BMW
MOTORRAD

RIDER'S MANUAL (US MODEL)

R 1250 R



MAKE LIFE A RIDE

Vehicle data

Model

Vehicle identification number

Color number

First registration

License plate

Retailer data

Contact in Service

Ms./Mr.

Phone number

Retailer's address/Phone (company stamp)

YOUR BMW.

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

About these operating instructions

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

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

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

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

BMW Motorrad.

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GENERAL INSTRUCTIONS

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4 GENERAL INSTRUCTIONS

QUICK & EASY REFERENCE

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

ABBREVIATIONS AND SYMBOLS

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

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

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

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

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

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

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

EQUIPMENT

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

TECHNICAL DATA

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

partner or repair shop. The information on the vehicle documents always takes precedence over the information in this rider's manual.

CURRENTNESS OF THIS MANUAL

The high safety and quality levels of BMW motorcycles are maintained by constant development work on design, equipment and accessories. For this reason, some aspects of your vehicle may vary from the descriptions in this rider's manual. At the time of manufacturing of the motorcycle, the rider's manual is the most current source. Due to updates after the press date, there can be differences between the printed rider's manual and the online version.
Updated information is available at **bmw-motorrad.com/service**.

ADDITIONAL SOURCES OF INFORMATION

Authorized BMW Motorrad dealer

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

Internet

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

CERTIFICATES AND OPERATING PERMITS

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

DATA MEMORY

General information

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

tained from the vehicle manufacturer, such as in the form of a separate booklet.

Personal references

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

Data privacy laws

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

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

These locations may be:

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

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

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

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

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

8 GENERAL INSTRUCTIONS

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

Operating data in the vehicle

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

- Status messages from the vehicle and its individual components, such as wheel speed, wheel centrifugal velocity and deceleration
- Ambient conditions, such as temperature
- Operating states of system components, such as fill levels and tire pressure
- Malfunctions and faults in key system components, such as lights and brakes
- Vehicle responses in specific riding situations, such as the activation of riding dynamics systems
- Information about events causing damage to the vehicle

The data is processed only in the vehicle itself and is usually temporary. The data is not stored beyond the period in which the vehicle is operating.
Electronic components such as control units contain components for storing technical information. This may be information about the vehicle's condition, component load, events or faults stored temporarily or permanently.
This information generally documents the condition of a component, module, system or the surrounding area; for example:

The data is necessary for providing control unit functions. In addition, it is used by the vehicle manufacturer to detect and eliminate malfunctions as well as to optimize vehicle functions.
The majority of this data is temporary and is processed only within the vehicle itself. Only a small amount of event-driven data is stored in the event data recorder and fault memory.
When a vehicle is serviced, such as for repairs, servicing processes, warranty cases and quality assurance measures, this technical information can be read out from the vehicle together with the vehicle identification number.
The information can be read out by an authorized

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

Data input and data transfer in the vehicle

General information

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

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

settings when using the services.

Incorporating mobile end devices

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

This enables audio and visual output from mobile end devices through the multimedia system. At the same time, certain information is transmitted to the mobile end device. This includes, for instance, position data and other general vehicle information, depending on the type of incorporation, and makes it possible to optimize the use of selected apps, such as those for navigation or audio playback.

The way the data is processed further is determined by the provider of the particular app used. The range of possible settings depends on the particular app and the operating system of the mobile end device.

Services

General information

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

Vehicle manufacturer services

In the case of the vehicle manufacturer's online services, the particular functions are described at the appropriate location, such as in the rider's manual or on the manufacturer's website. The relevant legal information on data privacy is also provided there. Personal data may be used in order to provide online services. The data is exchanged over a secure connection, i.e. with the vehicle manufacturer's IT sys-

tems which are intended for this purpose.
Any collection, processing and use of personal data that goes beyond the provision of services take place only as permitted by law, on the basis of a contractual agreement or as a result of consent. It is also possible to have the entire data connection activated or deactivated. This is not the case for legally prescribed functions.

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

INTELLIGENT ASSIST SYSTEM

–with intelligent emergency call OE

Principle
The intelligent assist system makes it possible to place manual or automatic emergency calls in the event of an accident, for example.
The emergency calls are answered by an emergency call center authorized by the vehicle manufacturer.
For information on how to operate the intelligent assist system and its features, see (➠ 89).

Legal basis
The processing of personal data by way of the intelligent assist system complies with the following regulations:
–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 operation of the intelligent assist system are the

signed ConnectedRide contract for this function, as well as the corresponding laws, regulations, and directives of the European Parliament and European Council.
The relevant regulations and directives govern the protection of individuals when processing personal data.
The processing of personal data by the intelligent assist system conforms to the European directive concerning personal data protection.
The intelligent assist system processes personal data only with the consent of the vehicle owner.
The intelligent assist system and other services with additional benefits may process personal data only with the express consent of the individual affected by the data processing, for example, the vehicle owner.

SIM card

The intelligent assist system is operated by way of mobile radio via the installed SIM card in the vehicle. The SIM card is permanently registered to the mobile phone network to enable a fast connection setup. The data is sent to the vehicle manufacturer in the event of an emergency.

Quality improvement

The data transmitted in the event of an emergency call is also used by the vehicle manufacturer to improve the quality of products and services.

Geopositioning

The vehicle position can be determined exclusively by the mobile phone network provider based on their mobile phone cell towers. The network provider cannot link the vehicle identification number and phone number of the installed SIM card. Only the vehicle manufacturer can link the vehicle identification number and phone number of the installed SIM cards.

Emergency call log data

The emergency call log data is stored in the vehicle memory. The oldest log data is deleted regularly. The log data includes for example information about when and where an emergency call was initiated. The log data can be read out from the vehicle memory in exceptional cases. The log data is usually

read out only by court order and can only be read out when the relevant devices are connected directly to the vehicle.

Automatic emergency call

The system is designed so that an emergency call is triggered automatically in the event of an accident of a particular severity detected by sensors in the vehicle.

Transmitted information

In the event of an emergency call by the intelligent assist system, the same information is forwarded to the authorized emergency call center as is forwarded by the assist system eCall to the public emergency operations center.
Moreover, through the intelligent assist system, the following additional information is sent to one of the emergency call centers authorized by the vehicle manufacturer and forwarded to the public safety answering point if necessary:

– Accident data, such as the direction of impact detected by the vehicle sensors in order to facilitate planning of the deployment of emergency services.
– Contact information, such as the phone number of the installed SIM card and that of the rider, if available, in order to expedite contact with the individuals involved in the accident.

Data storage

The data related to a triggered emergency call is stored in the vehicle. The data contains information about the emergency call, such as the emergency call location and time.
Audio recordings of emergency calls are stored at the emergency call center.
Customer audio recordings are stored for 24 hours in case the details of the emergency call need to be analyzed. The audio recordings are then deleted.
Emergency call center employee audio recordings are stored for 24 hours for quality assurance purposes.

Disclosure of personal data

The data processed as part of the intelligent emergency call is processed only for the purpose of providing the emergency call service. The vehicle manufacturer discloses information about the data that it processes or continues to store

if necessary as part of its legal obligation.

Regional limitation

For the built-in Intelligent Emergency Call system to function properly, the respective national-market vehicle must support the current region. For more information on regional limitations:

support.bmw-motorrad.com

BLUETOOTH®

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

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

Possible sources of interference:

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

CONNECTIVITY FUNCTIONS

Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the instrument cluster is connected to a mobile terminal and a helmet (➠ 73). You can find more information on the Connectivity functions at:

bmw-motorrad.com/connectivity

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

BMW Motorrad Connected App

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

On some mobile terminals, e.g. with operating system iOS, you must go to the BMW Motorrad Connected App before use.

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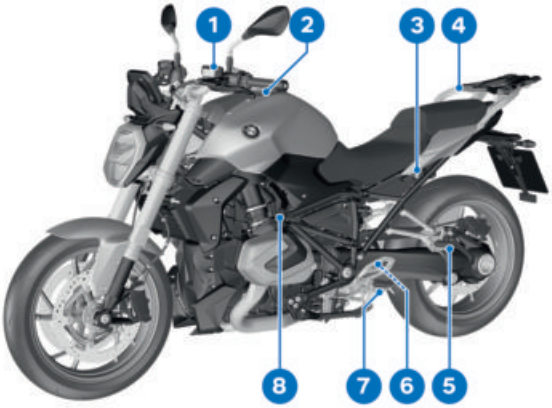
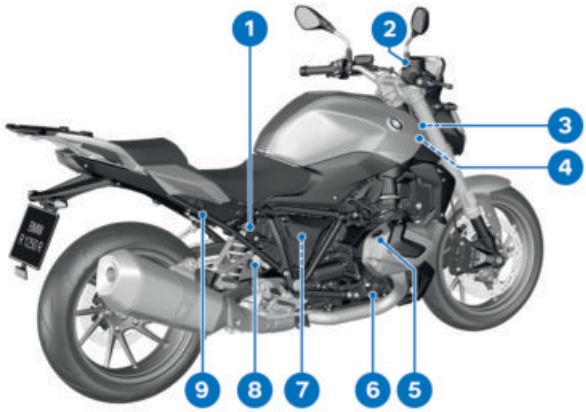
OVERALL VIEW, LEFT SIDE



1 Clutch fluid reservoir (➠ 181)
2 Fuel filler opening (➠ 142)
3 Seat lock (➠ 112)
4 Passenger grab handle
5 Passenger footrest
6 Adjuster for rear damping (at the bottom on the spring strut) (➠ 125)
7 Rider footrest
8 USB charging interface (➠ 209)

OVERALL VIEW, RIGHT SIDE



1 Adjuster for spring preload, rear (➠ 124)

2 Brake fluid reservoir for front wheel brake (➠ 179)

3 Vehicle identification number (on steering head at right)
Type plate (on steering head at left)

4 Coolant level indicator (➠ 181)
Coolant tank (➠ 182)

5 Oil filler opening (➠ 175)

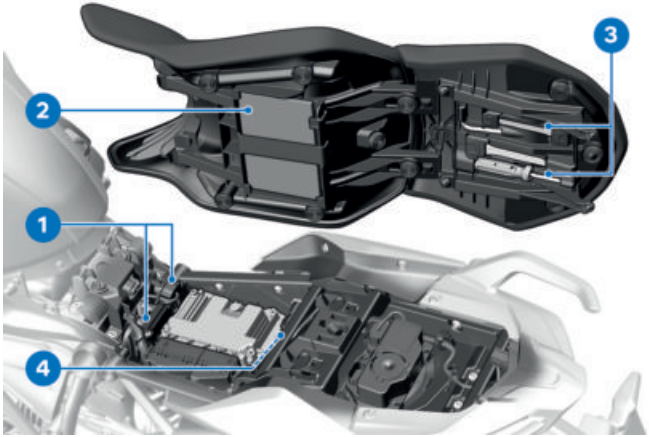
6 Engine oil indicator (➠ 174)

7 Behind the side trim panel:
Battery (➠ 198)
Jump-start terminal (➠ 197)
Diagnostic connector (➠ 204)

8 Brake fluid reservoir for rear wheel brake (➠ 180)

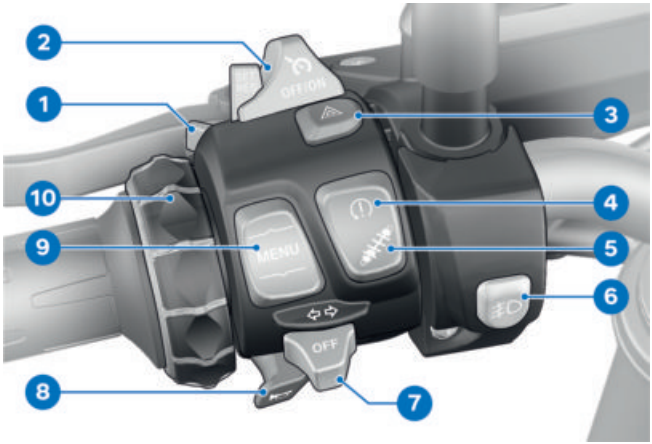
9 Socket (➠ 208)

UNDERNEATH THE SEAT



1 Fuses (➠ 203)
2 Rider's manual
3 Onboard vehicle tool kit (➠ 173)
4 Payload table
Tire pressure table

MULTIFUNCTION SWITCH, LEFT



1 High beams and headlight flasher (➠ 92)
2 Cruise control (➠ 101)
3 Hazard warning system (➠ 93)
4 DTC (➠ 94)
5 Dynamic ESA (➠ 95)
6 Auxiliary headlights (➠ 93)
7 Turn signals (➠ 93)
8 Horn
9 Rocker button MENU (➠ 69)
10 Multi-Controller
Multi-Controller (➠ 68)

MULTIFUNCTION SWITCH, RIGHT

–with intelligent emergency call[OE]



1 Heating (➠ 110)
2 Riding mode (➠ 98)
3 Emergency-off switch (➠ 88)
4 Starter button
Start engine. (➠ 133)
5 SOS button
Intelligent emergency call (➠ 89)

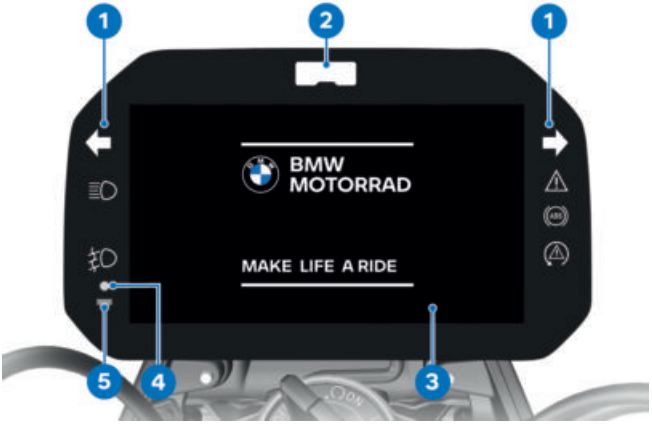
MULTIFUNCTION SWITCH, RIGHT

–without intelligent emergency call[OE]



1 Heating (➠ 110)
2 Riding mode (➠ 98)
3 Emergency-off switch (➠ 88)
4 Starter button
Start engine. (➠ 133)

INSTRUMENT CLUSTER



1 Indicator and warning lights (➠ 28)
2 Shiftpoint light (➠ 138)
3 Display (➠ 30) (➠ 29)
4 Indicator light
DWA (➠ 108)
Keyless Ride (➠ 85)
5 Photodiode (for adjusting brightness of instrument lighting)

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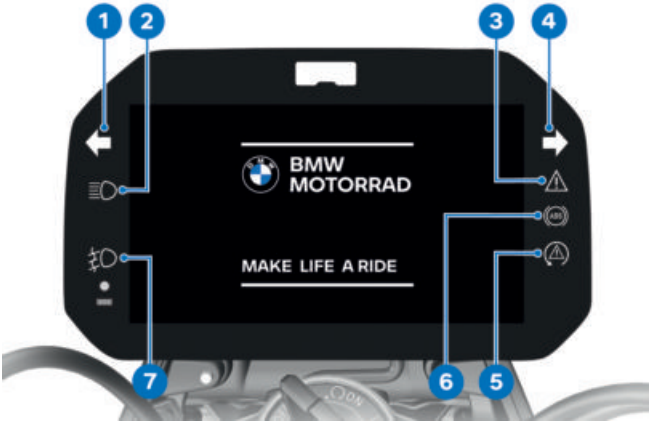
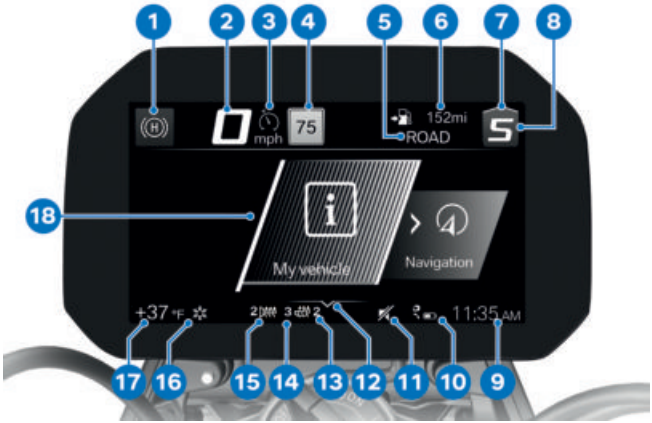
INDICATOR AND WARNING LIGHTS



1 Turn signal, left (➠ 93)
2 High beams (➠ 92)
3 General warning light (➠ 36)
4 Turn signal, right (➠ 93)
5 DTC (➠ 59)
6 ABS (➠ 58)
7 Auxiliary headlights (➠ 93)

MENU VIEW



1 Hill Start Control (➠ 62)
2 Speedometer
3 Cruise control (➠ 101)
4 Speed Limit Info (➠ 77)
5 Riding mode (➠ 98)
6 Status line (➠ 71)
7 Upshift recommendation (➠ 32)
8 Gear display
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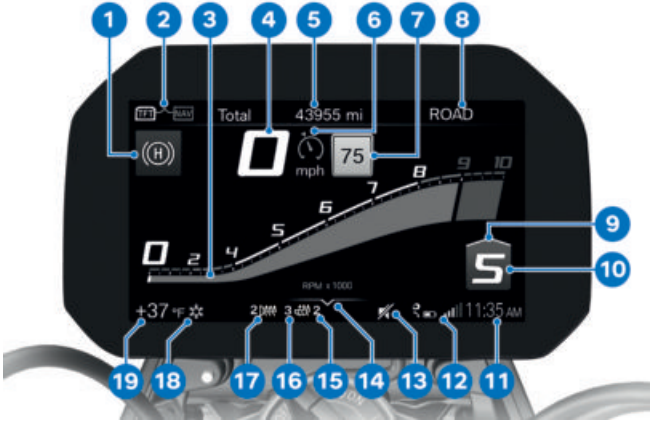
14 Rider's seat heater (➠ 111)
15 Heated grips (➠ 110)
16 External temperature warning (➠ 44)
17 Outside temperature (➠ 44)
18 Menu area

PURE RIDE VIEW

START SCREEN



1 Hill Start Control (➠ 62)
2 Changing operating focus (➠ 75)
3 Tachometer (➠ 31)
4 Speedometer
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TACHOMETER



1 Scale
2 High / red engine speed range
3 Needle
4 Drag pointer

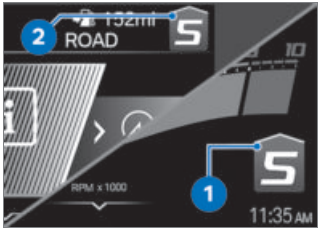
Range



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

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

Upshift recommendation



The upshift recommendation in the Pure Ride view **1** or in the status line **2** indicates the best time for an upshift from an economical perspective. For more detailed information about the upshift recommendation, see (➠ 138).

SPORT VIEW

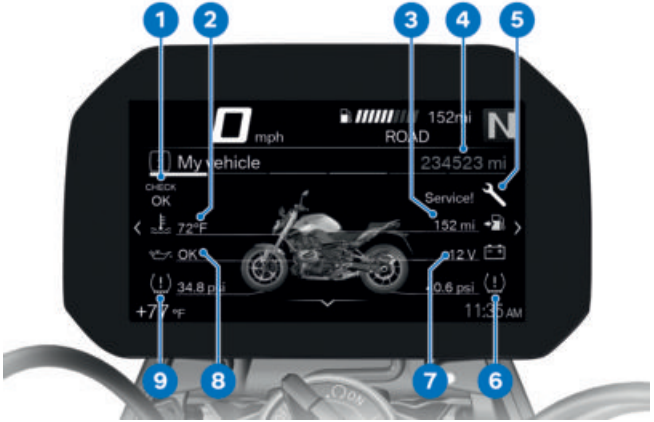


1 Maximum DTC torque reduction
2 Current DTC torque reduction
3 Rotational-speed sensor
4 Maximum angle of inclination to left
5 Current angle of inclination during cornering for left and right
6 Maximum angle of inclination to right
7 Current deceleration during braking
8 Maximum deceleration

The maximum values for DTC torque reduction, angle of inclination and deceleration are automatically reset after the ignition is turned off.

MY VEHICLE VIEW

START SCREEN



1 Check Control display Layout (➠ 36)
2 Coolant temperature (➠ 50)
3 Range (➠ 32)
4 Odometer
5 Service display (➠ 63)
6 Rear tire pressure (➠ 53)
7 Voltage of the vehicle electrical system (➠ 199)
8 Engine oil level (➠ 50)
9 Front tire pressure (➠ 53)

On-board computer and travel on-board computer



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

Service requirements



If the time remaining until the next service is less than a month, or if the next service is due within 700 mi (1127 km), a white Check Control message is displayed.

INDICATOR LIGHTS

Layout

Warnings are indicated by the corresponding warning light. Warnings are indicated by the general warning light in combination with a dialog in the instrument cluster. The general warning light lights up in either yellow or red, depending on the urgency of the warning.

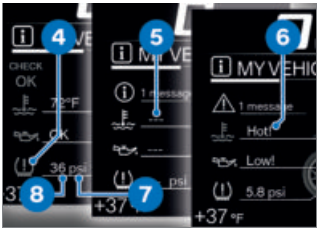
The general warning light lights up for whichever warning is most urgent at the current time.
You will find an overview of the potential warnings on the following pages.



Check Control display

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

–Green CHECK OK **1**: No message, optimal values.
–White circle with lowercase "i" **2**: Information.
–Yellow warning triangle **3**: Warning, value not optimal.
–Red warning triangle **3**: Warning, value critical



Value display

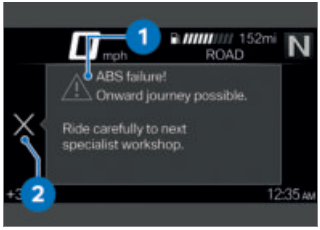
The icons **4** are displayed differently. Different colors are used depending on the assessment of value. Instead of numerical values **8** with units **7**, texts **6** are also displayed:

Color of the icon

–Green: (`OK`) Current value is optimal.
–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.

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

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



Check Control dialog

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

– If several Check Control messages of the same priority are present, the messages change in the order in which they occur, until they are acknowledged.
– If the icon **2** is active, you can acknowledge this by tilting the Multi-Controller to the left.
– Check Control messages are dynamically added to the screens in the `My vehicle` menu as additional tabs. You can go back to the message as long as the fault is present.

Overview of warning indicators

Indicator and warning lights	Display text	Meaning
	 is displayed.	External temperature warning (➠ 44)
 lights up yellow.	 `Remote key not in range.`	Radio-operated key outside reception range (➠ 44)
 lights up yellow.	 `Keyless Ride failure!`	Keyless Ride malfunction (➠ 45)
 lights up yellow.	 `Remote key battery low.`	Replacing the battery of the radio-operated key (➠ 45)
	 is displayed in yellow.  `Vehicle voltage low.`	Voltage of the vehicle electrical system too low (➠ 45)
 lights up yellow.	 is displayed in yellow.  `Vehicle voltage critical!`	Voltage of the vehicle electrical system is critical (➠ 46)
 flashes yellow.	 is displayed in yellow.  `Battery critically low!`	Charging voltage critical (➠ 46)
 lights up yellow.  flashes yellow.	 The faulty light source is displayed.  The faulty light source is displayed.	Faulty light source (➠ 47)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Light control failure!	Light control unit failed (➠ 48)
	 Anti-theft alarm batt. capacity low.	Anti-theft alarm system battery is weak (➠ 48)
	 Anti-theft alarm battery discharged.	Anti-theft alarm system battery discharged (➠ 49)
	 Anti-theft alarm system failure.	DWA malfunction (➠ 49)
 lights up yellow.	 Engine oil level Check engine oil level.	Low engine oil level (➠ 50)
 lights up yellow.	 Engine too hot!	Engine temperature high (➠ 50)
 lights up red.	 Engine overheating!	Engine overheated (➠ 51)
 lights up yellow.  lights up.	 No communication with engine control.	Engine control malfunction (➠ 51)
 lights up yellow.	 Fault in the engine control.	Engine in emergency operation mode (➠ 52)
 flashes red.	 Serious fault in the engine control.	Serious fault in the engine control (➠ 52)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 is displayed in yellow.  Tire pressure not at setpoint.	Tire pressure is the limit range of approved tolerance (➠ 54)
 flashes red.	 is displayed in red.  Tire pressure not at setpoint.  Tire Press. Monitor. Loss of pressure.	Tire pressure is outside the approved tolerance range (➠ 54)
	 "---"	Transmission fault (➠ 55)
 lights up yellow.	 "---"	Sensor faulty or system fault (➠ 56)
 lights up yellow.	 Tire Press. Monitor failure!	Tire Pressure Monitor (TPM) malfunction (➠ 56)
 lights up yellow.	 TPM sensors battery low.	Battery of the tire pressure sensor weak (➠ 56)
	 Fall sensor faulty.	Malfunction of fall sensor (➠ 57)
 lights up yellow.	 Emergency call system restricted.	Emergency call function has limited availability (➠ 57)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	Emergency call system failure.	Emergency call function failed (➠ 57)
 lights up yellow.	Side stand monitoring faulty	Malfunction of side stand monitor (➠ 57)
 flashes regularly.		ABS self-diagnosis not completed (➠ 58)
 lights up yellow.  lights up.	Limited ABS availability!	ABS fault (➠ 58)
 lights up yellow.  lights up.	ABS failure!	ABS failure (➠ 58)
 lights up yellow.  lights up.	ABS Pro failure!	ABS Pro failure (➠ 59)
 flashes irregularly.		ABS-control on front wheel only (➠ 59)
 blinks rapidly.		DTC intervention (➠ 59)
 blinks slowly.		DTC self-diagnosis not completed (➠ 60)

Indicator and warning lights	Display text	Meaning
 lights up.	 `Off!`  `Traction control deactivated.`	DTC turned off (➠ 60)
 lights up yellow.  lights up.	 `Traction control limited.`	Limited DTC availability (➠ 60)
 lights up yellow.  lights up.	 `Traction control failure!`	DTC error (➠ 61)
 lights up yellow.	 `Spring strut adjustment faulty!`	D-ESA error (➠ 61)
	 `Low fuel.`	Fuel has reached reserve volume (➠ 62)
	 is displayed in green.	Hill Start Control active (➠ 62)
	 blinks yellow.	Hill Start Control automatically deactivated (➠ 62)
	 is displayed. `HSC not available. Engine not running.`	Hill Start Control cannot be activated (➠ 62)
	 Gear indicator flashes.	Gear not taught in (➠ 63)

Indicator and warning lights	Display text	Meaning
 flashes in green.		Hazard warning flasher switched on (➠ 63)
 flashes in green.		
	 is displayed in white. Service due!	Service due (➠ 64)
 lights up yellow.	 is displayed in yellow. Service overdue!	Service appointment overdue (➠ 64)

Outside temperature

The outside temperature is displayed in the status line of the instrument cluster.

