BMW
MOTORRAD

RIDER'S MANUAL

R 18 Transcontinental



MAKE LIFE A RIDE

Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

YOUR BMW.

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

About this rider's manual

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

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

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

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

BMW Motorrad.

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GENERAL INSTRUCTIONS

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4 GENERAL INSTRUCTIONS

QUICK & EASY REFERENCE

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

ABBREVIATIONS AND SYMBOLS

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

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

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

ATTENTION Special notes and precautionary measures. Non-compliance can lead to damage to the vehicle or accessory and, consequently, to voiding of the warranty.

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

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

OE	Optional equipment. The vehicles are assembled complete with all the BMW Motorrad optional equipment originally ordered.
OA	Optional accessories. You can obtain BMW Motorrad optional accessories through your authorised BMW Motorrad dealer; optional accessories have to be retrofitted to the vehicle.
ABS	Anti-lock brake system.
ACC	Distance control (Active Cruise Control).
ASC	Automatic Stability Control.
D-ESA	Electronic chassis and suspension adjustment.
DWA	Anti-theft alarm.
EWS	Electronic immobiliser.
RDC	Tyre pressure monitoring.

EQUIPMENT

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

TECHNICAL DATA

All dimensions, weights and power ratings stated in the operating instructions are quoted to the standards and comply with the tolerance requirements of the Deutsches Institut für Normung e.V. (DIN).
Technical data and specifications in this rider's manual serve as reference points. The vehicle-specific data may deviate from these, for example as a result of selected optional equipment, the national-market version or country-specific measuring procedures. Detailed values can be taken from the vehicle registration documents, or can be obtained from your authorised BMW Motorrad retailer or another qualified service partner or specialist workshop. The specifications in the vehicle documents always have priority over the information provided in this rider's manual.

CURRENCY

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

ADDITIONAL SOURCES OF INFORMATION

Authorised BMW Motorrad retailer

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

Internet

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

CERTIFICATES AND OPERATING LICENCES

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

DATA MEMORY

General

Control units are installed in the vehicle. Control units process data that they receive, for example, from vehicle sensors, or that they generate themselves or exchange between each other. Some control units are required for the vehicle to function safely or provide assistance during riding, for example assistance systems. In addition, control units enable comfort or infotainment functions. Information on data that has been stored or exchanged can be obtained from the manufacturer of the vehicle, for example via a separate booklet.

Personal reference

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

Data protection rights

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

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

Vehicle users have the right to request information on what personal data has been stored, for what purpose the data is used, and where the data comes from. To obtain this information, proof of ownership or use is required.
The right to information also includes information about data that has been shared with other companies or entities.
The website of the vehicle manufacturer contains the applicable data protection information. This data protection information includes information on the right to have data deleted or corrected. The manufacturer of the vehicle also provides their contact details and those of the data protection officer on their website.
The vehicle owner can also request that a BMW Motorrad retailer or another qualified service partner or specialist workshop read out the data that is stored in the vehicle for a charge.
The vehicle data is read out using the legally prescribed socket for on-board diagnosis (OBD) in the vehicle.

Legal requirements for the disclosure of data

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

Operating data in the vehicle

Control units process data to operate the vehicle.
This includes, for example:

– Status reports of the vehicle and its individual components, for example wheel speed, wheel circumferential velocity, deceleration
– Environmental conditions, for example temperature

The data is only processed in the vehicle itself and is generally non-permanent. The data is not stored beyond the operating period.
Electronic components, for example control units, contain components for storing technical information. Information can be temporarily or permanently stored on the vehicle condition, component loads, incidents or errors.
This information is generally used to document the condition of a component, a module, a system or the surrounding area, for example:

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

The data is necessary for the provision of control unit functions. Furthermore, the data is used to detect and rectify malfunctions and to enable the vehicle manufacturer to optimise vehicle functions.
The vast majority of this data is non-permanent and is only processed in the vehicle itself. Only a small amount of the data is stored in incident or fault memories as required by events.
If services are accessed, for example repairs, service processes, warranty cases and quality assurance measures, this technical information can be read out of the vehicle together with the vehicle identification number.
The information can be read out by a BMW Motorrad retailer or another qualified service partner or specialist workshop.

