afladete batteri må kun udskiftes med et batteri med samme spænding, størrelse og specifikation.

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

Neprimerno 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.

Okrem návod na obsluhu rešpektujte aj nasledujúce pokyny.

VAROVANIE

Kľúč od vozidla obsahuje gombiková batériu. Hrozi prehltnutie batérie alebo gombikových batérií a v priebehu dvoch hodín vznik vážnych alebo smrteľných poranení, napr. vnútorné popáleniny alebo poleptania. Hrozi nebezpečenstvo zranenia alebo ohrozenie života. Kľúč od vozidla a batérie uchovávajte mimo dosahu detí. Pri podozrení na prehltnutie batérie alebo gombikovej batérie alebo na ich prítomnosť v niektorej časti tela okamžite vyhľadajte lekársku pomoc.

UPOZORNENIE

Nevhodné batérie v kľúči od vozidla ho môžu poškodiť. Hrozi nebezpečenstvo večných škôd. Vybíť batériu nahradte 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.

Respecter les consignes suivantes en plus de la 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.

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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.

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.