Engine heat can lead to spurious measurement readings of the outside temperature when the vehicle is stationary. If the effect of the motor heat becomes excessive, dashes are temporarily displayed instead of the value.

If the outside temperature falls below the limit value of approx. 37 °F (approx. 3 °C), there is a risk of black ice formation.

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

External temperature warning

is displayed.

Possible cause:

The outside temperature measured on the vehicle is less than:
Approx. 37 °F (Approx. 3 °C)

WARNING

Risk of black ice, even above approx. 37 °F (approx. 3 °C)

Risk of accident

- At a low outside temperature, icy conditions must expected on bridges and in shady road areas.

- Use caution when riding.

Radio-operated key outside reception range

–with Keyless Ride[OE]

lights up yellow.

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

Possible cause:

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

- Check the battery in the radio-operated key.

–with Keyless Ride[OE]

- Replace the battery of the radio-operated key. (➠ 87)
- Use the spare key for further travel.

–with Keyless Ride OE

- Battery of radio-operated key is dead or radio-operated key is lost. (➠ 86)
- If the Check Control dialog appears while riding, remain calm. You can continue riding; the engine will not turn off.
- Have a faulty radio-operated key replaced by an authorized BMW Motorrad retailer.

Keyless Ride malfunction

–with Keyless Ride OE

 lights up yellow.

 `Keyless Ride failure! Do not stop engine. Engine restart may not be possible.`

Possible cause:

The Keyless Ride control unit has diagnosed a communication fault.

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

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

» DWA can no longer be activated.

Replacing the battery of the radio-operated key

–with Keyless Ride OE

 lights up yellow.

 `Remote key battery low. Function limited. Change battery.`

Possible cause:

- The battery for the radio-operated key is no longer charged to full capacity. Operation of the radio-operated key is only ensured for a limited time.
- Replace the battery of the radio-operated key. (➠ 87)

Voltage of the vehicle electrical system too low

 is displayed in yellow.

 `Vehicle voltage low. Switch off unneeded consumers.`

The vehicle voltage is too low. If you continue riding, the vehicle electronics will discharge the battery.

Possible cause:

Electrical loads with high electrical consumption, e.g. heating vests, are in operation; too many electrical loads are in op-

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

Voltage of the vehicle electrical system is critical

 lights up yellow.

 is displayed in yellow.

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

WARNING

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

The vehicle voltage is critical. The vehicle electronics will drain the battery.

Possible cause:
Electrical loads with high electrical consumption, e.g. heating vests, are in operation; too many electrical loads are in operation at the same time, or the battery is defective.
- Switch off electrical loads that are not needed or disconnect them from the electrical system.
- If the fault persists or occurs without any electrical loads connected, have the fault corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Charging voltage critical

 flashes yellow.

 is displayed in yellow.

 `Battery critically low! Risk of accident. Do not continue to operate vehicle.`

WARNING

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

The battery is not being charged. The vehicle electronics will drain the battery.
Possible cause:
Alternator is malfunctioning, battery is defective or fuse is burned through.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Faulty light source

 lights up yellow.

 The faulty light source is displayed:

 `High beam faulty!`

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

 `Low beam faulty!`

 `Front parking lamp faulty!`

–with LED additional headlight[OA]

 `Left auxiliary headlight faulty!` or `Right auxiliary headlight faulty!`◁

 `Tail light faulty!`

 `Brake light faulty!`

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

 `License plate light faulty!`

–`Have checked by a specialist workshop.`

 flashes yellow.

 The faulty light source is displayed:

 `Active headlamp faulty.`

WARNING

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

Possible cause:

One or more light sources are faulty.

- Identify faulty lights by visually inspecting them.
- Have the LED light source replaced in full; for details please contact a repair shop, preferably an authorized BMW Motorrad retailer.

Light control unit failed

 lights up yellow.

 Light control failure! Have checked by a specialist workshop.

WARNING

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

Safety risk

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

The vehicle lighting has failed partially or completely.

Possible cause:

The light control unit has diagnosed a communication fault.

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

Anti-theft alarm system battery is weak

–with anti-theft alarm system (DWA) OE

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

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

Possible cause:

The anti-theft alarm system battery no longer has its full capacity. The operation of the anti-theft alarm system is only ensured for a limited time with the vehicle battery disconnected.

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

Anti-theft alarm system battery discharged

–with anti-theft alarm system (DWA) OE

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

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

Possible cause:

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

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

DWA malfunction

–with anti-theft alarm system (DWA) OE

Anti-theft alarm system failure. Have checked by a specialist workshop.

Possible cause:

The DWA control unit has diagnosed a communication fault.

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

» DWA can no longer be activated or deactivated.

» False alarm possible.

Electronic oil-level check

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

The following conditions must be satisfied in order to use the electronic oil-level check; multiple measurements may be necessary:

–Rider is sitting on the vehicle and the vehicle has been ridden at least min 6 mph (min 10 km/h) beforehand.

–Engine in Neutral for at least 20 seconds.

–Engine is at operating temperature.

–Vehicle stands vertically on a level surface.

–The side stand is retracted and the vehicle is not resting on the center stand.

–The spring strut is set according to the load status, or D-

ESA is in the Auto loading mode.

If the measurement is incomplete or the conditions specified above are not fulfilled, an assessment of the oil level is not possible. Dashes (---) are indicated in place of the note.

Low engine oil level

 lights up yellow.

 `Engine oil level Check engine oil level.`

Possible cause:

The electronic oil level sensor has detected a low engine oil level. If the motorcycle is not standing vertically on a level surface, the message can also appear even when the oil level is correct. At next refueling stop:

- Check engine oil level. (➠ 174)

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

- Top up engine oil. (➠ 175)

If the oil level is correct in the inspection glass:

- Check whether the conditions for the electronic oil level check are fulfilled.

If the notice appears multiple times even though the oil level is slightly below the **MAX** mark:

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

Engine temperature high

 lights up yellow.

 `Engine too hot! Continue driving at low revs to cool engine.`

ATTENTION

Riding with overheated engine

Engine damage

- Be sure to observe the measures listed below.

Possible cause:

Coolant level is too low.

- Check the coolant level. (➠ 181)

If coolant level is too low:

- Allow the engine to cool down. Top up coolant. Have the cooling system checked at a repair shop, preferably by an authorized BMW Motorrad dealer.

Possible cause:

The temperature sensor has detected a high temperature in the engine.

- Ride in the partial load range if possible to cool the engine.
- If the engine temperature is more frequently too high, have the fault rectified as quickly as possible by a repair shop, preferably an authorized BMW Motorrad retailer.

Engine overheated

 lights up red.

 `Engine overheating! Come to a safe stop, then stop the engine.`

ATTENTION

Riding with overheated engine

Engine damage

- Be sure to observe the measures listed below.

Possible cause:

Coolant level is too low.

- Check the coolant level. (➠ 181)

If coolant level is too low:

- Allow the engine to cool down. Top up coolant. Have the cooling system checked at a repair shop, preferably by an authorized BMW Motorrad dealer.

Possible cause:

Engine is overheated.

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

Engine control malfunction

 lights up yellow.

 lights up.

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

Possible cause:

Communication with the engine control unit has malfunctioned.

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

Engine in emergency operation mode

 lights up yellow.

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

WARNING

Unusual handling when the engine is in emergency operation

Accident hazard

- Avoid rapid acceleration and passing maneuvers.

Possible cause:

The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and can no longer be started. Otherwise, the engine runs in emergency operation.

- Continued riding is possible, however, the accustomed engine power may not be available.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Serious fault in the engine control

 flashes red.

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

WARNING

Damage to the engine during emergency operation

Risk of accident

- Drive slowly and refrain from accelerating quickly and overtaking other vehicles.
- If possible, have the vehicle picked up and let the malfunction be corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Possible cause:

The engine control unit has diagnosed a fault, which can lead to a severe consequential fault. The engine is in emergency operation.

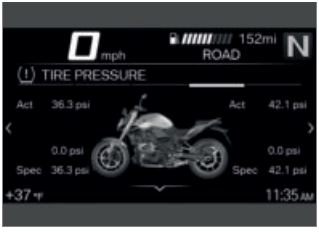
- Continued riding is possible, however it is not recommended.

- Avoid high load and engine speed ranges if possible.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

Tire pressure

–with tire pressure monitor (TPM) OE

In addition to the MY VEHICLE menu screen and the Check Control messages, there is also the TIRE PRESSURE screen to display the tire pressures:



The values on the left refer to the front wheel, and the values on the right refer to the rear wheel.

The pressure differential is indicated by the current and set-point tire pressure.

Immediately after the ignition is turned on, only dashes are displayed. The transmission of the tire pressure values does not begin until the following minimum speed is exceeded for the first time:

RDC sensor is not active
min 19 mph (min 30 km/h) (The RDC sensor does not transmit a signal to the motorcycle until this minimum speed has been exceeded.)
The tire pressures are shown in the instrument cluster with temperature compensation and are always based on the following tire air temperature:
68 °F (20 °C)

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

If the value in question is within the limit range of the permitted tolerance, the general warning light also lights up yellow.

 If the determined tire pressure is outside the permitted tolerance, the general warning light blinks red.

For more information about the BMW Motorrad TPM, see the "Technology in detail" chapter starting on page (➠ 163).

Tire pressure is the limit range of approved tolerance

 lights up yellow.

 is displayed in yellow.

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

Possible cause:

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

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

–with tire pressure monitor (TPM) OE

» Temperature compensation (➠ 163)◁

–with tire pressure monitor (TPM) OE

» Tire pressure adjustment (➠ 164)◁

» The target tire pressures can be found in the following locations:

–On the back cover of the rider's manual

–Instrument cluster in the `TIRE PRESSURE` view

–Tire pressure table

Tire pressure is outside the approved tolerance range

 flashes red.

 is displayed in red.

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

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

WARNING

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

- Adjust the driving style.

Possible cause:

The measured tire pressure is outside of the permissible tolerance.

- Check tire for damage and ridability.

If the tire is still ridable:

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

–with tire pressure monitor (TPM) OE

» Temperature compensation (➠ 163)◁

–with tire pressure monitor (TPM) OE

» Tire pressure adjustment (➠ 164)◁

» The target tire pressures can be found in the following locations:

–On the back cover of the rider's manual

–Instrument cluster in the TIRE PRESSURE view

–Tire pressure table

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

If you are unsure about the tire's ridability:

- Do not continue riding.
- Contact roadside service.

Transmission fault



"– – –"

Possible cause:

The vehicle has not reached the minimum speed (➠ 163).

	RDC sensor is not active
min 19 mph (min 30 km/h) (The RDC sensor does not transmit a signal to the motorcycle until this minimum speed has been exceeded.)	

- Observe the TPM display at higher speed. This is a permanent fault only when the general warning light also lights up. In this case:
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Possible cause:

There is a fault in the radio link to the RDC sensors. Possible causes are radio systems in the surrounding area, which interfere with the connection between the TPM control unit and the sensors.

- Observe the RDC display in a different environment. This is

a permanent fault only when the general warning light also lights up. In this case:
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Sensor faulty or system fault

 lights up yellow.

 "---"

Possible cause:

Wheels without RDC sensors are installed.
- Retrofit wheel set with RDC sensors.

Possible cause:

One or two RDC sensors have failed or a system fault has occurred.
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Tire Pressure Monitor (TPM) malfunction

 lights up yellow.

 `Tire Press. Monitor failure! Function limited. Have checked by a specialist workshop.`

Possible cause:

The TPM control unit has diagnosed a communication fault.
- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

» Tire pressure warnings not available.

Battery of the tire pressure sensor weak

 lights up yellow.

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

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

Possible cause:

The battery for the tire pressure sensor is no longer charged to full capacity. Operation of the Tire Pressure Monitor is only ensured for a limited time.
- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Malfunction of fall sensor



Fall sensor faulty. Have checked by a specialist workshop.

Possible cause:

The fall sensor is not functioning.

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

Emergency call function has limited availability

–with intelligent emergency call OE



lights up yellow.



Emergency call system restricted. If it occurs again, have it checked by a specialist workshop.

Possible cause:

The emergency call cannot be established automatically or via BMW.

- Please refer to page (➠ 89) for information on using the intelligent emergency call.
- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Emergency call function failed

–with intelligent emergency call OE



lights up yellow.



Emergency call system failure. Schedule an appointment at a specialist workshop.

Possible cause:

The control unit of the Assist system has diagnosed a fault. The emergency call function has failed.

- Note that the emergency call cannot be placed.
- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Malfunction of side stand monitor



lights up yellow.



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

Possible cause:

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

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

ABS self-diagnosis not completed

 blinks.

Possible cause:

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

- Ride off slowly. Note that the anti-lock braking system function is only available after the self-diagnosis has been 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 an error. The ABS function is limited.

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault message (➠ 154).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

ABS failure

 lights up yellow.

 lights up.

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

Possible cause:

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

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault message (➠ 154).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

ABS Pro failure

 lights up yellow.

 lights up.

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

Possible cause:

The monitoring of the ABS Pro function has detected a fault. The ABS Pro function is not available. The ABS function remains available. ABS only supports braking in straight-ahead riding.

- You may continue riding. Observe additional information on special situations that can lead to a ABS Pro fault message (➠ 154).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

ABS-control on front wheel only

–with riding modes Pro[OE]

 flashes irregularly.

Possible cause:

The ABS control for the rear wheel is turned off in the currently selected riding mode. The rear wheel brake can block the rear wheel.

- Check the settings of the riding mode.
- More detailed information on configuring the riding modes can be found in the "Technology in detail" chapter (➠ 158).

DTC intervention

 blinks rapidly.

Possible cause:

DTC has detected instability at the rear wheel and responded by reducing the torque.
The indicator and warning light flashes longer than the DTC intervention lasts. This provides

the rider with visual feedback for the control action that was taken even after the critical riding situation has passed.
- You may continue riding. Use caution when riding.

DTC self-diagnosis not completed

 blinks slowly.

Possible cause:

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

- Ride off slowly. Note that the DTC function is only available after the self-diagnosis has been completed.

DTC turned off

 lights up.

 `Off!`

 `Traction control deactivated.`

Possible cause:

The DTC system was turned off by the rider.
- Turn on the DTC. (➠ 95)

Limited DTC availability

 lights up yellow.

 lights up.

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

Possible cause:

The engine control unit has detected a DTC fault.

ATTENTION

Damage to components

Damage to sensors, for example, with the resultant malfunctions
- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.
- Do not damage the angular rate sensor.
- Note that the DTC function and other electronic stability control systems are available with limitations only.

- You may continue riding. Observe additional information on situations that can lead to a DTC fault (➠ 156).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

DTC error

 lights up yellow.

 lights up.

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

Possible cause:

The engine control unit has detected a DTC fault.

ATTENTION

Damage to components

Damage to sensors, for example, with the resultant malfunctions

- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.

- Do not damage the angular rate sensor.
- Note that the DTC function and other electronic stability control systems are not available.
- You may continue riding. Observe additional information on situations that can lead to a DTC fault (➠ 156).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

D-ESA error

–with Dynamic ESA[OE]

 lights up yellow.

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

Possible cause:

The Dynamic ESA control unit has detected an error. Components of the electronic chassis and suspension adjustment are faulty or the communication with the control unit is disrupted. Motorcycle damping is in this condition very firm and riding is rather uncomfortable - in particular on rough roads.

- Have the malfunction corrected as soon as possible

at a repair shop, preferably an authorized BMW Motorrad dealer.

Fuel has reached reserve volume


Low fuel. Ride to the next filling station.

WARNING

Rough engine running or switching off of the engine due to a fuel shortage

Accident hazard, damage to catalytic converter

- Do not drive to the extent that the fuel tank is completely empty.

Possible cause:

At most, the fuel tank contains only the reserve volume.

 Reserve fuel quantity
Approx. 1.1 gal (Approx. 4 l)

- Refueling procedure. (➠ 142)

Hill Start Control active


is displayed in green.

Possible cause:

The Hill Start Control (➠ 166) was activated by the rider.

- Turn off the Hill Start Control.
- Operate Hill Start Control. (➠ 104)

Hill Start Control automatically deactivated


blinks yellow.

Possible cause:

Hill Start Control was deactivated automatically.

- Side stand was folded out.
- » Hill Start Control is deactivated when the side stand is folded out.
- Engine was stopped.
- » Hill Start Control is deactivated when the engine is shut off.
- Operate Hill Start Control. (➠ 104)

Hill Start Control cannot be activated


is displayed.

HSC not available. Engine not running.

Possible cause:

The Hill Start Control cannot be activated.

- Fold in side stand.

» Hill Start Control only functions when the side stand is folded away.
• Start engine.
» Hill Start Control only functions with the engine running.

Gear not taught in

–with Gearshift Assistant Pro OE


Gear indicator flashes.

Possible cause:

The transmission sensor has not been completely taught in.
• Start engine. (➠ 133)
• Shift to neutral N.
• Fold the side stand out and back in; do not operate the gearshift lever while doing this.
• Shift all gears with clutch control. In the respective gear, put the throttle grip in the idle position multiple times and then accelerate again.
» The gear display stops blinking when the transmission sensor has been successfully taught in.
–Once the transmission sensor has been fully taught in, the Gear Shift Assistant Pro functions as described (➠ 164).
• If the teach-in procedure is unsuccessful, have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Hazard warning flasher switched on


flashes in green.


flashes in green.

Possible cause:

The hazard warning lights system was switched on by the rider.
• Operate hazard warning flashers. (➠ 93)

Service display


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

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


If the service display appears more than a month before the service date, the current day's date must be re-

set. This situation can occur if the battery was disconnected.

Service due

 is displayed in white.

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

Possible cause:

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

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

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

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

Service appointment overdue

 lights up yellow.

 is displayed in yellow.

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

Possible cause:

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

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

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

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

INSTRUMENT CLUSTER

04

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WARNINGS

WARNING

Operation of a smartphone while riding

Risk of accident

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

WARNING

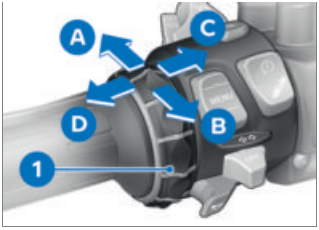
Distraction from traffic conditions and loss of control

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

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

OPERATING ELEMENTS

Multi-Controller



1 Multi-Controller

A Move the cursor up in lists
Increases the volume

B Move the cursor down in lists
Decrease volume

C Activate the function according to the feedback
Confirm selection/setting
Browsing through menu screens

D Activate or deactivate the function according to the feedback
After settings, return to menu view
Change one hierarchy level up
Browsing through menu screens

Rocker button MENU



Briefly press the top of the MENU 1:

–In Menu view: Change a hierarchy level up.
–In Pure Ride view: Changing the display for rider info. status line.

Press and hold the top of the MENU 1:

–In Menu view: Open Pure Ride view.
–In Pure Ride or Sport view: Change the operating focus to the navigator.

Press the bottom of the MENU 1:

–Change a hierarchy level down.
–Confirm the selection/setting.

Press and hold the bottom of the MENU 1:

–Return to the last menu, after a menu change has been previously carried out by pressing and holding the top of the rocker button.

Navigation instructions are displayed as a dialog if you have not gone to the `Navigation` menu. Operation of the MENU rocker button is temporarily restricted.

MY VEHICLE

Calling up the on-board computer

- Go to the `My vehicle` menu.
- Scroll to the right until the `ONBOARD COMPUTER` menu screen is displayed.

Resetting the on-board computer

- Go to the on-board computer. (➠ 69)
- Press MENU rocker button down.
- Select `Reset all values` or `Reset individual values` and confirm.

The following values can be reset individually:

`Break`

`Journey`

`Current` (`TRIP 1`)

Speed

Consump.

Calling up the travel on-board computer

- Go to the on-board computer. (➠ 69)
- Scroll to the right until the TRIP COMPUTER menu screen is displayed.

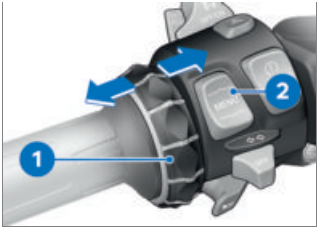
Resetting the travel on-board computer

- Go to the travel on-board computer. (➠ 70)
- Press MENU rocker button down.
- Select Automatic reset or Reset all values and confirm.

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

OPERATION

Go to the menu



- Press and hold the top of button **2**.

» The Pure Ride view is displayed.

- Briefly press button **2** downward.

The following menus can be called up:

–My vehicle
–Navigation
–Media
–Telephone
–Settings

–with riding modes Pro OE

In addition:

–Sport◁

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

The Settings menu can only be called up when stationary.

System status displays

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



Examples of the meaning of the system statuses:

–System status **1**: DTC function is turned on.

Changing the status line display

Requirement

The vehicle is stationary. The Pure Ride view is displayed.

- Turn on the ignition. (➠ 82)

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

–with tire pressure monitor (TPM) OE

» In addition, information from the Tire Pressure Monitor can be displayed.◁

- Select content in status line. (➠ 72)



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

The following values can be displayed:

Total distance

Current distance 1

Current distance 2

Consumption 1 (average)


Consumption 2 (average)


Riding time 1


Riding time 2


Break 1


Break 2


Speed 1 (average)


Speed 2 (average)

–with tire pressure monitor (TPM) OE


Tire pressure◁


Range


Fuel tank level

Selecting status line content

- Go to menu Settings, Display, Status line content.
- Turn on desired displays.

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

SETTINGS

Adjusting the volume

- Connect the rider's helmet and the passenger helmet. (➠ 74)
- Increase volume: Turn the Multi-Controller up.
- Decrease volume: Turn the Multi-Controller down.
- Mute: Turn the Multi-Controller all the way down.

Configuring system settings

- Turn on the ignition. (➠ 82)
- Call up menu Settings, System settings.

» The following system settings can be configured here:

–Date and time
–Units
–Language

Adjusting brightness

- Go to menu Settings, Display, Brightness.
- Adjust brightness.

» The brightness of the display is dimmed to the set value if ambient brightness falls below a defined value.

Resetting all settings

- Go to the Settings menu.
- Select Reset all and confirm.

The settings of the following menus are reset to the factory setting:

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

» Existing Bluetooth connections are not deleted.
» The pairing of the vehicle with the current BMW Motorrad Connected-Ride account is reset.

BLUETOOTH®

Pairing

Two Bluetooth devices have to recognize 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 terminals, e.g. with operating system iOS, you must go to the BMW Motorrad Connected App before use.

During the pairing process, the instrument cluster searches for other Bluetooth-compatible devices within its reception range. The conditions that have to be satisfied before a device can be detected are as follows:

–The Bluetooth® function of the device must be activated
–The device must be "visible" to others
–Other Bluetooth-capable devices must be OFF (e.g. mobile phones and navigation systems).

Please consult the operating instructions for your communication system.

Carrying out pairing

- Call up menu Settings, Connections.

» Bluetooth connections can be established, managed, and deleted in the CONNECTIONS menu. The following Bluetooth connections are displayed:

–Mobile device
–Rider's helmet
–Passenger helm.

The connection status for mobile end devices is displayed.

Connecting a mobile end device

- Carry out pairing. (➠ 73)
- Activate the Bluetooth function of the mobile end device (see operating instructions for the mobile end device).
- Select Mobile device and confirm.

- Select `Pair new mobile device` and confirm.

Mobile end devices are searched for.

 blinks in the lower status line during pairing.

Visible mobile end devices are displayed.

- Select the mobile end device and confirm.

If the fuel tank is between the mobile terminal and the instrument cluster, the Bluetooth connection may be restricted. BMW Motorrad recommends storing the mobile terminal above the fuel tank (e.g. in the jacket pocket).

- Observe the instructions for the mobile end device.
- Confirm that the codes match.

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

» If the connection cannot be established, the troubleshooting chart in the "Technical data" chapter may provide assistance. (➠ 232)

» Depending on the mobile end device, telephone data is transferred to the vehicle automatically.

» Telephone data (➠ 79)

» If the phone book is not displayed, the troubleshooting chart in the chapter "Technical data" may provide assistance. (➠ 233)

» If the Bluetooth connection does not work as expected, the troubleshooting chart in the "Technical data" chapter may provide assistance. (➠ 233)

Connect the rider's helmet and the passenger helmet

- Carry out pairing. (➠ 73)
- Select `Rider's helmet` or `Passenger helm.` and confirm.
- Show the communication system of the helmet.
- Select `Pair new rider's helmet` or `Pair new passeng. helmet` and confirm.

Helmets are searched for.

 blinks in the lower status line during pairing.

Visible helmets are displayed.

- Select helmet and confirm.

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

» If the connection cannot be established, the troubleshooting chart in the "Technical data" chapter may provide assistance. (➠ 232)

» If the Bluetooth connection does not work as expected, the troubleshooting chart in the "Technical data" chapter may provide assistance. (➠ 233)

Deleting connections

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

OPERATING FOCUS

Changing operating focus

–with preparation for navigation system OE

When the Navigator is connected, you can change between operation of the Navigator and of the instrument cluster.

Changing the operating focus

–with preparation for navigation system OE

- Fasten navigation system securely. (➠ 215)
- Press and hold the top of the rocker button MENU to display the Pure Ride view.
- Press and hold the top of the rocker button MENU.

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

–with preparation for navigation system OE

» Operating the navigation system (➠ 217)◁

NAVIGATION

Prerequisite

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

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

On some mobile terminals, e.g. with operating system iOS, you must go to the BMW Motorrad Connected App before use.

Entering destination address

- Connect mobile terminal. (➠ 73)
- Go to the BMW Motorrad Connected app and start the guidance.

- Call up Navigation menu in the instrument cluster.

» Active destination guidance is displayed.

» If the active route guidance is not displayed, the troubleshooting chart in the chapter "Technical data" may provide assistance. (➠ 233)

Select destination from most recent destinations

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

Select destination from favorites

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

Entering special destinations

- Special destinations, e.g. landmarks, can be displayed on the map.
- Call up menu Navigation, POIs.