The legally stipulated socket for on-board diagnosis (OBD) in the vehicle is used to read out the data.
The data is obtained, processed and used by the relevant parts of the retailer network. The data is used to document the technical conditions of the vehicle, to help with error localization, to comply with warranty obligations and to improve quality.
In addition, the manufacturer has various product monitoring obligations arising from product liability legislation. To meet these obligations, the vehicle manufacturer requires technical data from the vehicle. The data from the vehicle can also be used to check warranty claims from the customer. Error and incident memories in the vehicle can be reset during servicing or repair work by a BMW Motorrad retailer or another qualified service partner or specialist workshop.

Data input and data transfer in the vehicle
General
Depending on the equipment, comfort and customised settings can be stored in the vehicle and can be changed or reset at any time.
This includes, for example:
– Settings of the windscreen position
– Chassis and suspension settings

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

This data is transferred to third parties only if personally requested within the context of using online services. This depends on the selected settings when using the services.
Incorporation of mobile devices
Depending on the equipment, mobile devices connected to the vehicle, for example smartphones, can be controlled using the operating elements of the vehicle. The image and sound of the mobile device can then be output via the multimedia system. At the same time, specific information is transferred to the mobile device. Depending on the type of integration, this includes, for example, position data and additional general vehicle information. This enables optimal use of the selected apps, for example navigation or music playback.
The type of additional data processing is determined by the provider of the respective app. The scope of the possible settings depends on the corresponding app and the operating system of the mobile device.

Services
General
If the vehicle has a wireless connection, this enables the exchange of data between the vehicle and other systems. The wireless connection is enabled by the vehicle's own transceiver unit or using personally integrated mobile devices, for example smartphones. Online functions can be accessed through this wireless connection. These include online services and apps that are provided by the vehicle manufacturer or by other providers.
Services of the vehicle manufacturer
For online services of the vehicle manufacturer, the individual functions are described at suitable points, for example rider's manual, website of the manufacturer. At the same time, information is also provided on the relevant data protection law. Personal data may be used to provide online services. Data is exchanged using a secure connection, for example with the IT systems provided by the vehicle manufacturer. Obtaining, processing and using personal data outside of the normal provision of services requires legal permission, contractual agreement or consent. It is also possible to have the entire data connection activated

or deactivated. Statutory functions are excluded from this.

Services from other providers

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

INTELLIGENT EMERGENCY CALL SYSTEM

– with intelligent emergency call OE

Principle

The intelligent emergency call system enables manual or automatic emergency calls, for example in the event of an accident. The emergency calls are received by an emergency call centre that is commissioned by the vehicle manufacturer.

For information on operating the intelligent emergency call system and its functions, please refer to "Intelligent emergency call".

Legal basis

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

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

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

The legal basis for the activation and function of the intelligent emergency call system is the concluded ConnectedRide contract for this function, as well as the corresponding laws, ordinances and directives of the European Parliament and of the European Council.

The relevant ordinances and directives regulate the protection of natural persons during the processing of personal data.

The processing of personal data by the intelligent emergency call system satisfies the European directives for the protection of personal data.

The intelligent emergency call system processes personal data only with the agreement of the vehicle owner.

The intelligent emergency call system and other services with additional benefits can process personal data only with the express permission of the person affected by the data processing, for example the vehicle owner.

SIM card

The intelligent emergency call system operates via the mobile phone network using the SIM card installed in the vehicle. The SIM card is permanently logged into the mobile phone network to enable rapid connection setup. Data is sent to the vehicle manufacturer in the event of an emergency.

Improving quality

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

Location determination

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

Log data of emergency calls

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

and this is only possible if the corresponding devices are connected directly to the vehicle.

Automatic emergency call

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

Sent information

When making an emergency call using the intelligent emergency call system, the system forwards the same information to the designated emergency call centre as is forwarded to the public emergency operations centre by the statutory emergency call system eCall. In addition, the intelligent emergency call system sends the following additional information to an emergency call centre commissioned by the vehicle manufacturer and, if required, to the emergency services:

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

Data storage

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

Information on personal data

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

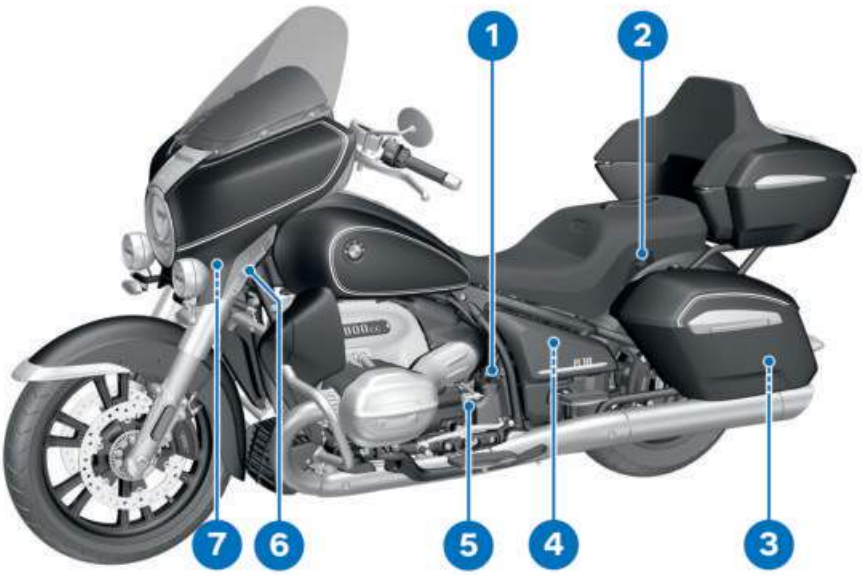
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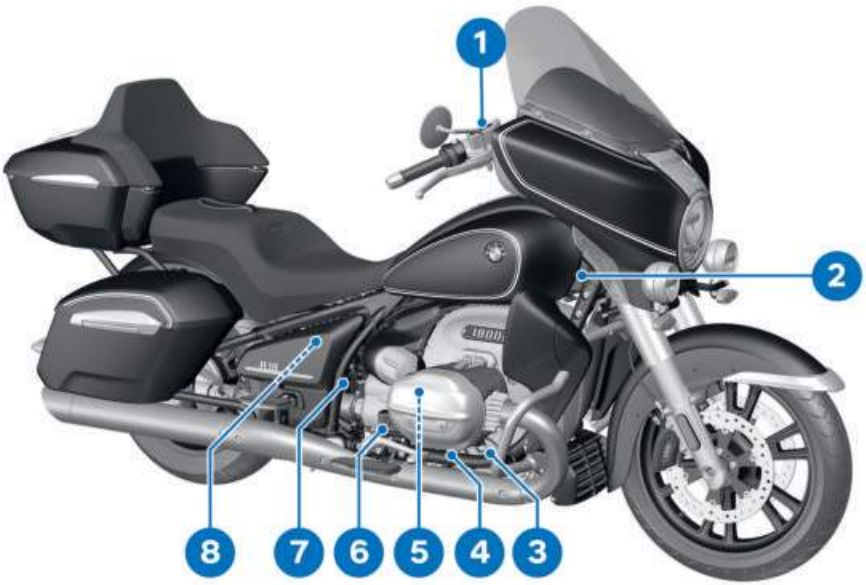
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GENERAL VIEW, LEFT SIDE



1 Power socket (➠ 150)
2 Passenger seat heating (➠ 65)
3 Toolkit (in the case) (➠ 128)
4 Diagnostic socket (behind the side trim panel) (➠ 146)
5 Reverser (➠ 63)
6 Slipstream deflector (➠ 66)
7 Type plate