The following locations can be selected:

–At current location
–At destination
–Along the route

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

The following point of interest can be selected:

–Filling station

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

Specifying route criteria

- Call up menu Navigation, Route criteria.

The following criteria can be selected:

–Route type
–Avoid

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

The number of enabled avoidances is displayed in brackets.

Display route info

- Go to the Navigation, Settings menu, then select the Route info menu item.

You can select between the following options:

–Destination
–Waypoint

- Select desired option.

» The remaining distance and time are displayed.

Editing guidance

- Call up menu Navigation, New destination.

You can select between the following destinations:

–Recent destinations
–Favorites
–POIs

- Select destination from one of the three destination categories.
- Select Edit route guidance in the destination entry.
- Select Add stop to add the selected destination as a waypoint.
- Select Start guidance to overwrite the current destination.

Ending route guidance

- Call up menu Navigation, Active route guidance.
- Select and confirm End route guidance or tilt the Multi-Controller to the left.

Switching spoken instructions on or off

- Connect the rider's helmet and the passenger helmet. (➠ 74)
- The navigation can be read aloud. To do this, the Spoken instructions must be turned on.
- Call up menu Navigation, Active route guidance.
- Turn Spoken instructions on or off.

Repeating the last spoken instruction

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

Turning Speed Limit Info on or off

Requirement

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

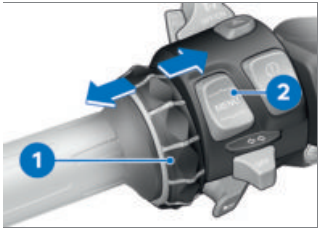
- Speed Limit Info displays the currently permitted maximum speed.
- Call up menu Settings, Display.
- Turn Speed Limit Info on or off.

MEDIA

Prerequisite

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

Controlling audio playback



- Go to the Media menu.

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

- Adjust the volume. (➠ 72)
- Next title: Briefly tilt Multi-Controller **1** to the right.
- Last title or beginning of the current title: Briefly tilt Multi-Controller **1** to the left.
- Fast forward: Tilt Multi-Controller **1** to the right for an extended period.
- Fast rewind: Tilt Multi-Controller **1** to the left for an extended period.
- Go to context menu: Press button **2** downward.

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

» The following functions can be used in the context menu:
– Playback or Pause.
– For search and playback, select the category Now playing, All artists, All albums or All tracks.
– Select Playlists.

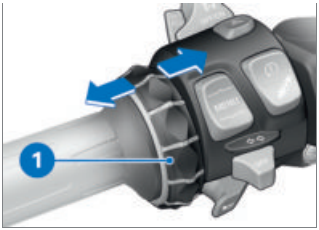
In the Audio settings submenu, the following settings are possible:
– Turn Shuffle on or off.
– Select Repeat: Off, One (current track) or All.

TELEPHONE

Prerequisite

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

Making a phone call



- Go to the Telephone menu.

- Accepting a call: Tilt Multi-Controller **1** to the right.
- Rejecting a call: Tilt Multi-Controller **1** to the left.
- Ending a call: Tilt Multi-Controller **1** to the left.

Muting

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

Conversations with multiple users

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

Telephone data

Depending on the mobile end device, telephone data is transferred to the vehicle automatically after pairing (➠ 73).
`Phone book`: List of contacts saved in the mobile terminal
`Call list`: List of calls with the mobile terminal
`Favorites`: List of favorites saved in the mobile terminal

SOFTWARE VERSION

- Go to menu `Settings`, `Information`, `Software version`.

LICENSE INFORMATION

- Go to menu `Settings`, `Information`, `Licenses`.

OPERATION

05

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IGNITION SWITCH/STEERING LOCK

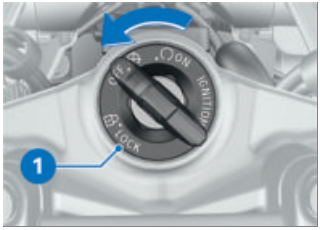
Ignition keys

The motorcycle is shipped with one ignition key and one replacement key. If you lose your keys, observe the notes regarding the electronic immobilizer (EWS) (➠ 83).
A single ignition key fits the ignition switch/steering lock, the fuel filler cap and the seat lock.

The cases and the topcase can also be ordered with locks for the same ignition keys on request. For this, please contact a repair shop, preferably an authorized BMW Motorrad dealer.

Locking the steering lock

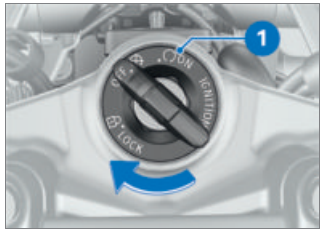
- Turn handlebars to left.



- Turn the ignition key to position **1** while moving the handlebars somewhat.

» Ignition, lights and all electrical circuits turned off.
» Steering lock is locked.
» The ignition key can be removed.

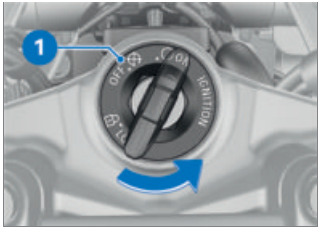
Turning on the ignition



- Insert the ignition key into the ignition switch/steering lock and turn it to position **1**.

» Parking lights and all function circuits are turned on.
–with LED additional headlight OA
» Auxiliary LED headlights are turned on.◁
» Pre-Ride-Check is carried out. (➠ 134)
» ABS self-diagnosis is performed. (➠ 135)
» DTC self-diagnosis is performed. (➠ 135)

Turning off the ignition



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

» After the ignition has been turned off, the instrument cluster remains turned on for a little while and indicates any existing fault messages.
» Steering lock is not locked.
» Electrically powered accessories remain operational for a limited period of time.
» Battery can be recharged using the onboard power socket.
» The ignition key can be removed.

–with LED additional headlight OA

- The auxiliary LED headlights are extinguished shortly after the ignition has been turned off.◁

EWS electronic immobilizer

The motorcycle's electronics monitor the data stored in the ignition key through a ring antenna incorporated in the ignition switch / steering lock. The engine control unit does not enable engine start until this ignition key has been recognized as "authorized" for your motorcycle.

An additional ignition key fastened to the same ring as the ignition key used to start the engine could "irritate" the electronics, in which case the enabling signal for an engine start is not issued.
Always keep the ignition keys separate from each other.

If you lose an ignition key, you can have it disabled by your authorized BMW Motorrad dealer. For this purpose, you must bring all of the motorcycle's remaining ignition keys with you. The engine can no longer be started using a disabled ignition key; however, a disabled ignition key can be enabled again.
Ignition keys can only be obtained from an authorized BMW Motorrad dealer. The keys are part of an integrated

safety system, so the dealer is under an obligation to check the legitimacy of all applications for replacement/ extra ignition keys.

IGNITION WITH KEY-LESS RIDE

–with Keyless Ride[OE]

Ignition keys

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

You are provided with one radio-operated key and one spare key. If you lose your keys, refer to the notes regarding the electronic immobilizer (EWS) (➠ 83).
The ignition, fuel filler cap and anti-theft alarm system are actuated with the radio-operated key. The seat lock, topcase and case are operated manually.

When the range of the radio-operated key is exceeded (e.g. in case or Topcase), the vehicle cannot be started.
If the radio-operated key continues to be missing, the ignition will be turned off after approx. 90 seconds to protect the battery.
It is advisable to carry the radio-operated key directly on your person (e.g. in a jacket pocket) and to also carry the spare key as an alternative.

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

Locking the steering lock

Requirement

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



- Press and hold button **1**.

» Steering lock audibly locks.
» Ignition, lights and all electrical circuits turned off.

- To unlock the steering lock, briefly press button **1**.

Turning on the ignition
Requirement

Radio-operated key is within reception area.



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

Version 1:

- Briefly press button **1**.
» Parking lights and all function circuits are turned on.
–with LED additional headlight OA
» Auxiliary LED headlights are turned on.◁
» Pre-Ride-Check is carried out. (➠ 134)
» ABS self-diagnosis is performed. (➠ 135)
» DTC self-diagnosis is performed. (➠ 135)

Version 2:

- Press and hold button **1**.
» Steering lock is unlocked.
» Parking lights and all function circuits are turned on.
–with LED additional headlight OA
» Auxiliary LED headlights are turned on.◁
» Pre-Ride-Check is carried out. (➠ 134)
» ABS self-diagnosis is performed. (➠ 135)
» DTC self-diagnosis is performed. (➠ 135)

Turning off the ignition
Requirement

Radio-operated key is within reception area.



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

Version 1:

- Briefly press button **1**.
» Light is turned off.
» Steering lock is not locked.
- Lock steering lock. (➠ 84)

Version 2:
- Turn handlebars to left.
- Press and hold button **1**.

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

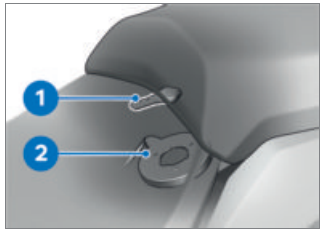
Electronic immobilizer (EWS)

The motorcycle's electronics monitor the data stored in the radio-operated key through a ring antenna in the radio-operated lock. The engine control unit does not enable the engine to start until the radio-operated key has been recognized as "authorized".

An additional 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 the engine start is not issued.
Always keep the radio-operated keys separate from each other.

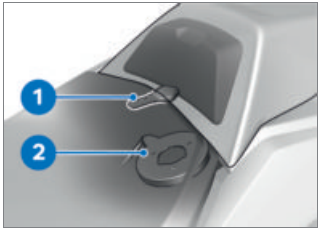
If you lose a radio-operated key, you can have it disabled by your authorized BMW Motorrad dealer. For this purpose, you must bring all of the motorcycle's remaining ignition keys with you.
The engine can no longer be started using a disabled radio-operated key; however, a disabled radio-operated key can be enabled again.
Ignition keys can only be obtained from an authorized BMW Motorrad dealer. As the radio-operated keys are part of a safety system, the dealer is under obligation to check your proof of identity.

Battery of radio-operated key is dead or radio-operated key is lost
- If you lose your keys, refer to the notes regarding the electronic immobilizer (**EWS**).
- Should you lose the radio-operated key during a trip, the vehicle can be started using the spare key.



- If the battery of the radio-operated key is dead, you can start the vehicle by touching the passenger seat with the radio-operated key.

–with OE single seater



- If the battery of the radio-operated key is dead, you can start the vehicle by touching the hump cover with the radio-operated key.◁
- Insert the spare key **1** in the slot between the rider's seat/ hump cover and passenger seat so that spare key is positioned over antenna **2**.

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

» Pre-Ride-Check is carried out.
–Spare key has been detected.
–Engine can be started.
–Spare key can be removed.
- Start engine. (➠ 133)

Replacing the battery of the radio-operated key

If the radio-operated key does not respond when a button is pressed for a short or long time:

- The battery for the radio-operated key no longer has full capacity.

⚠ `Remote key battery low. Function limited. Change battery.`

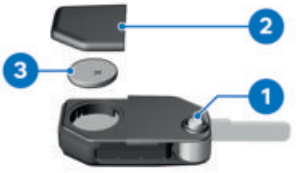
DANGER

Swallowing a battery

Risk of injury or death

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

- Change battery.



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

ATTENTION

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

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

Battery type
For Keyless Ride radio-operated key
CR 2032

- Install battery cover **2**.
» Red LED in instrument cluster blinks.
» The radio-operated key is working again.

EMERGENCY-OFF SWITCH



1 Emergency-off switch

WARNING

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

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



A Engine turned off
B Operating position

INTELLIGENT EMERGENCY CALL

–with intelligent emergency call OE

Emergency call via BMW

Only press the SOS button in an emergency.
Emergency call cannot be ensured if the conditions are unfavorable for technical reasons, e.g. in regions where there is no cellphone reception.
During an emergency call, the position of the vehicle, the selected language and any accident data are transmitted to BMW (➠ 11). Under unfavorable conditions, data transfer can be limited or delayed. This can lead to delayed processing of the emergency call.
Even if an emergency call via BMW is not possible, a call to a public emergency call number may be established. This depends on the respective mobile phone network and the national regulations.

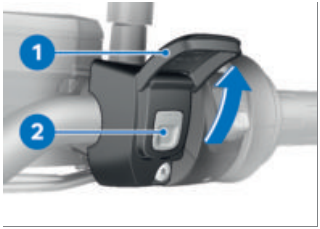
Language for emergency call

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

Only your authorized BMW Motorrad dealer is able to change the language for the emergency call. This language assignment to the vehicle differs from the display languages that the rider is able to select in the instrument cluster.

Manual emergency call
Requirement

An emergency has arisen. The vehicle is stationary. The ignition is turned on.



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



The time until an emergency call is placed is displayed. During this time it is possible to cancel the emergency call by pressing and holding the SOS button.

- Cancel emergency call: Press and hold the SOS button **2** for two seconds or turn off the ignition.
- Press the emergency-off switch to stop the engine.
- Remove your helmet.

» Once the timer has expired, a voice connection will be established with the BMW Call Center.



The connection has been established.



- Communicate information for the rescue services using the microphone **3** and speakers **4**.

Automatic emergency call

The intelligent emergency call is automatically active once the ignition is switched on and will react if you are involved in a fall.

Emergency call in the event of a minor fall

- A light fall or crash has been detected.

» An acoustic signal is emitted.



The time until an emergency call is placed is displayed. During this time it is possible to cancel the emergency call by pressing and holding the SOS button.

- Cancel emergency call: Press and hold the SOS button for two seconds or turn off the ignition.
- If possible, remove helmet and stop the engine.

» Voice contact to the BMW Call Center is established.



The connection has been established.



- Open cover **1**.
- Communicate information for the rescue services using the microphone **3** and speakers **4**.

Emergency call in the event of a heavy fall

- A heavy fall or crash has been detected.

» The emergency call is sent automatically without delay.

LIGHTING

Low beams and parking lights

The parking lights turn on automatically when the ignition is turned on.

The parking lights are a strain on the battery. Only turn on the ignition briefly.

The low-beam headlight switches on automatically when the engine is started.

High beams and headlight flasher

- Turn on the ignition. (➠ 82)



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

Headlight courtesy delay feature

- Turn off the ignition.



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

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

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

Roadside parking lights

- Turn off the ignition. (➠ 83)



- Immediately after turning off the ignition, push button **1** to the left and hold it until the

roadside parking lights turn on.
- Turn ignition on and then off again to turn off the roadside parking lights.

Auxiliary headlights

–with LED additional headlight[OA]

Requirement

The low beams must be turned on.

The auxiliary headlights are permitted as fog lamps and may only be used in poor weather conditions. Comply with the country-specific road traffic regulations.

- Start engine. (➠ 133)



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

The indicator light for the additional headlights lights up.

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

Manual operation of the light when automatic function is active

Operating the hazard warning system

- Turn on the ignition. (➠ 82)

The hazard warning system places a load on the battery. Only switch the hazard warning lights system on briefly.



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

» Ignition can be turned off.

- To turn off the hazard warning lights system, turn on the ignition, as required, and press button **1** once again.

Operating turn signals

- Turn on the ignition. (➠ 82)
- Go to the `Settings`, `Vehicle settings` menu, then select the `Lights` menu item.
- Turn `Comfort turn indicator` on or off.



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

» If the comfort turn signal is turned on, the turn signal automatically switches off once the speed-dependent distance has been covered.

- Alternative: Press button **1** to turn off the turn signals.

DYNAMIC TRACTION CONTROL (DTC)

Turning off the DTC

- Turn on the ignition. (➠ 82)

The Dynamic Traction Control (DTC) can also be turned off while riding.



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

Immediately after the button **1** is pressed, the DTC system status `ON` is displayed.

lights up.

Possible DTC system status `OFF!` is displayed.

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

The new DTC system status `OFF!` is displayed for a short time.

continues to light up.

» The DTC function is switched off.

Turn on the DTC



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

Immediately after the button **1** is pressed, the DTC system status `OFF!` is displayed.

extinguishes, and if self-diagnosis has not been completed, it begins to blink.

Possible DTC system status `ON` is displayed.

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

remains off or continues to flash.

Possible DTC system status `ON` is displayed.

» The DTC function is switched on.

- More detailed information on the Dynamic Traction Control (DTC) can be found in the Technology in detail chapter (➠ 155).

ELECTRONIC CHASSIS AND SUSPENSION ADJUSTMENT (D-ESA)

–with Dynamic ESA OE

Dynamic ESA ranges of adjustment

The electronic Dynamic ESA chassis and suspension adjustment can automatically adapt your motorcycle to the load. If the suspension adjustment is set to `Auto`, the rider does not have to deal with adjusting the load.

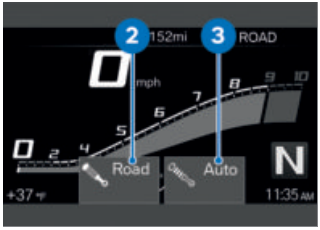
More information about the Dynamic ESA can be found in the "Technology in detail" chapter (➠ 157).

Displaying chassis and suspension adjustment

- Turn on the ignition. (➠ 82)



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



Immediately after the button **1** is pressed, the chassis and suspension adjustment options for damping **2** and spring setting **3** are displayed.

» The display automatically disappears again after a short time.

Adjusting damping

- Turn on the ignition. (➠ 82)



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

To adjust the damping rate:

- Briefly press button **1** repeatedly until the desired setting is displayed.

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



The selection arrow **4** is displayed.

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

The following settings are available:

–`Road`: Damping for comfortable road travel

–`Dynamic`: Damping for dynamic road travel

Adjusting spring preload



To adjust the spring preload:
- Start engine. (➠ 133)
- Repeatedly press and hold button **1** until the desired setting is displayed.

The spring setting cannot be changed while the motorcycle is underway.

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

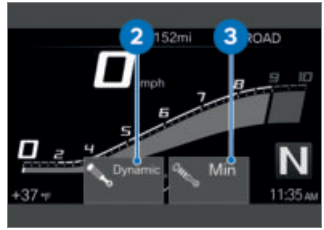


The selection arrow **4** is displayed.

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

The following settings are available:
– `Min`: Minimum spring setting (only suitable for one-up mode)
– `Auto`: Automatic spring setting (recommended chassis and suspension adjustment)

» If the button **1** is not pressed for an extended period, the damping action and the spring preload will be adjusted to the displayed settings.



The new chassis and suspension adjustment options for damping **2** and spring setting **3** are displayed briefly.

- At very low temperatures, unload the motorcycle before increasing the spring preload, and have the passenger dismount if necessary.

» After the setting is completed, the chassis and suspension adjustments disappear.
» In the Auto loading mode, the spring preload is only adjusted after riding off.

RIDING MODE

Use of the riding modes

BMW Motorrad has developed riding scenarios for your vehicle from which you can select the one matching your situation:

Series

–ECO: Range-optimized riding
–RAIN: Riding on wet roads.
–ROAD: Riding on dry roads.

–with riding modes Pro OE

With Pro riding modes

–DYNAMIC: Brisk riding on dry roads.
–DYNAMIC PRO: Dynamic riding on dry roads taking into account settings made by the rider.

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

–with Dynamic ESA OE

The chassis and suspension adjustments can also be adapted in the selected scenario.

More detailed information about the riding modes can be found in the "Technology in detail" Chapter (➠ 158).

Riding mode preselection

The available riding modes can be preselected. Between two and four riding modes can be selected at a time.

Factory setting:
ECO, RAIN and ROAD
–With Pro riding modes

In addition: DYNAMIC and DYNAMIC PRO

Preselecting the riding mode

- Turn on the ignition. (➠ 82)
- Go to menu Settings, Vehicle settings, Riding mode preselection.
- Select riding modes.

You can select from the following riding modes:

–ECO: For range-optimized riding.
–RAIN: For riding on rain-slicked roads.
–ROAD: For riding on dry roads.

–with riding modes Pro OE

The following riding mode can also be selected:

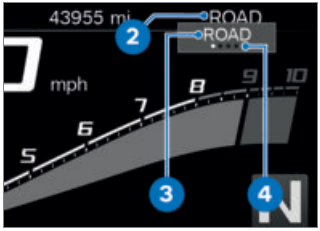
–DYNAMIC: For dynamic riding on dry roads.
–DYNAMIC PRO: For dynamic riding on dry roads, taking account of the settings made by the rider.◁

Select riding mode

- Turn on the ignition. (➠ 82)
- Preselect the riding mode. (➠ 98)



- Press button **1**.



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



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

You can select from the following riding modes:
–ECO: For range-optimized riding.
–RAIN: For riding on rain-slicked roads.
–ROAD: For riding on dry roads.

–with riding modes Pro OE

The following riding mode can also be selected:
–DYNAMIC: For dynamic riding on dry roads.
–DYNAMIC PRO: For dynamic riding on dry roads, taking account of the settings made by the rider.◁

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

motion under the following conditions:
– The throttle grip is in idle position.
– Brake is not engaged.
– Adaptive cruise control is not active.
» The riding mode selected and its associated adjustments of engine characteristics DTC, ABS and MSR are retained even after the ignition has been turned off.

PRO RIDING MODE

– with riding modes Pro OE

Adjustment options

The PRO riding modes can be adjusted individually only if they have been selected in the riding mode preselection.

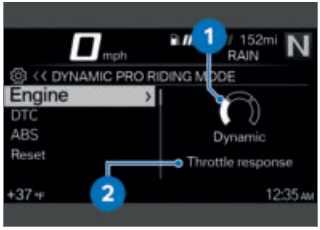
Select PRO riding mode

- Turn on the ignition. (➠ 82)
- Go to menu `Settings`, `Vehicle settings`, `Riding mode preselection`.
- Select `DYNAMIC PRO riding mode`.
- Call up `Configuration`.

Adjusting Dynamic Pro

– with riding modes Pro OE

- Select PRO riding mode. (➠ 100)



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

- Select and confirm the system.



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

- Adjust the system.

» The `Engine`, `DTC`, and `ABS` systems can all be adjusted in the same way. More detailed information about the riding modes can be found in the chapter "Technology in detail":

» Selection (➠ 158)
- The settings can be reset to factory settings:
- Reset the riding mode settings. (➠ 101)

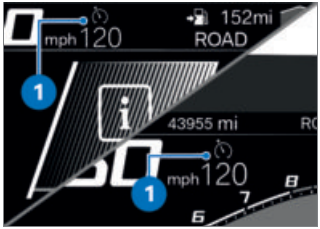
Riding mode settings reset
- Select PRO riding mode. (➠ 100)
- Select `Reset` and confirm.

» The following factory settings apply to `DYNAMIC PRO RIDING MODE`:
–`DTC: Road`
–`ENGINE: Dynamic`
–`ABS: Dynamic`

CRUISE CONTROL

–with cruise control[OE]

Displayed value while adjusting (Speed Limit Info not active)



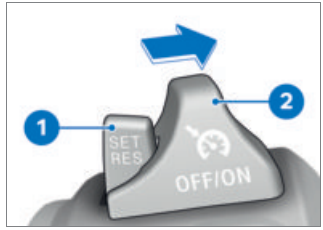
The icon **1** for cruise control is displayed in the Pure Ride view and in the upper status line.

Displayed value while adjusting (Speed Limit Info active)



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

Turning on cruise control



- Slide switch **2** to the right.

» Button **1** is unlocked.

Saving the speed



- Briefly press button **1** forward.

Adjustment range of cruise control (gear-dependent)
12...130 mph (20...210 km/h)

is displayed.

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

Accelerating



- Briefly press button **1** forward.

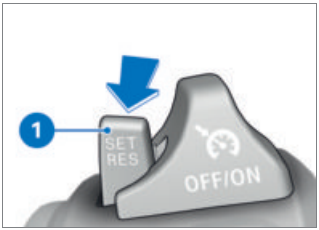
» The speed is increased by 1 mph (1.6 km/h) each time the button is pressed.

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

» The speed increases continuously.

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

Decelerating



- Briefly press button **1** backward.

» The speed is decreased by 1 mph (1.6 km/h) each time the button is pressed.

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

» The speed is reduced continuously.

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

Deactivating cruise control

- Actuate the brakes, coupling or throttle grip (ease the throttle beyond the default

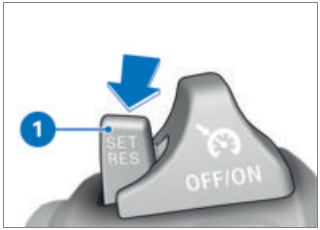
setting) to deactivate the adaptive cruise control.

When downshifting using the Pro Gear Shift Assistant, the cruise control is automatically deactivated for safety reasons. During upshifting, the cruise control remains active.

During ABS or DTC interventions, the cruise control is automatically deactivated for safety reasons. If the rider deactivates DTC, the cruise control is also deactivated.

is hidden.

Resuming previous cruising speed

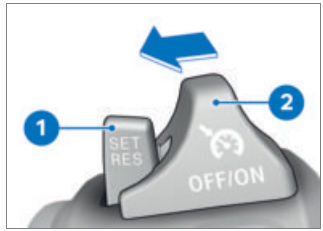


- Briefly push button **1** back to return to the speed saved beforehand.

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

is displayed.

Turning off cruise control



- Push switch **2** to the left.

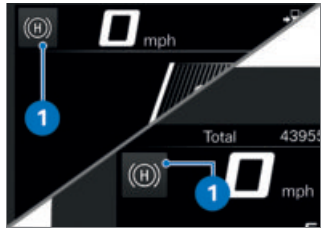
» The system is turned off.

is hidden.

» Button **1** is locked.

HILL START CONTROL (HSC)

Display



The icon **1** for Hill Start Control is displayed in the Pure Ride

view and in the upper status line.

Turn Hill Start Control on and off

- Turn on the ignition. (➠ 82)
- Call up menu `Settings`, `Vehicle settings`.
- Turn `Hill Start Control` on or off.

Operating Hill Start Control

Requirement

Vehicle is at a standstill with the engine running. Hill Start Control is switched on.

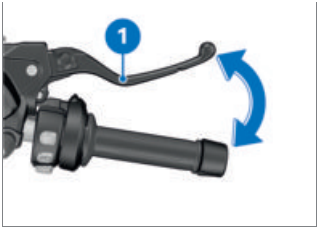
ATTENTION

Failure of the Hill Start Control

Risk of accident

- Secure the vehicle through manual braking.

Hill Start Control is only a comfort system to make driving off on hills easier and should therefore not be confused with a parking brake.



- Apply brake lever **1** or footbrake lever firmly and then release again.

is displayed in green.

» Hill Start Control has been activated.

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

is hidden.

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

For driving off with Hill Start Control, the throttle grip must be actuated as the motorcycle starts driving off.

is hidden.

» Hill Start Control is deactivated.

- More information about the Hill Start Control can be found

in the chapter "Technology in detail":

» Hill Start Control function (➠ 166)

Operating

Hill Start Control Pro

–with riding modes Pro[OE]

Requirement

Vehicle is at a standstill with the engine running.

ATTENTION

Failure of the Hill Start Control

Risk of accident

- Secure the vehicle through manual braking.

Hill Start Control Pro is only a comfort system to make driving off on hills easier and should therefore not be confused with a parking brake.

Hill Start Control Pro should not be used for gradients of more than 40%.



- Apply brake lever **1** or footbrake lever firmly and then release again.
- Alternatively, apply the brake for about one second after the vehicle has come to a standstill, with a gradient of at least 3%.

is displayed in green.

» Hill Start Control Pro has been activated.

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

If Hill Start Control Pro was deactivated using the brake lever, then automatic Hill Start Control is deactivated for the next 13.1 ft (4 m).

is hidden.

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

For driving off with Hill Start Control Pro, the throttle grip must be actuated as the motorcycle starts driving off.

is hidden.

» Hill Start Control Pro is deactivated.
- More information about the Hill Start Control Pro can be found in the chapter "Technology in detail":
» Hill Start Control function (➠ 166)

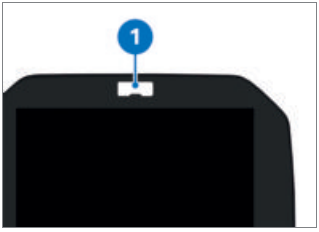
Adjusting Hill Start Control Pro

–with riding modes Pro[OE]

- Turn on the ignition. (➠ 82)
- Call up menu `Settings`, `Vehicle settings`.
- Select `HSC Pro`.
- To turn off Hill Start Control Pro, select `Off`.
» Hill Start Control Pro is deactivated.
- To turn on manual Hill Start Control Pro, select `Manual`.
» Hill Start Control Pro can be activated by firmly applying the handbrake or footbrake lever.
- To turn on automatic Hill Start Control Pro, select `Auto`.
» Hill Start Control Pro can be activated by firmly applying the handbrake or footbrake lever.
» During brake actuation for approximately one second after the vehicle has come to a standstill and on a slope with at least a 3% gradient, Hill Start Control Pro is activated automatically.
» The selected setting is retained even after the ignition is turned off.

SHIFTPOINT LIGHT

Turning the shiftpoint light on and off



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

Setting shifting flash

- Turn on the `Shift light` function.
- Go to menu `Settings`, `Vehicle settings`, `Con-`

figuration (under Shift light).
» The following settings are available:
– Start RPM
– End RPM
– Brightness
– Frequency. A flashing frequency of 0 Hz corresponds to continuous lighting.
» Changes to the brightness and the flashing frequency are signaled by the shiftpoint light lighting up or flashing.

ANTI-THEFT ALARM SYSTEM (DWA)

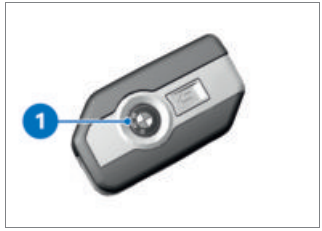
– with anti-theft alarm system (DWA) OE

Activation

- Turn on the ignition. (➠ 82)
- Adjust the anti-theft alarm system. (➠ 109)
- Turn off the ignition.

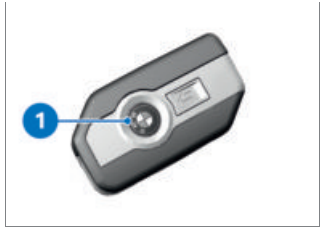
» If DWA is activated, DWA is automatically activated after the ignition is switched off.
» Activation takes approximately 30 seconds to complete.
» Turn signals flash twice.
» Confirmation tone sounds twice (if programmed).
» Anti-theft alarm system is active.

– with Keyless Ride OE



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

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



- To deactivate the tilt sensor (for example, if the motorcycle is being transported on a train and the train's strong movements could trigger the alarm signal), press the button **1** on the radio-operated

key again during the activation phase.
» Turn signals flash three times.
» Confirmation tone sounds three times (if programmed).
» Tilt sensor is deactivated.◁

Alarm signal

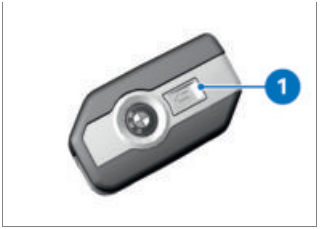
The DWA alarm signal can be triggered by:
– Tilt alarm sensor
– Switch-on attempt with an unauthorized ignition key.
– Disconnection of the DWA from the vehicle battery (DWA battery takes over the power supply – alarm tone only, turn signals do not flash)

If the radio-operated key is within the reception range, any alarm triggered by the tilt alarm sensor is suppressed.

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

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

– with Keyless Ride OE



You can cancel a triggered alarm signal at any time by pressing the button **1** of the radio-operated key without deactivating the DWA.

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

Light signals on indicator light:
– 1x flash: Tilt sensor 1
– 2x flashes: Tilt sensor 2
– 3x flashes: Ignition is turned on using an unauthorized ignition key

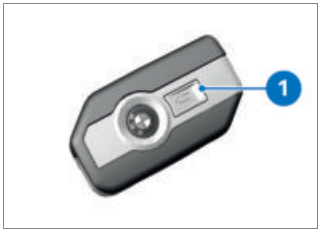
– 4x flashes: Anti-theft alarm system disconnected from vehicle battery
– 5x flashes: Tilt sensor 3

Deactivating the DWA

- Emergency-off switch in operating position.
- Turn on the ignition. (➠ 82)

» Turn signals flash once.
» Confirmation tone sounds once (if programmed).
» DWA is turned off.

– with Keyless Ride OE



- Briefly press button **1**.
- Turn on the ignition. (➠ 82)
- Briefly press button **1**.

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

» Turn signals flash once.
» Confirmation tone sounds once (if programmed).
» DWA is turned off.◁

Possible settings

`Warning signal`: Set increasing and decreasing or intermittent alarm tone.

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

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

`Arming tone`: Confirmation alarm tone after activating/deactivating the DWA in addition to flashing turn signals.

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

Adjusting the anti-theft alarm system

- Turn on the ignition. (➠ 82)
- Go to menu `Settings`, `Vehicle settings`, `Alarm system`.

» The following adjustments are available:
– Adapting `Warning signal`
– Turning `Tilt sensor` on and off

–Turning Arming tone on and off
–Turning Arm automatically on and off

TIRE PRESSURE MONITOR (TPM)

–with riding modes Pro OE
–with tire pressure monitor (TPM) OE

Switching setpoint pressure warning on or off

- If the minimum tire pressure is reached, a target pressure warning can be displayed.
- Go to menu Settings, Vehicle settings, RDC.
- Turn Target pressure warn. on or off.

HEATING

Operating heated grips

–with heated grips OE
–without seat heating OE

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

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

- Start engine. (➠ 133)



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

The handlebar grips can be heated at two different levels.

1 Medium heater output

2 High heater output

» The high heating level is used for fast heat-up of the grips; then the switch should be switched back to the 1st level.
» If no further changes are made, the selected heating level is set.

- To turn off the heated grips, press the button **1** repeatedly until the heated grip icon **3** disappears.

Operating the heating
–with heated grips[OE]
–with seat heating[OE]

The heated grips and seat heating can be activated only when the engine is running.

- Start engine. (➠ 133)



- Press button **1**.

» The HEATING menu opens.

- Select Heated handlebar grips or Seat heating.
- Select the desired heating level and confirm.

» The selected heating level is shown in the display to the left of the heating symbols **2**.

- Press the **1** button to close the HEATING menu.
- To switch the heater off or on again using the previously selected heating levels, press and hold the **1** button.

The heat level settings are retained even after the ignition is turned off.

Operating the passenger seat heater
–with seat heating[OE]

- Start engine. (➠ 133)

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



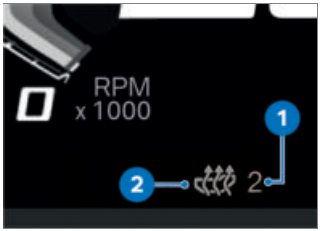
- Select the desired heating level with **1** switch.



The passenger seat has two-level heating. The second level is used for heating the seat quickly. It is advisable to switch back to the first level as soon as the seat is warm.

–Move switch **2** to the center position: Heating off.

–Switch **3** in one-dot position: Low heating output.
–Switch **4** in two-dot position: High heating output.

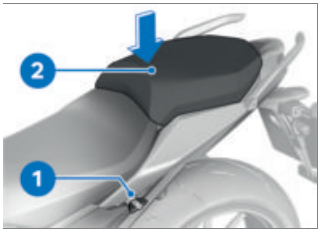


The selected heating level **1** and the seat heating icon **2** are shown in the display.

SEATS

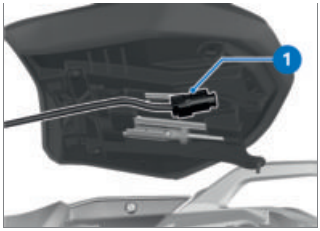
Removing the passenger seat

- Park the motorcycle, making sure the ground is level and firm.



- Press the passenger seat **2** down in the front area to support unlocking **1** while turning the seat lock to the left with the ignition key and holding it.
- Lift the passenger seat **2** in front and release the ignition key.

–with seat heating OE



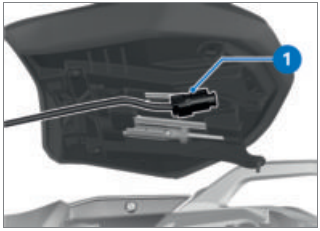
- Disconnect the plug connection **1** of the seat heater.◁
- Take off the passenger seat **2** and set it on a clean surface with the upholstered side facing down.

Installing the passenger seat

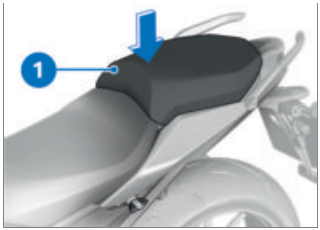
ATTENTION

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

–with seat heating OE



- Connect the plug connection **1** for the seat heater.◁



- First slide the passenger seat **1** into the mounts in the rear area.
- Press passenger seat **1** down firmly at front.

» Passenger seat audibly engages.

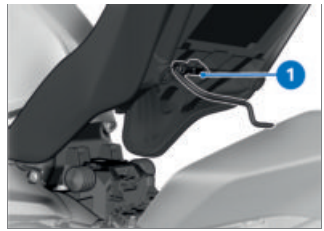
Removing the rider's seat

- Remove the rear seat. (➠ 112)

Driver's seat is unlocked.

- Raise front seat at rear.

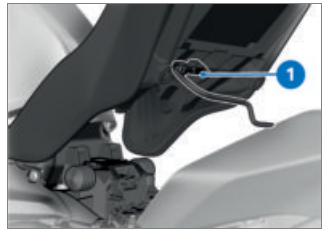
–with seat heating OE



- Disconnect the plug connection **1** of the seat heating.◁
- Take off rider's seat at rear and place on a clean surface with upholstered side facing downward.

Installing the rider's seat

–with seat heating OE



- Connect the plug connection **1** for the seat heater.◁



- Press the rider's seat into the front mounts **1** up to the stop and then lay on at rear.
- Install the passenger seat. (➠ 112)

Removing the hump cover
–with OE single seater

- Park the motorcycle, making sure the ground is level and firm.



- Using the ignition key **1**, unlock the hump cover **2**.
- Remove the hump cover **2** by unhooking the fixing mechanism **3**.

Installing the hump cover
–with OE single seater



- Position the hump cover **1**; hook in the fixing mechanism **2** when doing so.
- Press the hump cover **1** down and lock it in place.

SETTING

06

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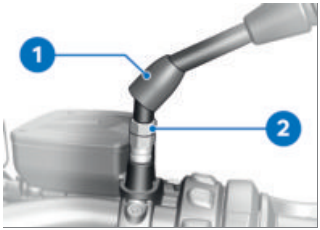
MIRRORS

Adjusting the mirrors



- Move mirrors into desired position by rotating them.

Adjusting the mirror arm



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

Mirror (locknut) on adapter
M10 x 1.25

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

- Slide protective cap **1** over threaded connection.

Adjusting the mirrors

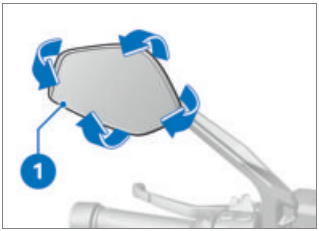
–with Option 719 Billet pack Classic II OE

or

–with Option 719 Billet pack Storm II OE

or

–with Option 719 Billet pack Shadow II OE



- Move mirror **1** into desired position by turning it.

Adjusting the mirror arm

–with Option 719 Billet pack Classic II OE

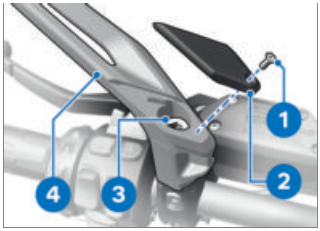
or

–with Option 719 Billet pack Storm II OE

or

–with Option 719 Billet pack Shadow II OE

To adjust the mirror arm, a small and a large angle screwdriver are included with the vehicle.



- Remove screw **1** and remove cover **2**.
- Loosen adjusting screw **3** and turn mirror arm **4** into the desired position.
- Tighten adjusting screw **3**, holding the mirror arm while doing so.
- Affix cover **2** and install screw **1**.

Mirror on handlebars
M10 x 30

Mirror on handlebars
18 lb/ft (25 Nm)

HEADLIGHTS

Headlight range and spring setting

The headlight range generally remains constant due to the adjustment of the spring setting to the loading state.

Only with a very heavy payload can adjustment of the spring setting be insufficient. If that is the case, the headlight range must be adapted to the weight.

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

CLUTCH

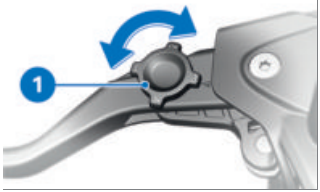
Adjusting the clutch lever

WARNING

Adjusting the clutch lever while driving

Accident hazard

- Adjust the clutch lever when the motorcycle is stationary.

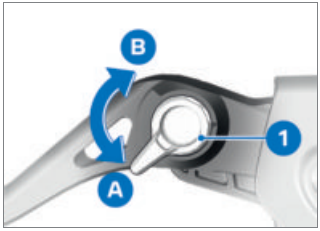


- Turn the adjustment wheel **1** into the desired position.

The adjustment wheel is easier to turn when the clutch lever is pressed forward slightly.

» Adjustment options:
– Position 1: Minimum distance between handlebar grip and clutch lever
– Position 4: Maximum distance 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



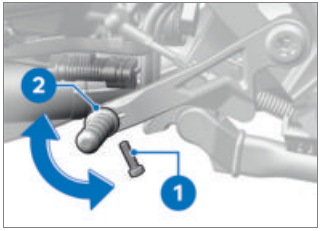
- Turn the adjustment lever **1** to the desired position.

» Adjustment options:
– From position **A**: Minimum distance between handlebar grip and clutch lever.
– Five steps toward position **B** to increase the distance between the handlebar grip and the clutch lever.◁

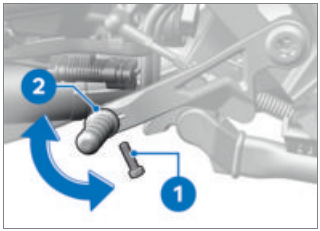
GEARSHIFT LEVER

– 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

Adjusting the gearshift lever foot plate



- The horizontal and vertical distance of the foot relative to the foot plate **2** can be adjusted by turning it to different positions.
- Remove screw **1**.



- Clean the thread.
- Turn the foot plate **2** into the desired position.
- Install the **new** screw **1**.

Foot piece to gearshift lever
M6 x 20
Thread-locking compound: micro-encapsulated

Foot piece to gearshift lever
7 lb/ft (10 Nm)

BRAKES

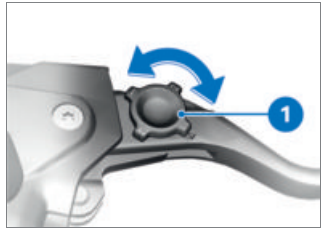
Setting the brake lever

WARNING

Adjusting the brake lever while driving

Risk of accident

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



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

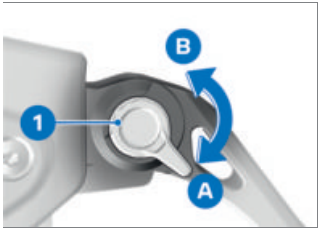
The adjustment wheel is easier to turn when the brake lever is pressed forward slightly.

» Adjustment options:

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

–Position 4: Maximum distance between handlebar grip and brake 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 the adjustment lever **1** to the desired position.

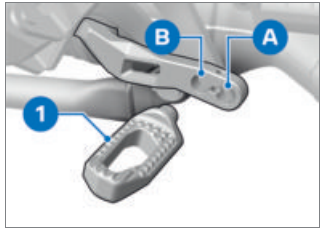
» Adjustment options:

–From position **A**: Minimum distance between handlebar grip and brake lever.

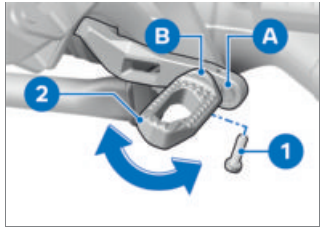
–Five steps toward position **B** to increase the distance between the handlebar grip and the brake lever.◁

Adjusting the footbrake lever foot plate

–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]



- You can adjust the horizontal and vertical distance of the foot relative to the foot plate **1** by turning the lever 180° and installing it in position **A** or **B**.



- Remove screw **1**.

- Clean the thread.
- Install the foot plate **2** in position **A** or **B** as desired.
- Turn the foot plate **2** into the desired position.
- Install the **new** screw **1**.

Foot piece on footbrake lever
M6 x 20
Thread-locking compound: micro-encapsulated
7 lb/ft (10 Nm)

FOOTRESTS

–with Option 719 Billet pack Classic II OE

or

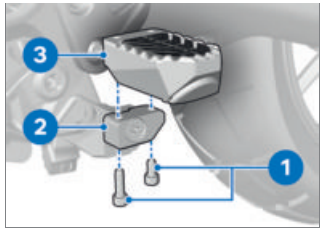
–with Option 719 Billet pack Storm II OE

or

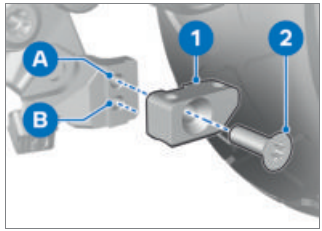
–with Option 719 Billet pack Shadow II OE

Adjusting the footrests

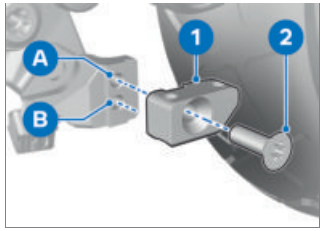
- The footrest is set the same way on the right and left.
- The position of the footrest must be set equally on the right and left.



- Remove screws **1**.
- Remove the footrest **3** from the clamping block **2**.

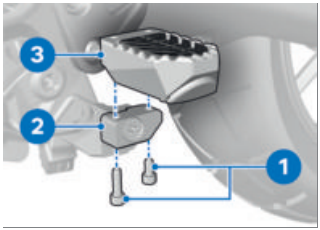


- Remove screw **2**.
- Remove clamping block **1** from position **A** or **B**.



- Install clamping block **1** in the desired position **A** or **B** and tighten screw **2**.

Clamping block on footrest hinge
M8 x 25
15 lb/ft (20 Nm)



- Position footrest **3** on clamping block **2**.
- Install screws **1**.

Footrest on clamping block
M6 x 20 / M6 x 12
7 lb/ft (10 Nm)

- Remove and install the footrest on the other side in the same way.

SPRING PRELOAD

Setting

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

Adjusting the spring preload at the rear wheel
–without Dynamic ESA OE

WARNING

Adjusting the spring preload while riding.
Accident hazard
- Adjust the spring preload only when the motorcycle is stationary.

- Park the motorcycle, making sure the ground is level and firm.◁



WARNING

Settings for spring preload and spring strut damping that have not been coordinated.
Worse handling.
- Adapt the spring strut damping to the spring preload.

WARNING

Adjusting the spring preload while riding.
Accident hazard
- Adjust the spring preload only when the motorcycle is stationary.

- To decrease spring preload, turn the adjustment wheel **1** in the arrow direction **LOW**.
- To increase spring preload, turn the adjustment wheel **1** in the arrow direction **HIGH**.

Basic setting of spring preload, rear
–without Dynamic ESA OE
Turn the adjustment wheel in direction **LOW** to the stop. (One-up without load)
Turn the adjustment wheel in direction **LOW** to the stop, then turn 15 revolutions in direction **HIGH**. (One-up with load)
Turn the adjustment wheel in direction **HIGH** to the stop. (Two-up and load)◁

DAMPING

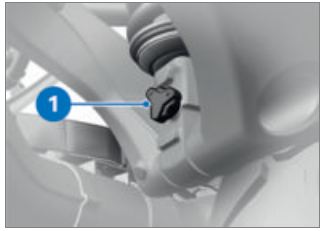
–without Dynamic ESA OE

Setting

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

Adjusting damping at the rear wheel

- Park the motorcycle, making sure the ground is level and firm.
- Adjust damping from the left side of the vehicle.



- To increase damping, turn the adjustment wheel **1** clockwise.
- To reduce damping, turn the adjustment wheel **1** counterclockwise.

 Basic setting of rear wheel damping
Turn adjuster wheel clockwise up to stop, then 6 clicks counterclockwise. (One-up without load)
Turn adjuster wheel clockwise up to stop, then 4 clicks counterclockwise. (One-up with load)
Turn adjuster wheel clockwise up to stop. (Two-up with load)

RIDING

07

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SAFETY INSTRUCTIONS

Rider's equipment

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

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

Vehicle load

WARNING

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

- Adjust spring setting and damping rate for the gross vehicle weight.

–with case OA
- Ensure that case volumes on left and right are equal.
- Make sure that weight is uniformly distributed between right and left.
- Pack heavy pieces of luggage and cargo as low and as close to the center of the motorcycle as possible.
- Observe the maximum payload and maximum speed (also see the chapter "Accessories").◁

–with topcase OA
- Observe the maximum payload and maximum speed (also see the chapter "Accessories").◁

–with tank bag, small OA
- Observe the maximum load capacity maximum speed of the tank rucksack.

 Storage capacity of tank bag
max 11 lbs (max 5 kg)

 Speed limit for riding with tank bag
max 112 mph (max 180 km/h)◁

–with tank bag OA
- Note the maximum payload and maximum speed of the large tank bag.

 Payload of tank bag
max 11 lbs (max 5 kg)

 Speed limit for riding with large tank bag
max 81 mph (max 130 km/h)◁

Speed

If you ride at high speed, always bear in mind that various boundary conditions can negatively affect the vehicle handling of your motorcycle. These include, but are not limited to, the following:

–Settings of spring struts
–Unevenly distributed load
–Loose clothing
–Insufficient tire pressure
–Tire tread in poor condition

Risk of poisoning

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

WARNING

Harmful exhaust gas

Danger of suffocation

- Do not inhale exhaust fumes.
- Do not run the engine in closed rooms.

WARNING

Inhalation of vapors that are harmful to health

Damage to health

- Do not inhale vapors from operating fluids and plastics.
- Only use the vehicle outdoors.

Burn hazard

CAUTION

Intense heating up of engine and exhaust system while riding

Burn hazard

- After parking the motorcycle, make sure that no persons or objects come into contact with the engine and exhaust system.

WARNING

Opening the radiator cap

Risk of burning

- Do not open the radiator cap when it is hot.
- Check the coolant level exclusively at the expansion tank and top up if necessary.

Catalytic converter

If misfire causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.

The following must be observed:

– Do not run the fuel tank dry.
– Do not run the engine with the spark-plug cap removed.
– Stop the engine immediately if it misfires.
– Use unleaded fuel only.
– Comply with all specified maintenance intervals.

ATTENTION

Unburned fuel in the catalytic converter

Damage to catalytic converter

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

Danger of overheating

ATTENTION

Engine idling for a lengthy period while at a standstill

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- After starting, ride off immediately.

Modifications

ATTENTION

Modifications to the motorcycle (e.g. engine control unit, throttle valves, clutch)

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

- Do not make any modifications.

REGULAR CHECK

Observe checklist

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

Always before riding off

- Check operation of the brake system.
- Check operation of the lighting and signal system.
- Check the clutch function. (➠ 181)
- Check tire tread depth. (➠ 183)
- Check tire pressure. (➠ 182)

–without Dynamic ESA OE

- Adjust the spring preload at the rear wheel. (➠ 124)
- Adjust damping at the rear wheel. (➠ 125)◁

–with Dynamic ESA OE

- Adjust spring preload. (➠ 97)
- Adjust damping. (➠ 96)◁
- Check that the case and luggage are firmly secured.

At every 3rd refueling stop

- Check engine oil level. (➠ 174)
- Check front brake pad thickness. (➠ 177)
- Check rear brake pad thickness. (➠ 178)
- Check the front brake fluid level. (➠ 179)
- Check rear brake fluid level. (➠ 180)
- Check the coolant level. (➠ 181)

STARTING

Starting the engine

- Turn on the ignition.

» Pre-Ride-Check is carried out. (➠ 134)

» ABS self-diagnosis is performed. (➠ 135)

» DTC self-diagnosis is performed. (➠ 135)

- Engage Neutral, or pull back the clutch lever if a gear is engaged.

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

- For cold start and at low temperatures: Pull clutch.



- Press the starter button **1**.

The starting attempt is automatically interrupted if battery voltage is too low.

Recharge the battery before you attempt to start the engine again, or use jumper cables and a donor battery to start.
For more details, see the "Preventive maintenance" chapter under "Jump starting".

» Engine starts.
» If the engine fails to start, the troubleshooting table in the chapter "Technical Data" may provide assistance (➠ 232)

Recharge the battery before you attempt to start the engine again, or get a jump start:

- Charge the connected battery. (➠ 199)
- Jump-starting. (➠ 197)

Pre-Ride-Check

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

Phase 1

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

Phase 2

The general warning light changes from red to yellow.

Phase 3

All of the indicator and warning lights that have been turned on are turned off in reverse order.

If the pointer of the speedometer has not been moved, or if one of the indicator and warning lights has not been switched on:

WARNING

Defective warning lights
Lack of display of malfunctions
- Check the display of all indicator and warning lights.

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

–with riding modes Pro OE

Depending on the riding mode or its configuration, the intervention of electronic stability control systems can be restricted.
Possible restrictions are displayed as a pop-up message, e.g. `Caution! ABS setting.`.

The ABS indicator light flashes irregularly.
You can find more detailed information regarding road handling control systems such as ABS in the chapter "Technology in detail".◁

ABS self-diagnosis

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

Phase 1

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

 blinks.

Phase 2

» Check wheel sensors while starting off.

 blinks.

ABS self-diagnosis completed

» The ABS indicator and warning light goes out.

- Check the display of all indicator and warning lights.

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

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

- It remains possible to continue riding. Please be aware that neither the ABS nor the integral function are available.
- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad Retailer.

DTC self-diagnosis

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

Phase 1

» Checking system components capable of diagnosis while vehicle is at a standstill.

 blinks slowly.

Phase 2

» Checking system components capable of diagnosis when riding off.

 blinks slowly.

DTC self-diagnosis completed

» The DTC icon is no longer displayed.

- Check the display of all indicator and warning lights.

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

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

- You may continue riding. Please note that the DTC function is limited or is not available at all.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad retailer.

BREAKING IN

Engine

- Up to the first break-in inspection, vary the throttle opening and engine-speed range frequently; avoid riding for long periods at a constant speed.
- Choose curvy, slightly hilly routes if possible.
- Observe the engine run-in speeds.

 Engine break-in speeds
<5000 min^{-1} (Mileage 0…621 miles (0…1000 km))
No full throttle (Mileage 0…621 miles (0…1000 km))

- Observe mileage, after which the break-in inspection should be performed.

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

Brake pads

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

WARNING

New brake pads

Extension of the braking distance, accident hazard

- Brake early.

Tires

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

WARNING

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

Accident hazard

- Always think well ahead and avoid extreme angles.

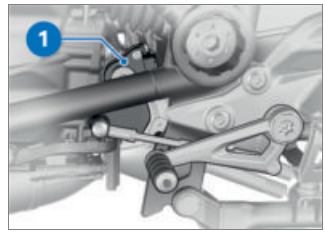
SHIFTING

Gearshift Assistant Pro

–with Gearshift Assistant Pro[OE]

For more details on the Gearshift Assistant Pro, see the "Technology in detail" chapter.

When downshifting using the Pro Gear Shift Assistant, the cruise control is automatically deactivated for safety reasons. During upshifting, the cruise control remains active.



- The gears are shifted into as usual with foot force on the gearshift lever.

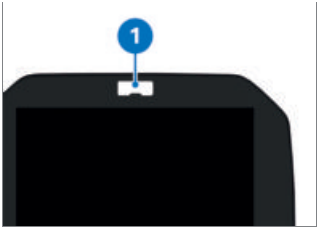
» The Gear Shift Assistant provides assistance for upshifts and downshifts, without the rider having to actuate the clutch or throttle grip.

–This is not an automatic gearshift system.

–The rider is an essential part of the system and decides when to shift gears.

–The sensor **1** on the gearshift shaft detects the intent to shift gears and triggers the shift assistance.
» If you are riding at a constant speed in a low gear at high RPMs and attempt to shift gears without clutch control, it can cause a strong load-change response.
–BMW Motorrad recommends only shifting gears with clutch control in these riding situations.
–Use of the Pro Gear Shift Assistant should be avoided at RPMs within the speed limiter range.
» Shift assistance is not available in the following situations:
–With clutch actuated.
–Gearshift lever not in its initial position
–When upshifting with the throttle valve closed (coasting overrun) or when decelerating.
–When downshifting with the throttle valve open or when accelerating.
• To be able to make another gear change using the Pro Gearshift Assistant, the gearshift lever must be fully released after the first gear change.

Shiftpoint light



The shiftpoint light **1** signals to the rider that the engine speed is approaching the RPM at which the rider needs to shift to the next highest gear.
–Shiftpoint light blinks at the set frequency: The shifting speed will soon be reached
–Shiftpoint light goes off: Shifting speed has been reached

The speed thresholds and the behavior of the shiftpoint light can be adjusted in the `Settings`, `Vehicle settings` `Shift light` menu, see also the Operation (➠ 106) chapter.

BRAKES

How do you achieve the shortest braking distance?

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

To achieve the shortest possible braking distance, the front wheel brake must be applied quickly and with progressively greater levels of force. This procedure provides ideal utilization of the dynamic load increase to the front wheel. The clutch should also be engaged at the same time. The frequently-practiced procedure for "panic braking", in which maximum braking force is applied as rapidly as possible, produces deceleration rates that rise more quickly than the dynamic weight transfer occurs. As a result, a complete transfer of braking force to road surface is not possible.

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

Descending mountain passes

WARNING

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

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

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

Wet, soiled brakes

WARNING

Decreased braking effect due to moisture and dirt

Risk of accident

- Dry brakes or clean them through braking; if necessary, clean them manually.
- Brake early until the tires have reached their full braking effect again.

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

ABS Pro
Physical riding limits

WARNING

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

ABS Pro is available in all riding modes.

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

Use on public roads
On public roads, ABS Pro and Dynamic Brake Control help make riding your motorcycle even safer. When braking due to unexpected hazards in curves, locking-up and slipping of the wheels is prevented within the scope of the physical riding limits. In the event of emergency braking, Dynamic Brake Control enhances the braking effect and intervenes if the throttle grip is accidentally actuated during braking.

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

PARKING THE MOTORCYCLE

Side stand

- Turn off the ignition. (➠ 83)

ATTENTION

Poor ground conditions in area of stand

Component damage cause by tipping over

- Always check that the ground under the stand is level and firm.

ATTENTION

Loading of the side stand with additional weight

Component damage cause by tipping over

- Do not sit on the motorcycle when it is parked on the side stands.

- Fold out side stand and park motorcycle.
- Turn the handlebars to left.
- On slopes point the motorcycle uphill and engage 1st gear.

Center stand

–with center stand OE

- Turn off the ignition. (➠ 83)

ATTENTION

Poor ground conditions in area of stand

Component damage cause by tipping over

- Always check that the ground under the stand is level and firm.

ATTENTION

Folding in the center stand in case of strong movements

Component damage cause by tipping over

- Do not sit on the vehicle while it is resting on the center stand.

- Fold down center stand and prop up motorcycle.
- On slopes point the motorcycle uphill and engage 1st gear.

REFUELING

Fuel quality Requirement

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

ATTENTION

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

ATTENTION

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

- Observe the maximum ethanol content of the fuel.

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

Recommended fuel quality
Super unleaded (max. 15% ethanol, E15) 89 AKI (95 ROZ/RON) 90 AKI

Alternative fuel quality
Regular unleaded (restrictions with regard to power and fuel consumption) (max. 15% ethanol, E15) 87 AKI (91 ROZ/RON) 87 AKI

» After refueling with lower quality fuels, there may occasionally be a knocking noise.

Refueling procedure

WARNING

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

WARNING

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

ATTENTION

Contact of fuel and plastic surfaces

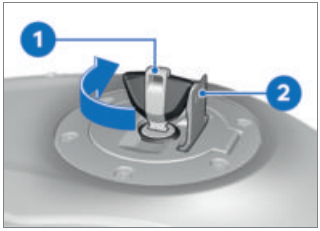
Damage to surfaces (become unattractive or cloudy)

- Immediately clean plastic surfaces after contact with fuel.

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

–with center stand OE

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



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



- Refuel with a fuel quality as specified above, but no higher than the lower edge of the fuel filler neck. This is the maximum level.

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

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

Usable fuel quantity
Approx. 4.8 gal (Approx. 18 l)

Reserve fuel quantity
Approx. 1.1 gal (Approx. 4 l)

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

Refueling procedure
–with Keyless Ride OE

Requirement
Steering lock is unlocked.

WARNING

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

WARNING

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

ATTENTION

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

- Make sure the ground is level and firm and put the motorcycle on its side stand.
–with center stand OE
- Make sure the ground is level and firm and put the motorcycle on its center stand.◁
- Turn off the ignition. (➠ 83)

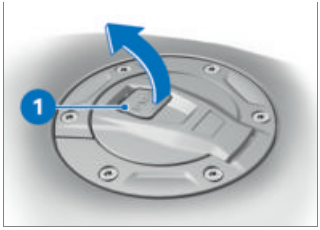
After the ignition is switched off, the fuel filler cap can be opened within the specified run-on time even without the radio-operated key being within the reception area.

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

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

Version 1
–with Keyless Ride OE

Requirement
Within the run-on time:



- Slowly pull up the fuel cap tab **1**.

» Fuel filler cap unlocked.

- Open fuel filler cap completely.

Version 2
–with Keyless Ride OE

Requirement
After run-on time expires:

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

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

- Slowly pull up the fuel cap tab **1** again.

» Fuel filler cap unlocked.

- Open fuel filler cap completely.



- Refuel with a fuel quality as specified above, but no higher than the lower edge of the fuel filler neck. This is the maximum level.

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

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

Usable fuel quantity
Approx. 4.8 gal (Approx. 18 l)

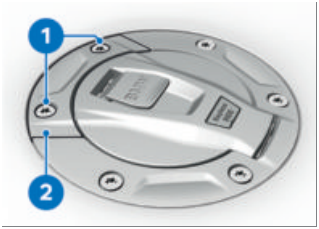
Reserve fuel quantity
Approx. 1.1 gal (Approx. 4 l)

- Press fuel filler cap of fuel tank down firmly.

» Fuel filler cap snaps in audibly.
» The fuel cap automatically locks after the after-run period is over.
» The engaged fuel cap snaps in immediately when the steering lock is locked or the ignition is turned on.

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

The fuel filler cap cannot be opened.
- Have the fault rectified as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.



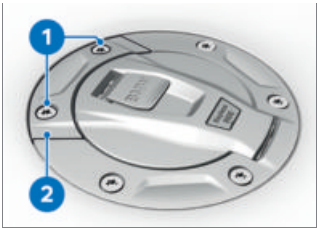
- Remove screws **1**.
- Remove emergency release **2**.

» Fuel filler cap unlocked.

- Open fuel filler cap completely.
- Refueling procedure. (➠ 144)

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

Requirement
Fuel filler cap is closed.



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

Fuel filler cap on fuel tank
M5 x 28
3 lb/ft (4 Nm)

FASTENING MOTORCYCLE IN PLACE FOR TRANSPORTATION

- Protect against scratching all components along which luggage straps are routed. For example, use adhesive tape or soft cloths.



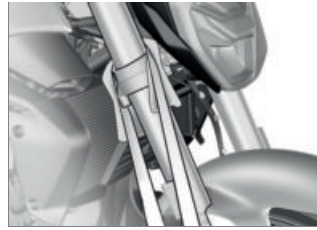
ATTENTION

Motorcycle tips to the side when raising

Component damage cause by tipping over

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

- Push the motorcycle onto the transportation flat and hold it in position; do not place it on the side stand or center stand.
- Secure the motorcycle from tipping with support from a second person.



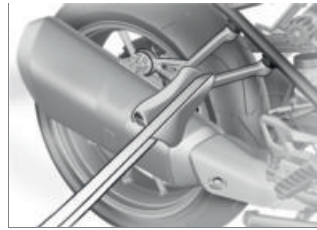
ATTENTION

Pinching of components

Component damage

- Do not pinch components, e.g. brake lines or wiring harnesses.

- Pass the luggage straps on the left and right through the fork bridge and strap the motorcycle down.



- Fasten and tighten the tensioning belts at the rear on the brackets for the passenger footrests on both sides.

–with OE single seater



- Pass the tensioning belts on the left and right through the frame and strap the motorcycle down.◁
- Tension all luggage straps evenly so that the vehicle is securely fastened.

TECHNOLOGY IN DETAIL

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GENERAL NOTES

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

ANTILOCK BRAKING SYSTEM (ABS)

Partially integral brake

Your motorcycle is equipped with a partially integral brake configuration. Both front and rear brakes are applied simultaneously when you pull the handbrake lever. The footbrake lever acts only on the rear brake.
BMW Motorrad Integral ABS adapts the brake force distribution between the front and rear brakes during braking by means of ABS modulation to suit the load carried by the motorcycle in order to achieve the shortest possible braking distance.

ATTENTION

Attempt at a burn-out despite integral function
Damage to rear-wheel brake and clutch
• Do not perform burn-out.

How does the ABS work?

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

What happens when rough roads are encountered?

Bumpy or rough roads can briefly lead to a loss of contact between the tires and the road surface, until the transferable braking force is reduced to zero. If braking is carried out in

this situation, ABS must reduce the brake pressure to ensure riding stability when restoring contact with the road. At this point in time, the ABS Pro must assume extremely low coefficients of friction (gravel, ice, snow) so that the running wheels turn in every imaginable case and the driving stability is ensured. After detecting the actual conditions, the system adjusts the optimum brake pressure.

In what ways is the BMW Motorrad Integral ABS Pro noticeable to the rider?

If the ABS system has to reduce the braking force due to the conditions described above, then vibrations can be felt through the brake lever. If the brake lever is pulled, then brake pressure is built up at the rear wheel with the integral function. If the footbrake lever is not actuated until after this, the brake pressure already built up can be felt as counter-pressure earlier than when the footbrake lever is actuated before or together with the brake lever.

Lifting off rear wheel

However, during extremely heavy and rapid decelerations it is possible that the BMW Motorrad Integral ABS Pro cannot prevent the rear wheel from lifting off the ground. In these cases, the motorcycle can also flip end over end.

WARNING

Lifting off of the rear wheel due to heavy braking

Accident hazard

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

How is the BMW Motorrad Integral ABS Pro designed?

The BMW Motorrad Integral ABS Pro ensures riding stability on any surface within the limits of riding physics. The system is not optimized for special requirements resulting under extreme weather conditions on the racetrack. Handling should be adapted to riding skills and road conditions.

Special situations

To detect the tendency of the wheels to lock up, the speeds of the front and rear wheel are compared. If the system registers implausible data for an extended period of time it will deactivate the ABS as safety precaution and a display will alert you to an ABS error. A self-diagnosis routine must be completed before the error will be displayed.

Apart from problems with the BMW Motorrad ABS, unusual riding conditions can also cause a fault message to be generated:

– Warm-up on the center or auxiliary stand at idle or with gear engaged.
– Rear wheel locked-up for a longer period of time by engine brake, e.g. when riding downhill on slippery surfaces.

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

How important is regular maintenance?

WARNING

Failure to have maintenance performed on the brake system regularly.

Accident hazard

- To ensure that the ABS is in a properly maintained condition, it is vital that the specified service intervals be observed.

Reserves for safety

The potentially shorter stopping distances which BMW Motorrad Integral ABS Pro permits must not be used as an excuse for a careless riding style. ABS is primarily a means of ensuring a safety margin in genuine emergencies.

WARNING

Braking in curves

Risk of accident despite ABS

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the additional safety function with careless riding or unnecessary risks.

Further development of ABS to ABS Pro

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

ABS control

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

Advantages for the rider

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

DYNAMIC TRACTION CONTROL (DTC)

How does traction control work?

The traction control compares the wheel centrifugal velocities of the front and rear wheels. The slip, and with it the stability reserves at the rear wheel, are determined from the speed difference. The engine control adapts the engine torque when the slip limit is exceeded. The Dynamic Traction Control (DTC) takes into account the angle and provides more fine-tuned and convenient control using the inclined position and acceleration information.
BMW Motorrad DTC is designed as an assistance system for the rider and for riding on public roads. The extent to which the rider affects DTC

control can be considerable (weight shifts when cornering, loose luggage on the motorcycle), especially when approaching the limits imposed by the laws of physics.
The system is not optimized for the special requirements encountered under the extreme conditions of competitive off-road and racetrack use. The BMW Motorrad DTC can be switched off in such instances.

WARNING

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

Special situations
As the angle of inclination increases, the capacity to accelerate is more and more limited in accordance with the laws of physics. This can result in reduced acceleration when coming out of very tight curves.

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

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

On a slippery surface, the throttle grip should never be suddenly throttled back completely unless the clutch is disengaged at the same time. The engine braking torque can cause the rear wheel to slip, resulting in

an unstable riding condition. This case cannot be controlled by the BMW Motorrad DTC. Engine drag torque control prevents this unstable riding state.

DYNAMIC ENGINE BRAKE CONTROL (MSR)

–with riding modes Pro OE

How does engine drag torque control work?

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

Causes of excess slip at the rear wheel:

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

Like the DTC traction control, the dynamic engine brake control compares the wheel circumferential velocities of the front and rear wheel. With the aid of more information on the angle, the dynamic engine brake control can determine the slip or the stability reserve at the rear wheel.

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

Effect of the engine drag torque control

–In ECO, RAIN and ROAD riding modes: Maximum stability.
–In the DYNAMIC and DYNAMIC PRO riding modes: High stability.

DYNAMIC ESA

–with Dynamic ESA OE

Riding position compensation

The electronic Dynamic ESA chassis and suspension adjustment can automatically adapt your motorcycle to the load. If the suspension adjustment is set to Auto, the rider does not

have to deal with adjusting the load.

BMW Motorrad recommends the Auto chassis and suspension adjustment.

When the motorcycle is started and while it is being ridden, the system monitors the spring compression of the rear wheel and corrects the spring setting to ensure that the correct riding position is set. The damping is also automatically adjusted to the vehicle load. Using ride height sensors, Dynamic ESA detects the movements of the suspension and responds to them by adjusting the EDC valves. As a result, the suspension is adjusted to the conditions of the ground surface.
Dynamic ESA calibrates itself at regular intervals to ensure that the system is operating correctly.

Possible settings
Damping modes
–Road: Damping for comfortable road travel
–Dynamic: Damping for dynamic road travel

Load settings
–Auto: Active riding position compensation with automatic setting of spring setting and damping (recommended chassis and suspension adjustment)
–Min: Minimum spring setting (only suitable for one-up mode)

RIDING MODE

Selection
To adjust the motorcycle to the road condition and the desired riding experience, you can select from the following riding modes:
–ECO
–RAIN
–ROAD (standard mode)

–with riding modes Pro[OE]
–DYNAMIC
–DYNAMIC PRO

With OE Pro riding modes, the ROAD, RAIN, and ECO riding modes are always activated from the factory. The other riding modes can be selected in the riding mode preselection. Only up to a maximum of four riding modes can be selected at a time.

For each of these riding modes, a setting designed to complement the systems ABS, DTC and MSR as well as for the engine characteristics is available.

–with Dynamic ESA[OE]
Coordination of the Dynamic ESA also depends on the selected riding mode.

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

Throttle response
–In ECO riding mode: Particularly restrained
–In RAIN riding mode: Restrained
–In ROAD riding mode: Optimum
–In the DYNAMIC and DYNAMIC PRO riding modes: Direct
–In the DYNAMIC PRO riding mode, the throttle response can be set differently via the configuration (➠ 98).

ABS
Setting
–In the ROAD and DYNAMIC riding modes, the ABS setting corresponds to the respective riding mode.
–In the ECO and RAIN settings, the ABS setting corresponds to the ROAD riding mode.
–In the DYNAMIC PRO riding mode, the ABS setting corresponds to the DYNAMIC riding mode.
–In the DYNAMIC PRO riding mode, ABS can be set differently via the configuration (➠ 100).

Coordination
–In the ECO, RAIN, ROAD, DYNAMIC and DYNAMIC PRO riding modes, ABS is adjusted to road use.

Rear wheel lift-off detection
–In the ECO, RAIN and ROAD riding modes, the rider is given maximum support by the rear wheel lift-off detection.
–In the DYNAMIC and DYNAMIC PRO riding modes, the rear wheel lift-off detection offers reduced support and permits gentle lift-off of the rear wheel.

ABS Pro
–In the ECO, RAIN and ROAD riding modes, the ABS Pro is available to its full capacity.
–In the DYNAMIC and DYNAMIC PRO riding modes, the support of ABS Pro is

reduced compared to ECO, RAIN and ROAD.
–In the DYNAMIC PRO riding mode, the ABS setting can be set differently.
–In the ABS setting DYNAMIC PRO, ABS Pro is not available.

DTC

Tires

–In the DTC settings RAIN, ROAD and DYNAMIC, the DTC is set for road use with road tires.

Riding stability

–In the DTC setting RAIN, DTC intervenes early enough to ensure that maximum riding stability is achieved.
–In the DTC settings of the ECO, ROAD and DYNAMIC PRO riding modes, the intervention of the DTC takes place later than in the RAIN riding mode. Rear wheel spinning without traction is avoided wherever possible.
–In the DTC settings of the ECO, RAIN, ROAD and DYNAMIC PRO riding modes, the front wheel is prevented from lifting off.
–In the DTC settings of the DYNAMIC riding mode, the intervention of the DTC takes place later than in the DTC setting of the ECO, ROAD and DYNAMIC PRO riding modes, which enables minor drifts at the end of curves and brief wheelies.

In the RAIN, ROAD and DYNAMIC riding modes, the DTC setting corresponds to the riding mode.
In the ECO and DYNAMIC PRO riding modes, the DTC setting corresponds to the ROAD riding mode.
In the DYNAMIC PRO riding mode, DTC can be set differently (➠ 100).

Switchover

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

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

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

ECO mode

The ShiftCam technology bridges the gap between maximum dynamics and maximum efficiency. While the full load cams make the full valve stroke available for maximum combustion chamber filling and high power output, the partial load cams open the intake valves significantly less and at different widths. The gas exchange losses are reduced by de-throttling, friction is reduced, the mixture is agitated more thoroughly and burned more effectively, and the fuel consumption drops.
The ECO mode supports the rider by means of the ECO indicator and engine characteristics (E-gas adjustment) in the targeted operation of the combustion engine within the operating range of the partial load cam, which is the optimum for consumption, and thus to achieve a maximum range. The fill level of the green bar of the ECO indicator in the instrument cluster visualizes whether the drive is operating in the consumption-optimized range of the partial load cam and, if so, at which distance to the switching threshold. The length of the bar here represents the remaining load reserve to the point of the switch to the full load cam. The color turns gray if the load requirement increases and a change to the full load cam has taken place. The ECO display varies depending on the selected gear, the load requirement and rotational speed. Even outside the operating range of the partial load cam, when the bar is gray, the ECO mode provides advantages with regard to an efficient riding style by reducing the maximum available torque and peak power output.

Due to of the reduced acceleration capability in the ECO mode, it is recommended that the riding mode be changed before attempting critical passing maneuvers with

a heavy vehicle load or in two-up operation.

Applying a defensive riding style can further reduce fuel consumption (➠ 167).

DYNAMIC BRAKE CONTROL

–with riding modes Pro[OE]

Dynamic Brake Control function

The Dynamic Brake Control function is active in all riding modes. It can only be deactivated in the DYNAMIC PRO riding mode by individually adjusting the ABS.

The Dynamic Brake Control function helps the rider in the event of emergency braking.

Detection of emergency braking

–Emergency braking is detected when the front wheel brake is applied quickly and with force.

Behavior during emergency braking

–If hazard braking is applied at a speed of more than min 6 mph (min 10 km/h), in addition to the ABS function, the Dynamic Brake Control function will also be activated.
–In the event of partial braking with high brake pressure gradients, Dynamic Brake Control will increase the integral brake pressure on the rear wheel. This shortens the braking distance, enabling controlled braking.

Behavior in the event of accidental activation of the throttle grip

–If the throttle grip is accidentally actuated during emergency braking (throttle position >5%), the intended braking effect is ensured by the Dynamic Brake Control ignoring the opening process of the throttle grip. This ensures the effectiveness of emergency braking.
–If the gas is shut off (throttle position <5%) during the intervention of the Dynamic Brake Control, the engine torque required by the ABS brake system will be restored.
–If hazard braking is stopped and the throttle grip is still under actuation, the Dynamic Brake Control adjusts the engine torque back to the rider's choice.

TIRE PRESSURE MONITOR (RDC)

–with tire pressure monitor (TPM) OE

Operation

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

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

Before the tire pressure is received for the first time, "– –" is shown on the display for each tire. The sensors continue to transmit the measured readings for some time after the vehicle comes to a stop.

 Duration of measured data transmission after motorcycle is stationary:
min 15 min

If an RDC control unit is fitted but the wheels have no sensors, a fault message is generated.

Tire inflation pressure ranges

The RDC control unit distinguishes between three inflation pressure ranges matched to the motorcycle:

–Inflation pressure within the permissible tolerance.
–Inflation pressure at the limits of the permissible tolerance.
–Inflation pressure outside the permissible tolerance.

Temperature compensation

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

 The tire pressures are shown in the instrument cluster with temperature compensation and are always based on the following tire air temperature:
68 °F (20 °C)

Tire pressure gauges at filling stations do not compensate for temperature; the tire pressure

that is measured depends on the tire air temperature. As a result, in most cases the values displayed there do not match the values shown in the instrument cluster.

Tire pressure adjustment

Compare the RDC value in the instrument cluster with the value on the back cover of the rider's manual. The difference between the two values must be compensated with the tire pressure gauge at the filling station.

 Example
According to the rider's manual, the tire pressure should have the following value:
36.3 psi (2.5 bar)
The following value is displayed in the instrument cluster:
33.4 psi (2.3 bar)
The shortfall is thus:
2.9 psi (0.2 bar)
The tester at the filling station shows:
34.8 psi (2.4 bar)

 Example
To produce the correct tire pressure, this must be increased to the following value:
37.7 psi (2.6 bar)

GEAR SHIFT ASSISTANT

–with Gearshift Assistant Pro OE

Shift assistant Pro

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

Benefits

–70-80 % of all gear changes can be performed without using the clutch.
–Less movement between pilot and pillion due to shorter gear-change intervals.
–Throttle does not have to be closed when changing gear under acceleration.
–During deceleration and downshifts (throttle plate closed) the system blips the

throttle to obtain the correct engine speed.
–Shifting times are faster than when the clutch is used to change gears.

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

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

 Maximum engine speed
max 9000 min^{-1}

Upshifts
–Upshifting is only possible if the current RPM is higher than the release threshold for the next higher gear.
–This prevents the idling speed from being dropped below.

 Idle speed
1050 min^{-1} (Engine at operating temperature)

 Release thresholds
1st gear
min 1350 min^{-1}
2nd gear
min 1400 min^{-1}
3rd gear
min 1450 min^{-1}

 Release thresholds
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

The Hill Start Control prevents an uncontrolled rolling back on slopes by means of targeted intervention in the partial integral ABS brake system, without the rider having to continuously operate the brake lever. When Hill Start Control is activated, pressure builds in the rear brake system so that the motorcycle remains stationary on a sloping surface.

The brake pressure in the brake system depends on the gradient.

Influence of gradient on brake pressure and starting behavior

– Stopping on a slight incline builds up only a small amount of brake pressure. The brake is released quickly when driving off, making it possible to drive off more smoothly. Additional turning of the throttle grip is hardly necessary.
– Stopping on a steeper slope increases the amount of brake pressure built up. The brake is a bit slower to release when driving off. More torque is required to drive off, making additional turning of the throttle grip necessary.

Behavior when the vehicle is rolling or slipping

– The brake pressure increases when the vehicle is rolling with Hill Start Control active.
– If the rear wheel slips, the brake is released again after approx. 1 m. This prevents the vehicle from rolling with the rear wheel blocked.

Releasing the brake when switching off the engine or during timeout

Hill Start Control is deactivated when the engine is switched off using the emergency-off switch, when the side stand is folded out, or after it times out (10 minutes).

In addition to the indicator and warning lights, the rider is to be made aware about the deactivation of the Hill Start Control by the following behavior:

Brake warning jerk

–The brake is released briefly and is immediately reactivated.
–This causes a jerking behavior that the rider can feel.
–The partial integral ABS brake system sets a speed of approx. 0.6-1.2 mph (1-2 km/h).
–The rider must brake the vehicle manually.
–After two minutes, or when the brake is applied, Hill Start Control is deactivated completely.

When the ignition is switched off, the holding pressure is built up immediately and without brake warning jerk.

SHIFTCAM

Principle of ShiftCam function

The motorcycle is equipped with the BMW ShiftCam technology—a technique for varying the valve timing and the valve stroke on the intake side. The centerpiece of this technology is a one-piece intake trip camshaft that has two cams per valve to be actuated: one for partial load and one for full load. The partial load cam has been developed with regard to fuel economy optimization and smooth running. The partial load cam reduces both the valve timings adapted for this purpose and the intake valve stroke. Furthermore, the intake cams for the left and right intake valve differ in stroke and angle position when the partial load cam is activated. This causes a staggered opening of the two intake valves at different widths. The advantage is that the fuel-air mixture flowing into the combustion chamber is more strongly swirled and more effectively burned. Overall, this results in optimal fuel efficiency and noticeably improves the smoothness of running. The full load cam is optimized for performance and releases the maximum intake valve stroke. In order to vary the valve timing and the valve stroke, the intake camshaft is shifted axially. For this purpose, the pins of an electromechanical actuator mesh with a shift gate on the intake camshaft. This allows for the actuation of the intake valves depending on load and motor speed and, as a result, an uncompromising symbiosis of performance and low fuel consumption.

ADAPTIVE HEADLIGHT

–with Adaptive Lights[OE]

Function

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

The adaptive headlights are activated under the following conditions:

–Riding at slight to moderate lean angle.
–The speed is min 6 mph (min 10 km/h).
–The low beams are switched on.

MAINTENANCE

09

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GENERAL NOTES

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

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

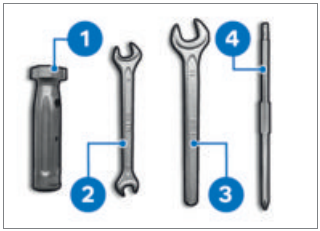
Microencapsulated screws

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

Disposable cable ties

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

ONBOARD VEHICLE TOOL KIT



1 Screwdriver handle
–Use with screwdriver insert
–Top up engine oil. (➠ 175)

2 Open-ended wrench
Key range: 8/10 mm
–Removing battery (➠ 200).

3 Open-ended wrench
Key range: 14 mm
–Adjust the mirror arm. (➠ 118)

4 Reversible screwdriver insert
Phillips PH1 and Torx T25
–Remove the battery cover. (➠ 200)

FRONT WHEEL STAND

Installing front wheel stand

ATTENTION

Use of BMW Motorrad front wheel stand without additional center or auxiliary stand
Component damage cause by tipping over
- Place the motorcycle on a center or auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.

- Ensure that the motorcycle is standing securely.
- Put the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand. (➠ 174)



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

REAR-WHEEL STAND

Installing rear-wheel stand



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

ENGINE OIL

Checking the engine oil level

- Position the motorcycle vertically, making sure that the ground is firm and level.

–with center stand OE

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

ATTENTION

Misinterpretation of the oil capacity because the oil level is temperature-dependent (the higher the temperature, the higher the oil level)

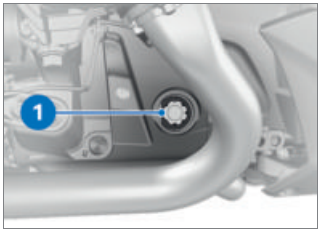
Engine damage from incorrect filling

- Only check the oil level after an extended ride or when the engine is warm.

- Run the engine in Neutral until the fan starts.
- Turn off engine at operating temperature.

- Wait five minutes to allow oil to drain into the oil pan.

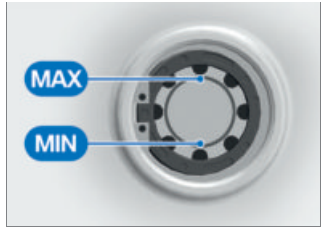
BMW Motorrad recommends occasionally checking the engine oil after a journey of min 31 miles (min 50 km) in order to reduce the environmental impact.



ATTENTION

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

- Read oil level on the display **1**.

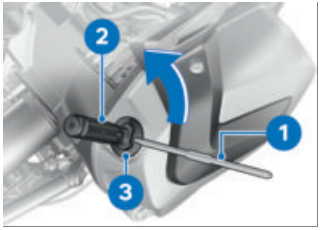


	Specified level of engine oil
Between **MIN** and **MAX** mark	

If the oil level is below the **MIN** mark:
- Top up engine oil. (➠ 175)

If the oil level is above the **MAX** mark:
- Have the oil level corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Topping up the engine oil
- Park the motorcycle, making sure the ground is level and firm.
- Check engine oil level. (➠ 174)



- Clean the area around the oil filler opening.
- To be able to apply force more easily, insert the interchangeable screwdriver bit **1** Torx-end first, into the screwdriver handle **2** (from on-board tool kit).
- Position the specified tool from the on-board tool kit on the cap **3** of the oil filler opening and turn counterclockwise to remove it.

ATTENTION

Use of too little or too much engine oil
Engine damage from incorrect filling
- 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 quarts (max 0.8 l) (Difference between **MIN** and **MAX**)

- Check engine oil level. (➠ 174)
- Install cap **3** of oil filler opening.

BRAKE SYSTEM

Checking brake function
- Actuate the brake lever.

» The resistance point must be clearly perceptible.
- Press the footbrake lever.

» The resistance point must be clearly perceptible.

If resistance points are not clearly perceptible:

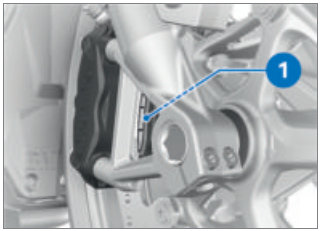
ATTENTION

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

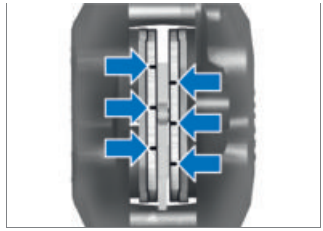
- Have the brakes checked by a repair shop, preferably an authorized BMW Motorrad dealer.

Checking the front brake pad thickness

- Park the motorcycle, making sure the ground is level and firm.



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



Front brake-pad wear limit
0.04 in (1.0 mm) (Only friction material without carrier plate. The wear marks (grooves) must be clearly visible.)

If the wear marks are no longer clearly visible:

WARNING

Dropping below the minimum pad thickness

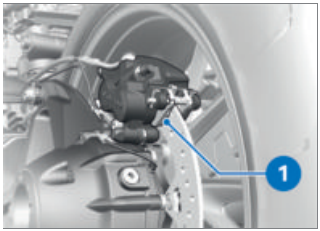
Reduced braking action, damage to the brake

- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.

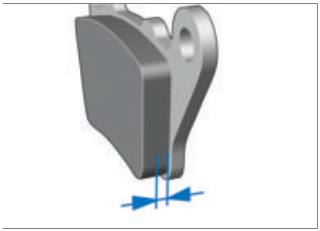
- Have brake pads renewed at a repair shop, preferably an authorized BMW Motorrad dealer.

Checking the rear brake pad thickness

- Park the motorcycle, making sure the ground is level and firm.



- Conduct a visual inspection of the brake pad thickness. Direction of view: from rear, looking at brake pads **1**.



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

If wear limit is reached:

WARNING

Dropping below the minimum pad thickness

Reduced braking action, damage to the brake

- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.

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

Checking the front brake fluid level

WARNING

Insufficient or contaminated brake fluid in the brake fluid reservoir

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

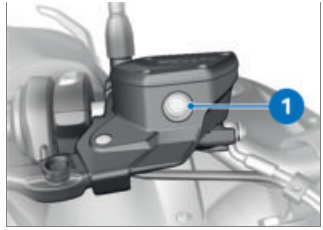
- Stop riding immediately until fault is rectified.
- Check brake fluid level regularly.
- Make sure that the lid of the brake fluid reservoir is cleaned before opening.
- Make sure that brake fluid is used from a sealed container only.

–with center stand OE

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

–without center stand OE

- Position the motorcycle vertically, making sure that the ground is firm and level.◁
- Align the handlebars so that the brake fluid reservoir is positioned horizontally.



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

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



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

If the brake fluid level falls below the approved level:
- Have the fault rectified as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

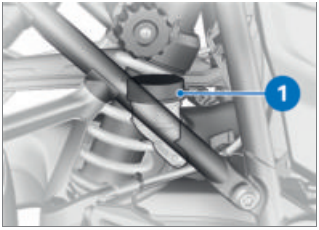
Checking the rear brake fluid level

WARNING

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

–with center stand OE
- Make sure the ground is level and firm and put the motorcycle on its center stand.◁

–without center stand OE
- Position the motorcycle vertically, making sure that the ground is firm and level.◁



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

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



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

If the brake fluid level falls below the approved level:
- Have the fault rectified as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

CLUTCH

Checking the clutch function

- Pull the clutch lever.

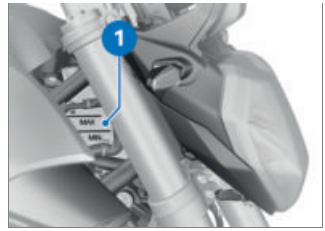
» The resistance point must be clearly perceptible.

If no clear resistance point can be felt:
- Have the clutch checked by a repair shop, preferably an authorized BMW Motorrad dealer.

COOLANT

Checking the coolant level

- Park the motorcycle, making sure the ground is level and firm.
- Allow the engine to cool down.



- Check coolant level at expansion tank **1**.



- Read off the coolant level.

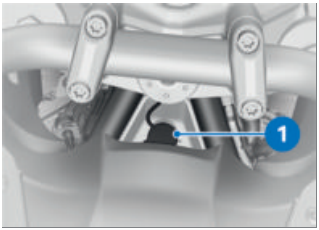
» The coolant level must be between the **MIN** and **MAX** marks.

If the coolant level drops below the **MIN** mark:
- Top up coolant.

Topping up coolant

WARNING

Opening the radiator cap
Risk of burning
- Do not open the radiator cap when it is hot.
- Check the coolant level exclusively at the expansion tank and top up if necessary.



- Open the cap **1** of the coolant expansion tank and top up coolant to the specified level.
- Check the coolant level. (➠ 181)
- Close the cap **1** of the coolant expansion tank.

TIRES

Checking tire pressure

WARNING

Incorrect tire pressure
Worse handling characteristics of the motorcycle, reduction in the service life of the tires
- Ensure correct tire pressure.

WARNING

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

- Park the motorcycle, making sure the ground is level and firm.
- Check tire pressure against data below.

Front tire pressure
36.3 psi (2.5 bar) (with cold tires, one-up and two-up mode)

 Rear tire pressure
42.1 psi (2.9 bar) (with cold tires, one-up and two-up mode)

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

Tire pressures can be determined with tire pressure control (RDC). These values are always displayed with compensation for temperature and always refer to a tire air temperature of 68 °F (20 °C). Tire pressure gauges at gas stations do not compensate for temperature. Therefore, the values measured there usually do not match the values shown in the instrument cluster.

Checking tire tread depth

WARNING

Riding with heavily worn tires
Risk of accident due to poorer rideability
- If necessary, replace the tires before the legally specified minimum tread depth is reached.
- Park the motorcycle, making sure the ground is level and firm.
- Check tire tread depth in main tread grooves with wear indicators.

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

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

RIMS

Checking rims
- Park the motorcycle, making sure the ground is level and firm.
- Visually inspect rims for defects.
- Have damaged rims checked and, if necessary, renewed by a repair shop, preferably an authorized BMW Motorrad dealer.

Checking spokes

–with Option 719 wheel Classic OE

- Park the motorcycle, making sure the ground is level and firm.
- Run the handle of a screwdriver or similar object over the spokes and listen to the sound pattern.

If the sound pattern is uneven:

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

WHEELS

Effect of wheel sizes on suspension control systems

The wheel sizes play an important role in the ABS suspension control system. The diameter and width of the wheels stored in the control unit have particular significance as the basis for all necessary calculations. A change in these sizes resulting from conversion to wheels not installed as standard equipment can seriously affect the control convenience of these systems. The sensor rings required for wheel speed detection must also match the installed control systems and must not be replaced.

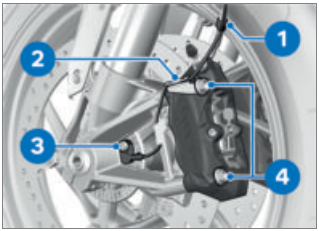
If you want to convert your motorcycle to different wheels, please contact a repair shop, preferably an authorized BMW Motorrad dealer. In some cases, the data stored in the control units can be adapted for the new wheel sizes.

Removing front wheel

- Put the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand. (➠ 174)

–with center stand OE

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



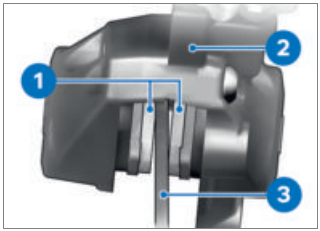
- Detach wheel speed sensor cable from holding clips **1** and **2**.
- Remove the screw **3** and remove the wheel speed sensor from the drilled hole.

- Mask off areas of the wheel rim that could get scratched in the process of removing the brake calipers.

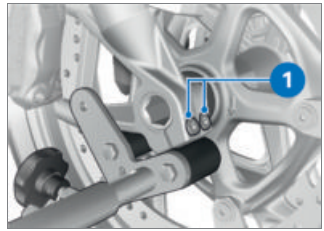
ATTENTION

Unintentional pressing together of brake pads
Component damage when mounting the brake caliper or when pressing the brake pads apart
- Do not actuate the brakes with the brake caliper removed.

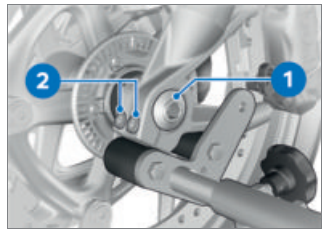
- Remove the mounting bolts **4** of the left and right brake calipers.



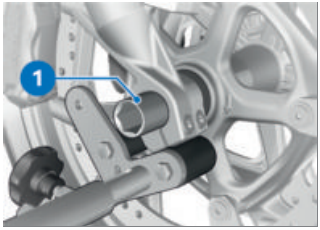
- Push brake pads **1** apart slightly by turning the brake caliper **2** back and forth against brake disk **3**.
- Carefully pull the brake calipers back and outward to remove them from the brake disks.
- Raise the front of motorcycle, preferably using a BMW Motorrad front wheel stand, until the front wheel rotates freely.
- Mount the front wheel stand. (➠ 173)



- Loosen axle clamping screws **1**.



- Remove screw **1**.
- Loosen axle clamping screws **2**.
- Slightly press the quick-release axle inward for a better grip on the right side.



- Pull out the quick-release axle **1** while supporting the front wheel.
- Place front wheel down and roll it forward out of the front suspension.



- Remove the spacer bushing **1** from the wheel hub.

Installing the front wheel

WARNING

Use of a wheel which does not comply with series specifications

Malfunctions during control interventions by ABS and DTC

- Please see the information on the effect of wheel sizes on the ABS and DTC chassis control systems at the beginning of this chapter.

ATTENTION

Tightening screw connections with incorrect tightening torque

Damage to or loosening of screw connections

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



- Lubricate the contact surface on the spacer bushing **1**.

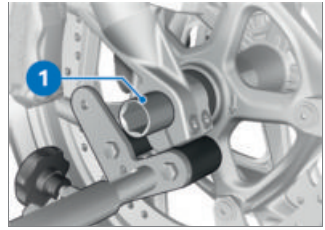
Lubricant
Optimoly TA

- Insert the spacer bushing **1** into the wheel hub on the left side.

ATTENTION

Front wheel installation opposite the running direction
Accident hazard
- Observe running direction arrows on tire or rim.

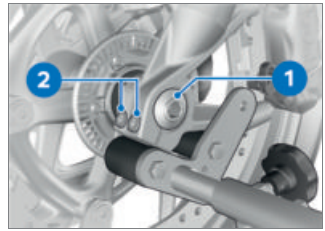
- Roll the front wheel into the front suspension.



- Lubricate the quick-release axle **1**.

Lubricant
Optimoly TA

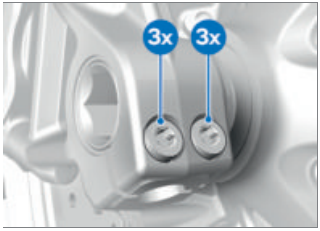
- Lift the front wheel and install the quick-release axle **1**.
- Remove front wheel stand and firmly compress front forks. Do not actuate brake lever at the same time.
- Mount the front wheel stand. (➠ 173)



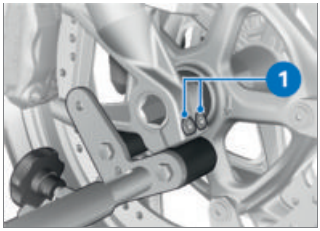
- Install the screw **1** to the specified torque. Brace quick-release axle on the right side at the same time.

Quick-release axle in telescopic fork
M20 x 1.5
37 lb/ft (50 Nm)

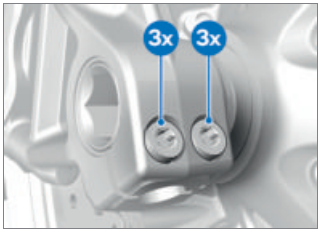
- Tighten axle clamping screws **2** to the specified torque.



Clamping bolts in the axle adapter
Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time
M8 x 35
14 lb/ft (19 Nm)



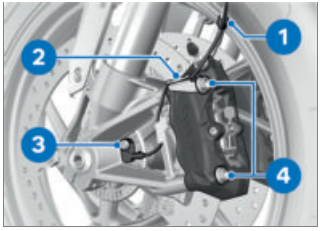
- Tighten axle clamping screws **1** to the specified torque.



Clamping bolts in the axle adapter
Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time
M8 x 35
14 lb/ft (19 Nm)

- Remove the front wheel stand.

- Put the brake calipers on the left and right onto the brake disks.



- Install mounting bolts **4** on left and right to the specified torque.

Brake caliper on telescopic forks
M10 x 65
28 lb/ft (38 Nm)

- Remove adhesive tape from wheel rim

WARNING

Brake pads do not contact the brake disc
Risk of accident due to delayed braking effect.
- Before driving off, check that the braking effect kicks in without any delay.

- Engage the brakes repeatedly until the brake pads make contact with the discs.
- Insert the wheel speed sensor cable into the holding clips **1** and **2**.
- Clean the thread for the wheel speed sensor.
- Insert the wheel speed sensor into the drilled hole and install a new screw **3**.

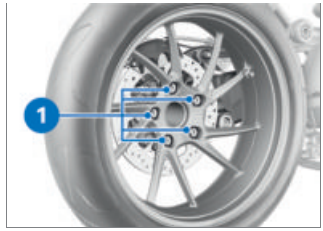
Wheel speed sensor on fork
M6 x 16
Joint compound: Micro-encapsulated or medium-strength screw lock
6 lb/ft (8 Nm)

Removing rear wheel

CAUTION

Hot exhaust system
Burn hazard
- Do not touch hot exhaust system.

- Remove muffler. (➠ 191)



- Shift into first gear.

- Remove the screws **1** of the rear wheel while supporting the wheel.
- Roll rear wheel out toward rear.

Installing the rear wheel

WARNING

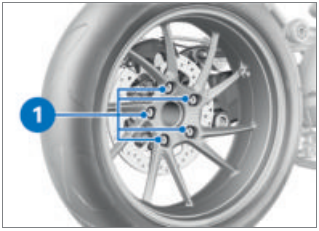
Use of a wheel which does not comply with series specifications
Malfunctions during control interventions by ABS and DTC
- Please see the information on the effect of wheel sizes on the ABS and DTC chassis control systems at the beginning of this chapter.

ATTENTION

Tightening screw connections with incorrect tightening torque
Damage to or loosening of screw connections
- Have the tightening torques checked by a repair shop, preferably by an authorized BMW Motorrad dealer.



- Clean wheel centering device and contact surfaces of wheel hub.
- Place rear wheel on rear wheel support.



- Install the lug bolts **1** to the specified torque.

Tighten rear wheel on wheel flange
Tightening sequence: Tighten crosswise
M10 x 1.25 x 40
44 lb/ft (60 Nm)
–with Option 719 wheel Classic OE
Tightening sequence: Tighten crosswise

	Tighten rear wheel on wheel flange
M10 x 1.25 x 53	
44 lb/ft (60 Nm)◁	

- Install muffler. (➠ 192)

SILENCER

Removing the silencer

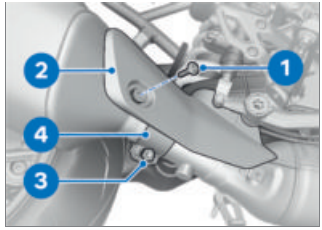
CAUTION

Hot exhaust system
Burn hazard
- Do not touch hot exhaust system.

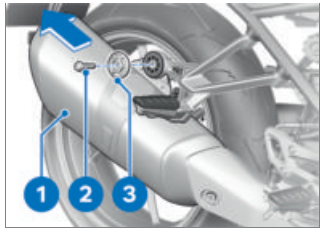
- Let the end muffler cool down.
- Make sure ground is level and firm and place motorcycle on a suitable auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand. (➠ 174)

–with center stand OE

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



- Remove screw **1** from cover **2**.
- Loosen the nut **3** on the circlip **4**.



- Remove screw **2** and washer **3**.
- Remove muffler **1**.

–with sports muffler OE

CAUTION

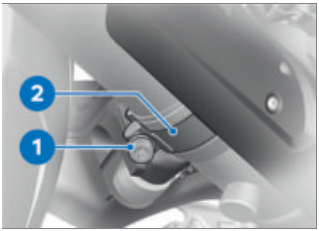
Hot exhaust system
Burn hazard
- Do not touch hot exhaust system.

- Let the end muffler cool down.

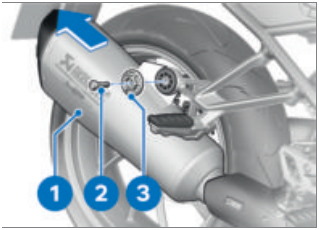
- Make sure ground is level and firm and place motorcycle on a suitable auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand. (➠ 174)

–with center stand OE

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



- Loosen nut **1** to push the circlip **2** to the rear.



- Remove screw **2** and washer **3**.
- Remove muffler **1**.◁

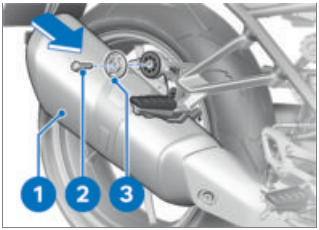
Installing the silencer

ATTENTION

Tightening screw connections with incorrect tightening torque

Damage to or loosening of screw connections

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

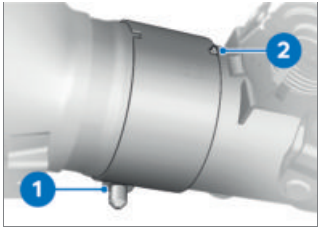


- Lightly lubricate the **inside** of the circlip.

Lubricant
Optimoly TA

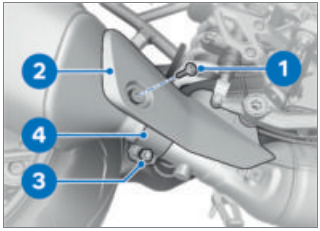
- Push the circlip onto the silencer.
- Push muffler **1** up to the stop.
- Install screw **2** and washer **3**.

Muffler on footpeg bracket
M8 x 35
14 lb/ft (19 Nm)



- Shift the circlip with recess **1** as far forward as possible and align it with the snap-in lug **2**.

» Snap-in lug engages in the recess of the clamp.



- Tighten the nut **3** on the circlip **4**.

Clamp on silencer and exhaust manifold
18 lb/ft (24 Nm)

- Install screw **2** in the cover **1**.

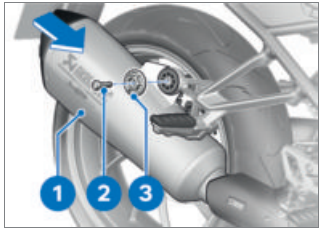
–with sports muffler[OE]

ATTENTION

Tightening screw connections with incorrect tightening torque

Damage to or loosening of screw connections

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

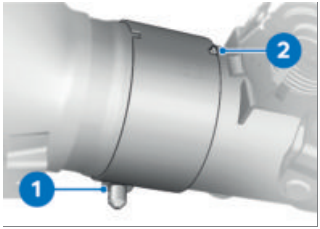


- Lightly lubricate the **inside** of the circlip.

Lubricant
Optimoly TA

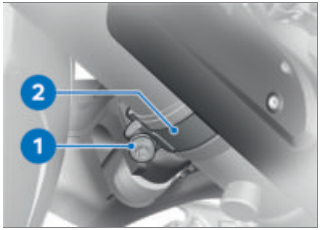
- Push the circlip onto the silencer.
- Push muffler **1** up to the stop.
- Install screw **2** and washer **3**.

Muffler on footpeg bracket
M8 x 35
14 lb/ft (19 Nm)



- Shift the circlip with recess **1** as far forward as possible and align it with the snap-in lug **2**.

» Snap-in lug engages in the recess of the clamp.



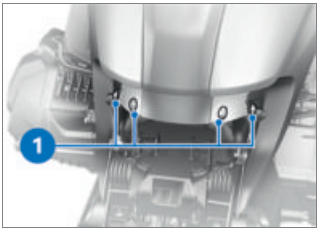
- Tighten the nut **1** on the circlip **2**.

	Clamp on silencer and exhaust manifold
18 lb/ft (24 Nm)◁	

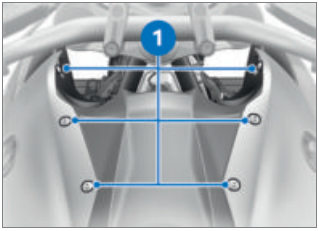
AIR FILTER

Replace air filter insert

- Remove the rider`s seat. (➠ 113)



- Remove screws **1**.



- Remove the screws **1** and move both side trim panels slightly apart.



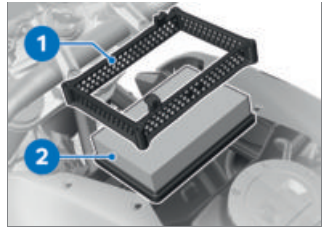
- Remove screws **1**.
- Remove center fairing panel.



- Remove screws **1**.
- Remove air filter cover.



- Remove frame **2**.
- Remove air filter insert **1**.



- Clean air filter insert **2** and renew, if necessary.
- Insert air filter element **2** and frame **1**.



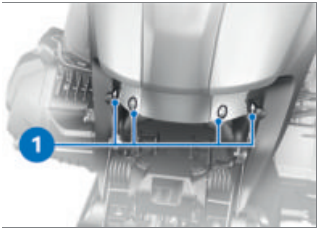
- Fit the air filter cover.
- Install screws **1**.

Air filter cover on intake silencer
Tightening sequence: Tighten crosswise
M5 x 50
2 lb/ft (3 Nm)

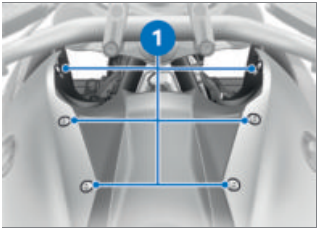
- Position the center fairing panel, while paying attention to connections to the side sections.



- Install screws **1**.



- Install screws **1**.



- Install screws **1**.
- Install the rider's seat. (➠ 113)

LIGHT SOURCES

Replacing the LED light source

WARNING

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

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

JUMP-STARTING

CAUTION

Touching live parts of the ignition system when the engine is running
Electrocution
- Do not touch parts of the ignition system when the engine is running.

ATTENTION

Current too high when jump-starting the motorcycle
Cable fire or damage to the motorcycle electronics
- Do not jump-start the motorcycle using the power socket, only via the battery terminal.

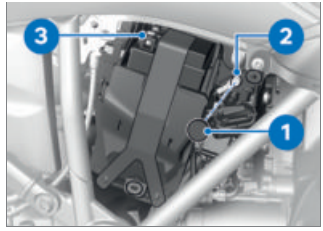
ATTENTION

Contact between crocodile clips of jump leads and motorcycle
Danger of short circuit
- Use jump leads fitted with fully insulated crocodile clips at both ends.

ATTENTION

Jump-starting with a voltage higher than 12 V
Damage to the motorcycle's electronics
- The battery of the donor motorcycle must have a voltage of 12 V.

- Park the motorcycle, making sure the ground is level and firm.
- Remove the battery cover. (➠ 200)
- Do not disconnect the battery from the electrical system for an external start.



- Remove protective cap **1**.
- Begin by connecting the red jumper cable to the remote positive terminal **2** on the empty battery and the other end to the positive terminal of the donor battery.
- Then clamp one end of the black jumper cable to the

donor battery's negative terminal **3** while connecting the other end to the empty battery's negative terminal.
- Run engine of donor vehicle during jump-starting procedure.
- Start the engine of the vehicle with the empty battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt to start the engine to protect the starter motor and the donor battery.
- Allow both engines to idle for a few minutes before disconnecting jumper cables.
- Disconnect the jumper cable from the negative terminal first, then from the positive terminal.

To start the engine, do not use start sprays or similar items.

- Install the protective cap.
- Install the battery cover. (➠ 202)

BATTERY

Maintenance instructions

Proper care, charging and storage extend the battery's service life and are required for any warranty claims.
Compliance with the points below is important in order to maximize battery service life:
–Keep the surface of the battery clean and dry.
–Do not open the battery.
–Do not top up with water.
–Be sure to read and comply with the instructions for charging the battery on the following pages.
–Do not turn the battery upside down.

 Battery design
AGM (Absorbent Glass Mat) battery, maintenance-free

ATTENTION

Discharging of the connected battery by the vehicle electronics (e.g. clock)
Total discharge of battery leading to a rejection of warranty claims
- During riding breaks of more than 4 weeks, connect a trickle-charger to the battery.

BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of the motorcycle. This device can be used to keep the battery charged during long periods when the motorcycle is not being used even while the battery is connected to the motorcycle. For more information, contact an authorized BMW Motorrad dealer.

Charging connected battery

ATTENTION

Charging the battery connected to the vehicle using the battery terminals
Damage to the motorcycle's electronics
- Disconnect the battery before charging on the battery terminals.

ATTENTION

A fully discharged battery must be charged via a power socket or extra socket.
Damage to vehicle electronics
- A fully discharged battery (battery voltage less than 12 V, indicator lights and multifunction display remain off when ignition is switched on) must always be charged directly at the poles of the **disconnected** battery.

ATTENTION

Improper battery chargers connected to a socket
Damage to battery charger and vehicle electronics
- Use suitable BMW battery chargers. You can obtain the right charger from your authorized BMW Motorrad dealer.

- Charge connected battery via onboard power socket.

The vehicle electronics detect when the battery is fully charged. The onboard socket is switched off when this happens.

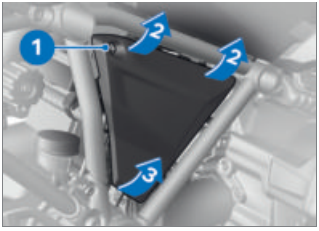
- Comply with operating instructions of charger.

If you are unable to charge the battery via the onboard power socket, you may be using a charger that is not compatible with your motorcycle's electronics. In this case, charge the battery directly from the terminals of the battery disconnected from the vehicle.

Charging disconnected battery
- Remove battery. (➠ 201)
- Charge battery using a suitable charger.
- Comply with operating instructions of charger.
- Once battery is fully charged, disconnect charger's terminal clips from battery terminals.

In the case of longer periods when the motorcycle is not being used, the battery must be recharged regularly. See the instructions for caring for your battery. Always fully recharge the battery before returning it to use.

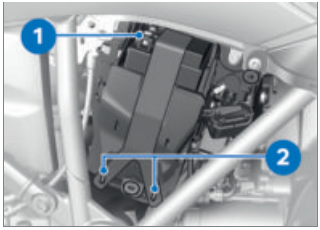
Removing battery



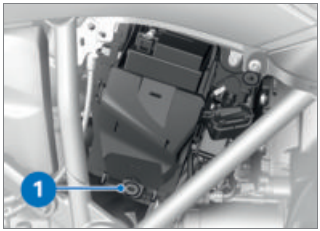
- Turn off the ignition.
- Remove screw **1**.
- Pull battery cover at top slightly forward at positions **2**.
- Remove the battery cover upward at position **3** in order not to damage the battery cover and the mount.

–with anti-theft alarm system (DWA) OE

- Turn off the anti-theft alarm system if necessary.◁



- Disconnect the negative battery cable **1** and rubber strap **2**.
- Insulate the negative battery cable **1** with adhesive strip.



- Pull the retaining plate at position **1** outward and remove it upward.
- Lift battery slightly out of holder sufficiently for positive terminal to be accessible.



- Disconnect the positive battery cable **1** and pull out the battery.

Installing the battery

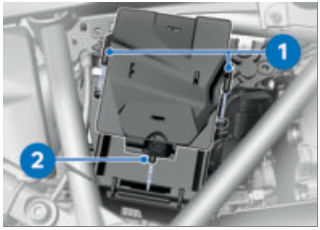
If the 12 V battery is installed incorrectly or the terminals are reversed (e.g. when jump starting), it can burn through the fuse for the alternator regulator.



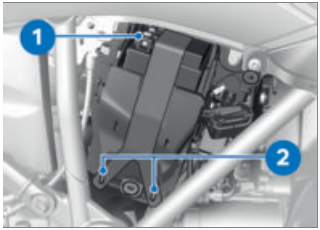
- Fasten the positive battery cable **1**.

	Wiring harness on battery
M6 x 13.5	
4 lb/ft (5 Nm)	

- Slide battery into holder.



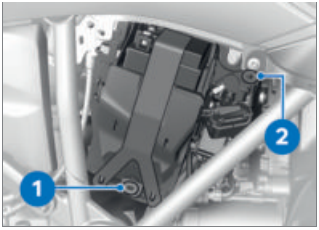
- First press retaining plate into the mounts **1** and then press under the battery at point **2**.



- Remove the adhesive strip from the negative battery cable **1**.
- Fasten negative battery cable **1**.

Wiring harness on battery
M6 x 13.5
4 lb/ft (5 Nm)

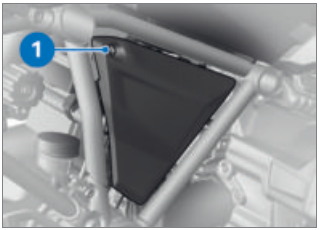
- Fasten battery with rubber strap **2**.



- If necessary, lubricate the rubber grommets **1** and **2**.

» Rubber grommets are not pressed out during installation.

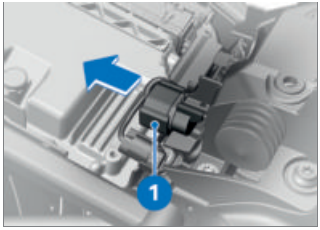
- Insert the battery cover into the rubber grommets **1** and **2** and press it on.



- Install screw **1**.
- Configure system settings. (➠ 72)

FUSES

Replacing fuses



- Turn off the ignition.
- Remove the rider`s seat. (➠ 113)
- Detach connector **1**.

ATTENTION

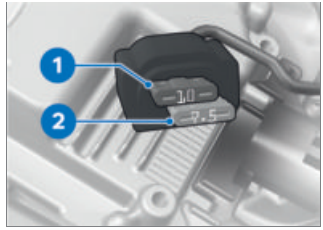
Bypassing defective fuses
Risk of short circuit and fire
- Do not bypass defective fuses.
- Replace defective fuses with new fuses.

- Consult the fuse assignment diagram and replace the defective fuse.

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

- Insert connector **1**.
- Install the rider's seat. (➠ 113)

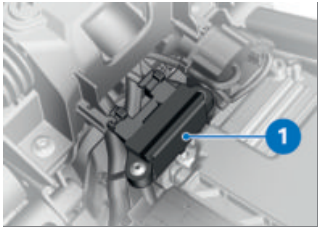
Fuse assignments



1 10 A
Instrument cluster
Anti-theft alarm system (DWA)
Ignition lock
Main relay
Diagnostic socket

2 7.5 A
Multifunction switch, left
Tire pressure control (TPC)
Yaw rate sensor

Fuse for the alternator regulator



1 50 A
Alternator regulator

Have the fuse exchanged by a specialist workshop, preferably an authorized BMW Motorrad dealer.

DIAGNOSTIC CONNECTOR

Detaching the diagnostic connector

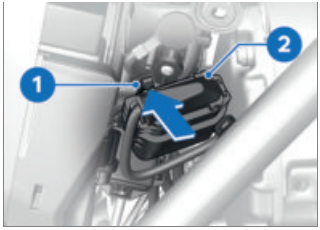
CAUTION

Incorrect procedure when disconnecting the diagnostic socket for onboard diagnosis

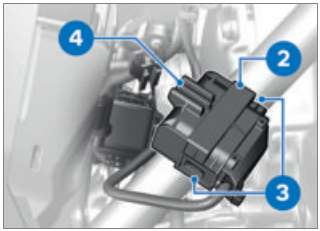
Vehicle experiences malfunctions

- Do not have the diagnostic socket disconnected except during BMW Motorrad service by a repair shop or other authorized persons.
- Have work carried out by appropriately trained personnel.
- Observe the specifications of the vehicle manufacturer.

- Remove the battery cover. (➠ 200)



- Press the hook **1** and remove the diagnostic socket **2** by pulling it upwards.

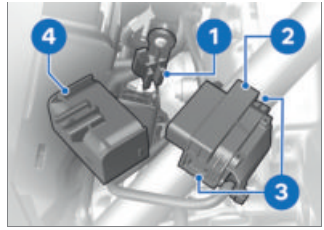


- Press locks **3** on both sides.
- Detach the diagnostic socket **2** from the holder **4**.

» The interface for the diagnostics and information system can be connected to the diagnostic connector **2**.

Fastening the diagnostic connector

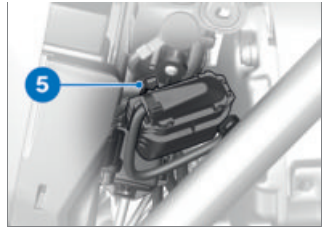
- Disconnect the interface for the diagnostics and information system.



- Insert the diagnostic socket **2** into the holder **4**.

» The locking mechanisms **3** engage on both sides.

- Connect the bracket **4** to the mount **1**.



- Make sure that the hook **5** engages.
- Install the battery cover. (➠ 202)

ACCESSORIES

10

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SOCKETS 208
USB CHARGING SOCKET 209
CASE 210
TOPCASE 212
NAVIGATION SYSTEM 215

GENERAL NOTES

CAUTION

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

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

SOCKETS

Connecting electrical devices
– The ignition must be turned on before electrical devices connected to the onboard power sockets can be put into operation.

Cable layout
– The cables from the on-board sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
– Cable layout must not restrict the steering angle and the handling characteristics.
– Cables must not be trapped.

Automatic shutoff

–The onboard sockets are automatically switched off during the starting procedure.
–To relieve the electrical system, the sockets are turned off 60 seconds after the ignition has been switched off. Accessories with low electrical consumption might not be detected by the vehicle electronics. In these cases, onboard sockets are already turned off shortly after the ignition is turned off.
–In case of insufficient battery voltage, the onboard sockets are switched off to maintain the starting capability of the vehicle.
–If the maximum loadability specified in the technical data is exceeded, the onboard sockets are switched off.

USB CHARGING SOCKET

Notes about use:

Charge current

This is a 5 V USB charging socket providing a maximum charge current of 2.4 A.

Automatic shutoff

The USB charging sockets are automatically switched off under the following conditions:
–If the battery voltage is too low to retain the starting capability of the vehicle.
–If the maximum load capacity specified in the technical data is exceeded.
–During the starting procedure.

Connecting electrical devices

The ignition must be switched on before electrical devices connected to USB charging sockets can be operated. To relieve stress on the electrical system, the onboard power sockets are switched off no more than 60 seconds after the ignition is turned off.
To protect the connected device, the device should be unplugged when riding in rain. When no device is connected, the cover should be closed to prevent soiling.

Cable layout

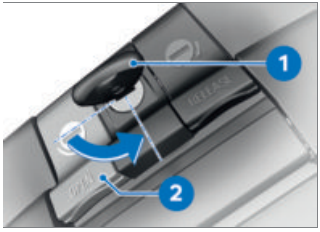
Observe the following when routing cables from USB charging sockets to additional devices:

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

CASE

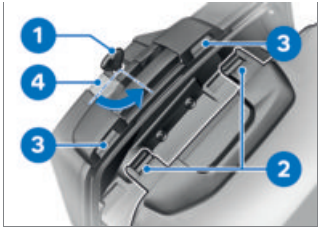
–with touring case OA

Opening a case



- Turn the key **1** counterclockwise to the **OPEN** position.
- Pull the gray release lever **2** **OPEN** upward and simultaneously open the case lid.

Closing a case



- Turn the key **1** counterclockwise to the **OPEN** position.
- Press the clasps **2** of the case lid into the locks **3**. Ensure that no objects are trapped between lid and case.
- Pull the gray release lever **4** **OPEN** upward and simultaneously close the case lid.

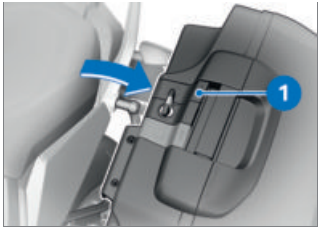
» The lid clicks audibly into place.

- Turn key **1** in the case lock so that it is positioned in the direction of travel and remove it.

Removing a case



- Turn the key **1** to the **RELEASE** position.



- Pull the black release lever **1 RELEASE** upward while simultaneously pulling the case outward.
- Then lift case out of lower mounting.

Attaching a case



- Turn the key **1** to the **RELEASE** position.



- Insert the case in the case carrier **1**, then swing to the stop and onto the mount **2**.
- Pull the black release lever **3 RELEASE** while simultaneously pushing the case into the upper mount **2**.
- Press the black release lever **3 RELEASE** down until it engages.
- Turn the key in the case lock so that it points in the driving direction and remove it.

Maximum payload and maximum speed

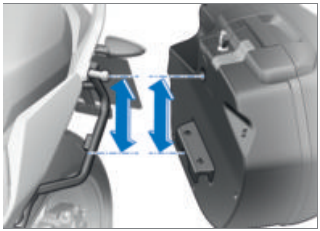
Observe maximum payload and maximum speed.

The following values apply to the combination described here:

Maximum speed for riding with case
max 112 mph (max 180 km/h)

Payload per case
max 22 lbs (max 10 kg)

Secure hold



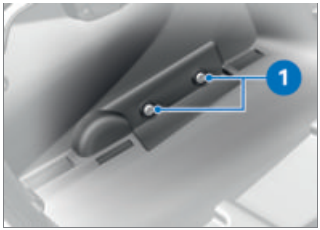
If a case wobbles or is difficult to fit, it must be adapted to the gap between the upper and lower mount.

WARNING

Improperly installed case.

Impairment of riding safety.

- Cases may not shake and must be fastened play-free. If some play is determined after longer use, readjust the retaining claw.

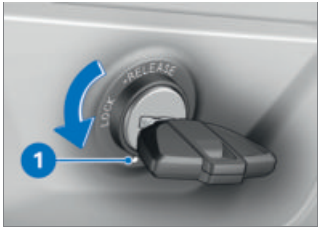


Use the screws **1** inside the case for this purpose.

TOPCASE

–with topcase OA

Opening topcase



- Turn the key in the topcase lock to the **1** position.



- Press the lock cylinder **1** forward.

» The release lever **2** pops open.

- Pull the release lever all the way up.

» The topcase lid can be opened.

Closing topcase



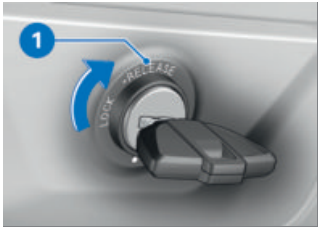
- Pull the release lever **1** all the way up.
- Close Topcase lid and hold it down. Ensure that nothing gets trapped between the lid and case.

The topcase can also be locked if the lock is in the **LOCK** position. Under such circumstances, ensure that the vehicle key is not in the topcase.



- Press the release lever **1** down until it snaps in.
- Turn key in topcase lock to the **LOCK** position and remove it.

Removing the topcase



- Turn the key in the topcase lock to the **RELEASE** position **1**.

» Carrying handle pops out.



- Fold carrying handle **1** all the way up.
- Raise the rear of the topcase and pull it off the luggage rack.

Installing the topcase

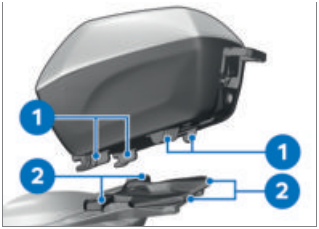
WARNING

Topcase not properly secured

Driving safety is impaired

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

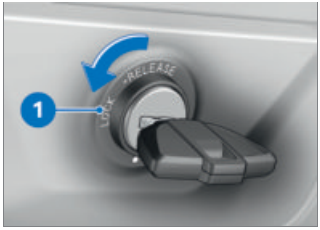
- Fold the carrying handle up to the stop.



- Hook topcase into luggage rack. Make sure that the hooks **1** are securely seated in corresponding mounts **2**.



- Press the carrying handle **1** down until it snaps in.



- Turn key in topcase lock to the **1** position and remove.

Maximum payload and maximum speed

Observe maximum payload and maximum speed.
The following values apply to the combination described here:

Maximum speed when riding with a loaded topcase
max 112 mph (max 180 km/h)

Payload of Topcase
max 11 lbs (max 5 kg)

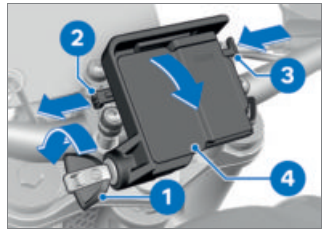
NAVIGATION SYSTEM

Fastening navigation system securely

–with preparation for navigation system OE

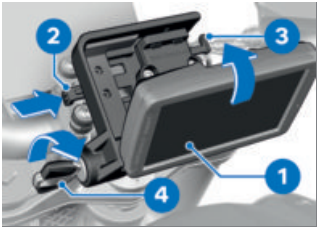
The navigation preparation is suitable for BMW Motorrad Navigator IV and later.

The locking system of the Mount Cradle offers no protection against theft. Remove the navigation system and store in a safe place after every drive.



- Turn the ignition key **1** counterclockwise.
- Pull the shut-off lock **2** to the **left**.
- Press in the locking mechanism **3**.

» The Mount Cradle is unlocked and the cover **4** can be removed with a rotational movement toward the front.



- Mount the navigation system **1** in the lower area and swing backward with a rotational movement.

» Navigation system audibly engages.

- Slide the shut-off lock **2** completely to the **right**.

» The locking mechanism **3** is locked.

- Turn the ignition key **4** clockwise.

» Navigation system is locked and ignition key can be removed.

Remove navigation system and install cover

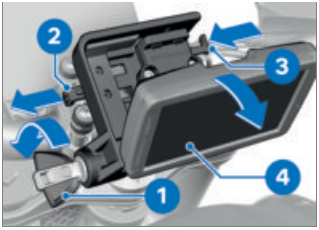
–with preparation for navigation system OE

ATTENTION

Dust and dirt on the contacts of the Mount Cradle

Damage to the contacts

- Reinstall the cover after end of each drive.



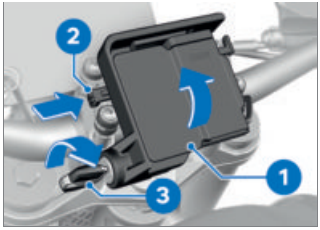
- Turn the ignition key **1** counterclockwise.
- Pull the shut-off lock **2** completely to the **left**.

» The locking mechanism **3** is unlocked.

- Slide the locking mechanism **3** completely to the **left**.

» The navigation system **4** is unlocked.

- Remove the navigation system **4** downward with a tilting movement.



- Mount the cover **1** in the lower area and swing upward with a rotational movement.

» Cover audibly engages.

- Slide the shut-off lock **2** to the **right**.
- Turn the ignition key **3** clockwise.

» The cover **1** is secured.

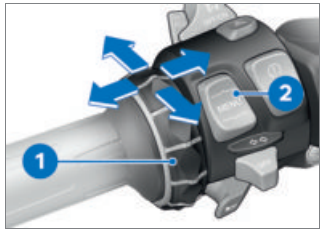
Operating the navigation system

–with preparation for navigation system OE

The following description refers to the BMW Motorrad Navigator V and the BMW Motorrad Navigator VI. The BMW Motorrad Navigator IV does not offer all options described.

Only the latest version of the BMW Motorrad communication system is supported. A software update may be required for the BMW Motorrad communication system. In this case, please contact your authorized BMW Motorrad dealer.

If the BMW Motorrad Navigator is installed and the operating focus is changed to the Navigator (➠ 75), some of its functions can be operated directly from the handlebars.



The navigation system is operated using the Multi-Controller **1** and the rocker button MENU **2**.

Turning the Multi-Controller 1 up and down

On the compass and Mediaplayer screen: Increase or reduce the volume of a via Bluetooth connected BMW Motorrad communication system.
In the BMW special menu: Select menu items.

Briefly tilt the Multi-Controller 1 to the left and right

Change between the main screens of the Navigator:
–Map view
–Compass
–Mediaplayer
–BMW special menu
–My motorcycle page

Tilt and hold the Multi-Controller 1 to the left and right

Activate certain functions on the Navigator display. These functions are indicated by a right arrow or left arrow above the corresponding touch field.


The function is triggered by long actuation to the right.


The function is triggered by long actuation to the left.

Press the rocker button MENU 2 at the bottom

Change the operating focus to the Pure Ride view.

In detail, the following functions can be operated:

Map view

–Turning upwards: zooms in on map section (Zoom in).
–Turning downwards: zooms out of map section (Zoom out).

Compass page

–Turning increases or decreases the volume of a BMW Motorrad communication system connected via Bluetooth.

BMW special menu

–Speech: Repeat last navigation announcement.
–Waypoint: Save current location as a favorite.
–Navigate home: Starts navigation to the home address (is grayed-out if no home address is set).
–Mute: Turn automatic navigation announcements off or on (off: The top line in the display shows a crossed-out lips icon). Navigation announcements can still be output via "Speak". All other sound outputs remain switched on.
–Turn off display: Turns off the display.
–Making a call: Calls the home phone number stored in the

navigator (only displayed when a communications system and a telephone are connected).
–Detour: Activates the detour function (only displayed if a route is active).
–Skip: Skips the next waypoint (only displayed if route is provided with waypoints).

My Motorcycle
–Turn: Changes the number of data sets displayed.
–Touching a data field on the display opens a menu for selecting the data.
–The values available for selection depend on the optional equipment that is installed.

Mediaplayer
–Long press to the left: Play previous title.
–Long press to the right: Play next title.
–Turning increases or decreases the volume of a BMW Motorrad communication system connected via Bluetooth.

The Mediaplayer function is only available when using a Bluetooth device as per A2DP standard, e.g., a BMW Motorrad communication system.

Warning and status messages
–with navigation system OA



Warning and status displays of the motorcycle are indicated with a corresponding symbol **1** at the upper left on the map view.

If a BMW Motorrad communication system is connected, an acoustic signal is also sounds in case of a warning.

If several warning messages are active, the number of messages is indicated below the warning triangle.
A list of all warning messages is opened by pressing on the warning triangle with more than one message.
Additional information is display when a message is selected.

Detailed information cannot be displayed for all warnings.

Special functions
–with preparation for navigation system OE

Due to integration of the BMW Motorrad Navigator, there are differences from the descriptions in the operating instructions for the Navigator.

Reserve fuel level warning
The settings for the fuel gauge are not available because the low-fuel warning light is transmitted from the vehicle to the Navigator. If the message is active, the nearest gas stations are shown when you press on the message.

Security settings
The BMW Motorrad Navigator V and the BMW Motorrad Navigator VI can be secured against unauthorized use with a four-digit PIN (Garmin Lock). If this function is activated while the Navigator is installed in the vehicle and the ignition is turned on, you will be asked if you want to add this vehicle to the list of secure vehicles. If you confirm this question by answering "Yes", then the Navigator will save the vehicle identification number of this vehicle.

A maximum of five VINs can be saved in this way.
Afterwards, if the Navigator is turned on when the ignition is turned on in one of these vehicles, then a PIN no longer needs to be entered.
If the Navigator is removed from the vehicle while it is turned on, then for security reasons a PIN prompt is started.

Screen brightness
Screen brightness is adjusted by the motorcycle while the unit is installed. There is no need for manual input.
If desired, automatic setting can be switched off in the Navigator via the display settings.

CARE

11

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CARE PRODUCTS

ATTENTION

Use of unsuitable cleaning and care agents

Damage to motorcycle parts

- Do not use any solvents such as nitro thinners, cold cleaners, fuel or similar, and do not use cleaning agents that contain alcohol.

ATTENTION

Use of highly acidic or alkaline cleaning agents

Damage to motorcycle parts

- Observe the dilution ratio on the packaging of the cleaning agents.
- Do not use highly acidic or alkaline cleaning agents.

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

WASHING THE VEHICLE

WARNING

Wet brake disks and brake pads after washing the vehicle, after water passages or in rain

Decreased braking effect, risk of accident

- Brake early until the brake disks and brake pads have dried off on their own or through braking.

ATTENTION

Damage caused by high water pressure from high-pressure cleaners or steam-jet devices

Corrosion or short circuit, damage to labels, to seals, to hydraulic brake system, to the electrical system and the seat

- Exercise caution when using high-pressure or steam-jet devices.

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

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

ATTENTION

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

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

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

CLEANING SENSITIVE MOTORCYCLE PARTS

Plastics

ATTENTION

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

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

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

Instrument cluster

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

Chrome

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

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

Radiator

Clean the radiator regularly to prevent overheating of the engine due to inadequate cooling. For example, use a garden hose with low water pressure.

ATTENTION

Bending of radiator fins

Damage to radiator fins

- When cleaning, ensure that the cooler fins are not bent.

Rubber

ATTENTION

Use of silicone sprays for care of rubber seals

Damage to rubber seals

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

Treat rubber parts with water or BMW rubber care product.

CARE OF PAINTWORK

Washing the motorcycle regularly will help counteract the long-term effects of substances that damage the paint, especially if your motorcycle is ridden in areas with high air pollution or natural sources of dirt, such as tree resin or pollen. However, remove particularly aggressive substances immediately; otherwise changes in the paint or discoloration may occur. These include spilled fuel, oil, grease and brake fluid as well as bird droppings.

It is recommended to use BMW Motorrad solvent cleaner and then apply BMW Motorrad high-gloss polish to preserve the paint.

Contaminants on the paint surface are particularly easy to see

after washing the vehicle. Remove this type of dirt immediately with cleaning benzene or ethyl alcohol on a clean cloth or cotton ball. BMW Motorrad recommends removing tar stains with BMW tar remover. Then add a protective wax coating to the paint at these locations.

ATTENTION

Paint damage from metal polish
Risk of damage
- Do not treat paints and chrome lacquers with metal polish.

PAINT PRESERVATION

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

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

STORE MOTORCYCLE

- Clean the motorcycle.
- Completely fill the motorcycle's fuel tank.

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

- Removing battery (➠ 200).
- Spray brake lever and clutch lever as well as center and side stand pivots with a suitable lubricant.
- Preserve bare metal and chrome-plated parts with an acid-free grease (Vaseline).
- Park motorcycle in a dry room, raising it to relieve weight from both wheels (preferably using the front-wheel and rear-wheel stands offered by BMW Motorrad).

PUTTING THE MOTORCYCLE INTO OPERATION

- Remove the protective wax coating.
- Clean the motorcycle.

- Install the battery. (➠ 201)
- Observe checklist. (➠ 132)

TECHNICAL DATA

12

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TROUBLESHOOTING CHART

Engine does not start.

Possible cause	Remedy
Side stand extended and gear engaged	Fold in side stand.
Gear engaged and clutch not operated	Place transmission in neutral or disengage clutch.
No fuel in tank	Refueling procedure. (142)
Battery drained	Charge the connected battery. (199)
Overheating protection for starter motor has activated. Starter motor can only be actuated for a limited period.	Leave the starter motor to cool down for around 1 minute until it becomes available again.

Bluetooth connection is not established.

Possible cause	Remedy
Necessary pairing steps were not performed.	Refer to the operating instructions of the communication system for the necessary steps for pairing.
The communication system is not connected automatically despite successful pairing.	Switch off the communication system of the helmet and connect again after one to two minutes.
Too many Bluetooth devices are stored in the helmet.	Delete all pairing entries in the helmet (see the operating instructions of the communication system).
There are additional vehicles with Bluetooth-capable devices nearby.	Avoid simultaneous pairing with multiple vehicles.

Bluetooth connection is disrupted.

Possible cause	Remedy
Bluetooth connection to the mobile end device is interrupted.	Switch off energy saving mode.
Bluetooth connection to the helmet is interrupted.	Switch off the communication system of the helmet and connect again after one to two minutes.
Volume in the helmet cannot be adjusted.	Switch off the communication system of the helmet and connect again after one to two minutes.

The phone book is not displayed in the instrument cluster.

Possible cause	Remedy
Phone book was has not yet been transferred to the vehicle.	During pairing to the mobile end device, confirm the transfer of the telephone data (➠ 79).

Active destination guidance is not displayed in the instrument cluster.

Possible cause	Remedy
Navigation from the BMW Motorrad Connected App was not transferred.	Call up the BMW Motorrad Connected App on the connected mobile end device before riding.
Route guidance cannot be started.	Ensure that there is a data connection to the mobile end device and check the map data on the mobile end device.

THREADED CONNECTIONS

Front wheel	Value	Valid
Brake caliper on telescopic forks		
M10 x 65	28 lb/ft (38 Nm)	
Quick-release axle in telescopic fork		
M20 x 1.5	37 lb/ft (50 Nm)	
Clamping bolts in the axle adapter		
M8 x 35	**Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time**	
	14 lb/ft (19 Nm)	

Rear wheel	Value	Valid
Tighten rear wheel on wheel flange		
M10 x 1.25 x 40	**Tightening sequence: Tighten crosswise**	
	44 lb/ft (60 Nm)	
M10 x 1.25 x 53	**Tightening sequence: Tighten crosswise**	–with Option 719 wheel Classic OE
	44 lb/ft (60 Nm)	

Mirror arm	Value	Valid
Mirror (locknut) on adapter		
M10 x 1.25	Left-hand thread, 16 lb/ft (22 Nm)	
Adapter to clamping block		
M10 x 14 - 4.8	18 lb/ft (25 Nm)	

Gearshift lever	Value	Valid
Foot piece to gearshift lever		
M6 x 20 micro-encapsulated	7 lb/ft (10 Nm)	

Footbrake lever	Value	Valid
Foot piece on foot-brake lever		
M6 x 20 micro-encapsulated	7 lb/ft (10 Nm)	

Footrests	Value	Valid
Clamping block on footrest hinge		
M8 x 25	15 lb/ft (20 Nm)	
Footrest on clamping block		
M6 x 20 / M6 x 12	7 lb/ft (10 Nm)	

Handlebars	Value	Valid
Clamping block (handlebar clamp) to fork bridge		
M8 x 35	**Tightening sequence: tighten to block at front in direction of travel**	
	14 lb/ft (19 Nm)	
M8 x 30	**Tightening sequence: tighten to block at front in direction of travel**	– with preparation for navigation system OE
	14 lb/ft (19 Nm)	

FUEL	
Recommended fuel quality	Super unleaded (max. 15% ethanol, E15) 89 AKI (95 ROZ/RON) 90 AKI
Alternative fuel quality	Regular unleaded (restrictions with regard to power and fuel consumption) (max. 15% ethanol, E15) 87 AKI (91 ROZ/RON) 87 AKI
Usable fuel quantity	Approx. 4.8 gal (Approx. 18 l)
Reserve fuel quantity	Approx. 1.1 gal (Approx. 4 l)
Fuel consumption	50 mpg (4.75 l/100 km), In accordance with WMTC
CO2 emissions	110 g/km, according to WMTC
Emission standard	TIER 2, measured in accordance with FTP75

ENGINE OIL	
Engine oil, capacity	max 1.1 gal (max 4 l), with filter replacement
Specification	SAE 5W-40, API SL/ JASO MA2, Additives (for instance, molybdenum-based substances) are prohibited, because they would attack the coatings on engine components, BMW Motorrad recommends BMW Motorrad ADVANTEC Ultimate oil.
Engine oil, quantity for topping up	max 0.8 quarts (max 0.8 l), Difference between **MIN** and **MAX**

BMW recommends ADVANTEC ORIGINAL BMW ENGINE OIL

ENGINE	
Engine number location	Lower right of engine block beneath the starter
Engine type	A74B12M
Engine design	Air-cooled/liquid-cooled two-cylinder four-stroke opposed-twin engine with two overhead, spur-gear-driven camshafts, a counterbalance shaft, and variable intake camshaft control BMW ShiftCam
Displacement	1254 cc (1254 cm^3)
Compression ratio	12.5:1

Nominal capacity	134 hp (100 kW), at engine speed: 7750 min^{-1}
Torque	105 lb/ft (143 Nm), at engine speed: 6250 min^{-1}
Maximum engine speed	max 9000 min^{-1}
Idle speed	1050 min^{-1}, Engine at operating temperature

CLUTCH

Clutch design	Multiple-disc oil bath (anti-hopping)

TRANSMISSION

Transmission design	Dog-engagement 6-speed transmission with helical gears

REAR-WHEEL DRIVE

Gear ratio of rear-wheel drive	2.818 (31/11 teeth)
Rear axle differential oil	SAE 70W-80 / hypoid axle G3

FRAME

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

RUNNING GEAR	
Front wheel	
Type of front suspension	Upside-down telescopic forks
–with Dynamic ESA[OE]	Upside down telescopic forks, diameter 54 mm, adjustable rebound and compression stage
Spring travel, front	5.5 in (140 mm), on front wheel
Rear wheel	
Type of rear-wheel guide	Cast-aluminum single swing arm with BMW Motorrad Paralever
Spring travel on the rear wheel	5.5 in (140 mm)

BRAKES	
Front wheel	
Type of front wheel brake	Two-rotor disk brake, floating brake discs, diameter 320 mm, 4-piston fixed caliper
Front brake pad material	Sintered metal
Front brake disc thickness	0.18 in (4.5 mm), New condition min 0.16 in (min 4.0 mm), Wear limit

Rear wheel	
Type of rear wheel brake	Single-disc brake, diameter 276 mm, 2-piston floating caliper
Rear brake pad material	Sintered metal
Rear brake disc thickness	0.2 in (5 mm), New condition min 0.18 in (min 4.5 mm), Wear limit

WHEELS AND TIRES	
Speed category of front/rear tires	W, minimum requirement: 168 mph (270 km/h)
Front wheel	
Front-wheel rim size	3.5" x 17"
Front tire designation	120/70 - ZR 17
Load index for front tire	At least 58
Permissible front-wheel imbalance	max 0.2 oz (max 5 g)
Permissible front wheel load	max 397 lbs (max 180 kg)
Rear wheel	
Rear-wheel rim size	5.5" x 17"
Rear tire designation	180/55 - ZR 17
Load index for rear tire	At least 73
Permissible rear-wheel imbalance	max 0.2 oz (max 5 g)
Permissible rear wheel load	max 716 lbs (max 325 kg)
Tire inflation pressures	
Front tire pressure	36.3 psi (2.5 bar), with cold tires, one-up and two-up mode
Rear tire pressure	42.1 psi (2.9 bar), with cold tires, one-up and two-up mode

ELECTRICAL SYSTEM	
Electrical rating of onboard sockets	max 5 A, all onboard sockets together
Fuse carrier 1	10 A, Slot 1: instrument cluster, anti-theft alarm system (DWA), ignition lock, main relay and diagnostic socket 7.5 A, Slot 2: left multifunction switch, Tire Pressure Control (TCP/RDC), yaw rate sensor
Fuse carrier	50 A, Fuse 1: Voltage regulator
Battery	
Battery design	AGM (Absorbent Glass Mat) battery, maintenance-free
Battery voltage	12 V
Battery capacity	12 Ah
Battery type (For Keyless Ride radio-operated key)	CR 2032
Spark plugs	
Spark plugs, manufacturer and designation	NGK LMAR8AI-10
Light sources	
All light sources	LED

DIMENSIONS	
Motorcycle length	85.2 in (2165 mm), over license-plate carrier
Motorcycle height	51.2 in (1300 mm), over mirrors
Motorcycle width	34.6 in (880 mm), with mirrors 33.3 in (845 mm), using handlebar levers
Front-seat height	32.3 in (820 mm), without rider at DIN unloaded vehicle weight
–with rider's seat, low[OE]	29.9 in (760 mm), without rider at DIN unloaded vehicle weight
–with seat Sport[OE]	33.1 in (840 mm), without rider at DIN unloaded vehicle weight
Rider's inside-leg arc, heel to heel	72.4 in (1840 mm), without rider at unloaded vehicle weight
–with rider's seat, low[OE]	67.7 in (1720 mm), without rider at unloaded vehicle weight
–with seat Sport[OE]	73.8 in (1875 mm), without rider at unloaded vehicle weight

WEIGHTS	
Unloaded vehicle weight	527 lbs (239 kg), DIN unladen weight, ready for road, 90 % full tank of gas, without OE
Gross vehicle weight	1014 lbs (460 kg)
Maximum payload	487 lbs (221 kg)

PERFORMANCE DATA	
Maximum speed	>124 mph (>200 km/h)
–with case OA	112 mph (180 km/h)
–with topcase OA	112 mph (180 km/h)

SERVICE

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REPORTING SAFETY DEFECTS

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

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

You can contact the NHTSA by calling 1–888–327–4236 to reach the Vehicle Safety Hotline (Teletypewriter TTY for the hearing impaired: 1–800–424–9153) for free, by visiting the website at http://www.safercar.gov or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at the following website: http://www.safercar.gov.

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

BMW MOTORRAD SERVICE

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

WARNING

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

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

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

BMW MOTORRAD SERVICE HISTORY

Entries

Maintenance work that has been performed is recorded in the diagnostics and information system. Like a Service Booklet, these entries provide proof of regular preventive maintenance. If an entry is made in the vehicle's service history, service-related data is stored on the

central IT systems that can be accessed via BMW.
When there is a change in vehicle owner, the data entered in the electronic Service History can also be viewed by the new vehicle owner. An authorized BMW Motorrad dealer or repair shop can view the data entered in the service history.

Objection

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

BMW MOTORRAD MOBILITY SERVICES

BMW Motorrad Mobility Services furnish you and your new BMW motorcycle with extra security by offering a wide array of assistance services in the event of a breakdown (mobile service, breakdown assistance, vehicle recovery and retrieval, etc.).

Contact your authorized BMW Motorrad dealer for additional information on available mobility services.

MAINTENANCE WORK

BMW pre-delivery check

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

BMW break-in service

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

BMW MOTORRAD SERVICE

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

confirmation of service. If this distance covered is reached before the next service appointment, service must be performed sooner.

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

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

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

MAINTENANCE SCHEDULE

	500 - 1200 km 300 - 750 mls	10 000 km 6 000 mls	20 000 km 12 000 mls	30 000 km 18 000 mls	40 000 km 24 000 mls	50 000 km 30 000 mls	60 000 km 36 000 mls	70 000 km 42 000 mls	80 000 km 48 000 mls	90 000 km 54 000 mls	100 000 km 60 000 mls	12 months	24 months
1	x												
2		x	x	x	x	x	x	x	x	x	x	x[a]	
3		x	x	x	x	x	x	x	x	x	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		x		x		x		x		
9			x		x		x		x		x		
10							x[e]						
11												x[d]	x[d]

1 BMW Motorrad break-in inspection (including oil and oil filter change)

2 Standard scope of BMW Motorrad service

3 Engine oil change with filter

4 Oil change in the bevel gears

5 Check valve clearance

6 Replace all spark plugs

7 Replace the air filter insert

8 Recommended: Check the universal shaft

9 Recommended: Lubricate the universal shaft

10 Replace the universal shaft

11 Change brake fluid in the entire system

a Annually or every 6000 mi (10000 km) (whichever comes first)

b Every two years or every 12000 mi (20000 km) (whichever comes first)

d At first after one year, then every two years

e Relative to the service life of the component

BMW MOTORRAD BREAK-IN SERVICE

BMW Motorrad break-in service

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

–Setting the service date and remaining distance
–Performing the vehicle test using the BMW Motorrad diagnostic system
–Engine oil change with filter
–Change oil in the angular gearbox
–Adjusting the steering-head bearing
–Checking the front wheel brake fluid level
–Checking the rear wheel brake fluid level
–Checking the coolant level
–Check the tire tread depth and tire pressure
–Checking the lighting and signal system
–Functional check for engine starting suppression
–Final inspection and road safety check
–Performing the vehicle test using the BMW Motorrad diagnostic system
–Confirming the BMW service in the vehicle literature

MAINTENANCE CONFIRMATIONS

BMW Motorrad Service standard scope

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

–Performing the vehicle test using the BMW Motorrad diagnostic system
–Visual inspection of the clutch system
–Visual inspection of the brake lines, brake hoses and connections
–Checking the front brake pads and brake discs for wear
–Checking the front wheel brake fluid level
–Checking the rear brake pads and brake disc for wear
–Checking the rear wheel brake fluid level
–Checking the coolant level
–Checking side stand for ease of movement
–Checking center stand for ease of movement
–Checking the tire pressure and tread depth
–Check the tension of the spokes and tighten as needed
–Checking the lighting and signal system
–Functional check for engine starting suppression
–Final inspection and road safety check
–Performing the vehicle test using the BMW Motorrad diagnostic system
–Set the service date and remaining distance using the BMW Motorrad diagnostic system
–Checking charging state of battery
–Confirming the BMW Motorrad service in the vehicle literature

BMW Motorrad pre-delivery check

performed

on_____

Stamp, signature

BMW Motorrad break-in service

performed

on_____

at km_____

Next service

latest

on_____

or, if reached earlier

at km_____

Stamp, signature

BMW Motorrad Service
performed

on_____
at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Oil change in engine with filter	☐	☐
Oil change in bevel gears	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air filter insert	☐	☐
Recommended: Check the universal shaft (during preventive maintenance)	☐	☐
Recommended: Lubricate universal shaft (during preventive maintenance)	☐	☐
Replace universal shaft (during preventive maintenance)	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

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performed

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at km_____

Next service
latest
on_____
or, if reached earlier
at km_____

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Replacing all spark plugs	☐	☐
Replacing air filter insert	☐	☐
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Recommended: Lubricate universal shaft (during preventive maintenance)	☐	☐
Replace universal shaft (during preventive maintenance)	☐	☐
Changing brake fluid in entire system	☐	☐

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BMW Motorrad Service	☐	☐
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Changing brake fluid in entire system	☐	☐

Notes

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Next service
latest
on_____
or, if reached earlier
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Work performed

	Yes	No
BMW Motorrad Service	☐	☐
Oil change in engine with filter	☐	☐
Oil change in bevel gears	☐	☐
Checking valve clearance	☐	☐
Replacing all spark plugs	☐	☐
Replacing air filter insert	☐	☐
Recommended: Check the universal shaft (during preventive maintenance)	☐	☐
Recommended: Lubricate universal shaft (during preventive maintenance)	☐	☐
Replace universal shaft (during preventive maintenance)	☐	☐
Changing brake fluid in entire system	☐	☐

Notes

Stamp, signature

SERVICE CONFIRMATIONS

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

Work performed	at km	Date

Work performed	at km	Date

RADIO EQUIPMENT ELECTRONIC IMMOBILISER 269
KEYLESS RIDE KEY 270
KEYLESS RIDE ECU 271
CERTIFICATION TIRE PRESSURE CONTROL 271
RADIO EQUIPMENT TFT INSTRUMENT CLUSTER 272

RADIO EQUIPMENT ELECTRONIC IMMOBILISER

For all countries without EU

Model name: EWS 4
Manufacturer
BECOM Electronics GmbH
Technikerstraße 1, A-7442
Hochstraß, Austria

Technical information

Frequency Band: 134 kHz
Transponder: TMS37145/Type DST80, TMS3705 Transponder
Base Station IC
Output Power: 50 dBµV/m

Country

Canada
Contains IC:
10430A-MREWS5012
This device complies with part 15 of the FCC Rules and Industry Canada license-exempt RSS standard(s). Operation is subject to the following two conditions:
(1) this device may not cause interference, and
(2) this device must accept any interference 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.

United States (USA)
Contains FCC ID:
ODE-MREWS5012
FCC § 15.19 Labelling requirements
This device complies with part 15 of the FCC Rules and Industry Canada's licence-exempt RSS standard(s). Operation is subject to the following two conditions:
(1) this device may not cause interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
FCC § 15.21 Information to user
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.
RF Exposure Requirements

To comply with FCC RF exposure compliance requirements, the device must be installed to provide a separation distance of at least 20 cm from all persons.

KEYLESS RIDE KEY

For all Countries without EU

Model name: HUF5794
Manufacturer
Huf Hülsbeck & Fürst GmbH & Co. KG
Steeger Str. 17, 42551 Velbert, Germany

Technical information

Frequenzy band: 433,92 MHz
Output/Transmission Power: 10 mW

Country

Canada
This device complies with part 15 of the FCC Rules and 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.

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

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.
(2) This device must accept any interference received, including interference that may cause undesired operation.
CAUTION:
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

KEYLESS RIDE ECU

For all Countries without EU

Model name: HUF8485
Manufacturer
Huf Hülsbeck & Fürst GmbH & Co. KG
Steeger Str. 17, 42551 Velbert, Germany

Technical information

Frequenzy band: 134,45 kHz
Output/Transmission Power: 42 dBµV/m

Country

Canada
This device complies with part 15 of the FCC Rules and 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.
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 acceptor tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

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.
(2) This device must accept any interference received, including interference that may cause undesired operation.
CAUTION:
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

CERTIFICATION TIRE PRESSURE CONTROL

TPC

United States (USA)
FCC ID: MRXBC54MA4
This device complies with Part 15 of the FCC Rules and with Industry Canada license-exempt RSS standard(s). Operation is

subject to the following two conditions:
(1) This device may not cause harmful interference, and
(2) This device must accept any interference received, including interference that may cause undesired operation.
WARNING: Changes or modifications not expressively approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

Canada

IC: 2546A-BC5A4
Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) l'appareil ne doit pas produire de brouillage, et
(2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.
WARNING: Changes or modifications not expressively approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

RADIO EQUIPMENT TFT INSTRUMENT CLUSTER

For all Countries without EU

Model name: ICC6.5in
Manufacturer

Robert Bosch GmbH
Robert Bosch Str. 200, 31139 Hildesheim, Germany

Technical information

Technical Information

BT operating frq. Range:
2402 - 2480 MHz
BT version: 4.2 (no BTLE)
BT output power: < 4 dBm
WLAN operating frq. Range:
2412 - 2462 MHz
WLAN standards:
IEEE 802.11 b/g/n
WLAN output power:
< 20 dBm

Country

Canada

Thi s device complies with Industry Canada's licence-exempt RSSs and part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) this device may not cause interference, and
(2) this device must accept any interference, including interference that may cause undesired operation of the device.
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.
Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'-exploitation est autorisée aux deux conditions suivantes :
(1) l'appareil ne doit pas produire de brouillage, et
(2) l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

United States (USA)

This device complies with Industry Canada's licence-exempt RSSs and part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) this device may not cause interference, and
(2) this device must accept any interference, including interference that may cause undesired operation of the device.
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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The descriptions and illustrations in this manual may vary from your own motorcycle's actual equipment, depending upon its equipment level and accessories as well as your specific national version. No claims will be entertained as a result of such discrepancies.
Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.
The right to modify designs, equipment and accessories is reserved.
Errors and omissions excepted.

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Original Rider's Manual, printed in Germany.

WARNING

Harmful substances
Operating and preventive maintenance of a passenger vehicle or off-road vehicle can expose you to substances such as exhaust gases, carbon monoxide, phthalates and lead, which are known to the State of California to be carcinogenic as well as detrimental to childbirth and reproduction.
- To minimize exposure, avoid breathing exhaust gases, do not put the engine in Neutral except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.
- Further information is available at: **www.P65Warnings.ca.gov/passenger-vehicle**

Important data for refueling stop:

Fuel	
Recommended fuel quality	Super unleaded (max. 15% ethanol, E15) 89 AKI (95 ROZ/RON) 90 AKI
Alternative fuel quality	Regular unleaded (restrictions with regard to power and fuel consumption) (max. 15% ethanol, E15) 87 AKI (91 ROZ/RON) 87 AKI
Usable fuel quantity	Approx. 4.8 gal (Approx. 18 l)
Reserve fuel quantity	Approx. 1.1 gal (Approx. 4 l)
Tire inflation pressures	
Front tire pressure	36.3 psi (2.5 bar), with cold tires, one-up and two-up mode
Rear tire pressure	42.1 psi (2.9 bar), with cold tires, one-up and two-up mode

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

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