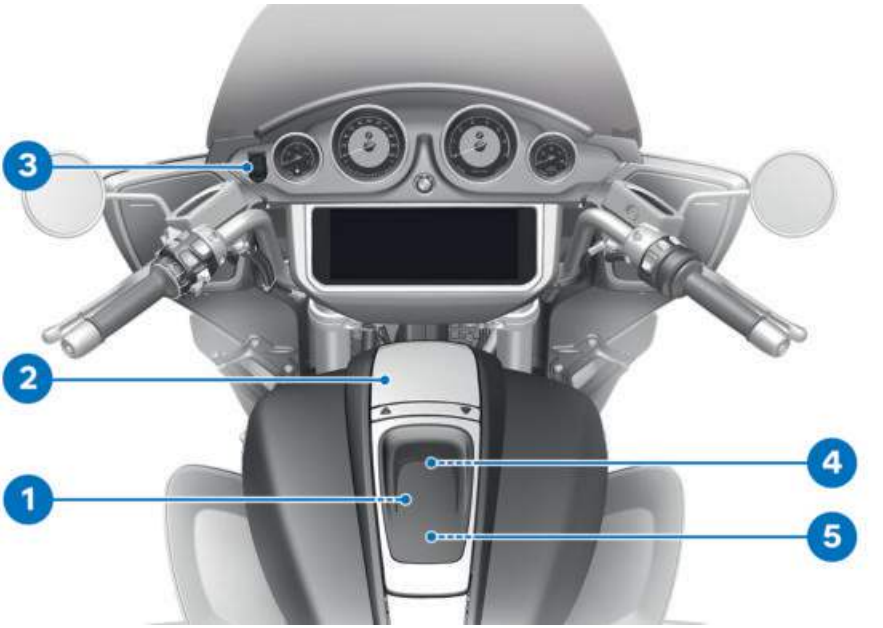
GENERAL VIEW, RIGHT SIDE



1 Brake-fluid reservoir, front (➠ 133)
2 Vehicle Identification Number
3 Engine oil level indicator (➠ 129)
4 Remote ground terminal (➠ 140)
5 Oil filler opening (under the cylinder head cover) (➠ 130)
6 Brake-fluid reservoir, rear (➠ 134)
7 Remote positive terminal (➠ 140)
8 Fuses (behind the side trim panel) (➠ 145)

14 GENERAL VIEWS

OVERALL VIEW OF COCKPIT



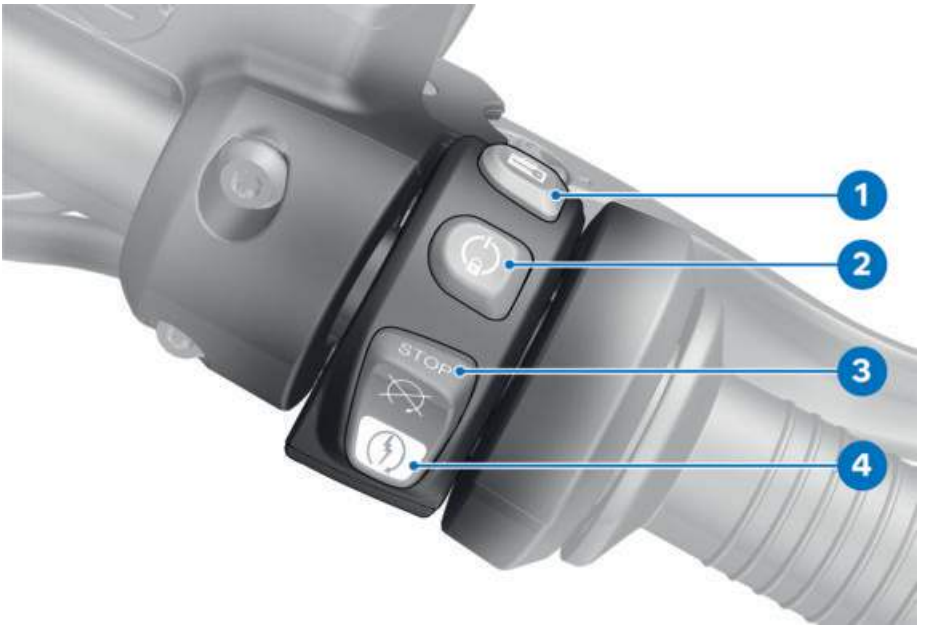
1 USB charging interface (in storage compartment) (➠ 67)
2 Fuel filler neck (➠ 112)
3 Power socket (➠ 150)
4 Payload table (on inside of the storage compartment flap)
5 Tyre pressures table (on inside of the storage compartment flap)

MULTIFUNCTION SWITCH, LEFT



1 High-beam headlight and headlight flasher (➠ 51)
2 Adaptive cruise control (➠ 57)
3 Hazard warning lights (➠ 53)
4 Riding mode (➠ 56)
5 Auxiliary headlights (➠ 52)
6 Turn indicators (➠ 53)
7 Horn
8 Multi-Controller (➠ 76)
9 MENU rocker button (➠ 76)
10 Distance control (Active Cruise Control ACC) (➠ 59)

MULTIFUNCTION SWITCH, RIGHT



1 Central locking system (➠ 67)
2 Ignition (➠ 46)
3 Emergency-off switch (kill switch) (➠ 49)
4 Starter button (➠ 107)
– with reverser[OE]
Reverser (➠ 63)

MULTIFUNCTION SWITCH, RIGHT



– with intelligent emergency call OE

1 Central locking system (➠ 67)
2 Ignition (➠ 46)
3 Emergency-off switch (kill switch) (➠ 49)
4 Starter button (➠ 107)
– with reverser OE
Reverser (➠ 63)
5 SOS button
Intelligent emergency call (➠ 49)

INSTRUMENT CLUSTER



1 Fuel gauge
2 Speedometer
3 Rev. counter
4 Power reserve indicator (➠ 25)
5 TFT display (➠ 23)

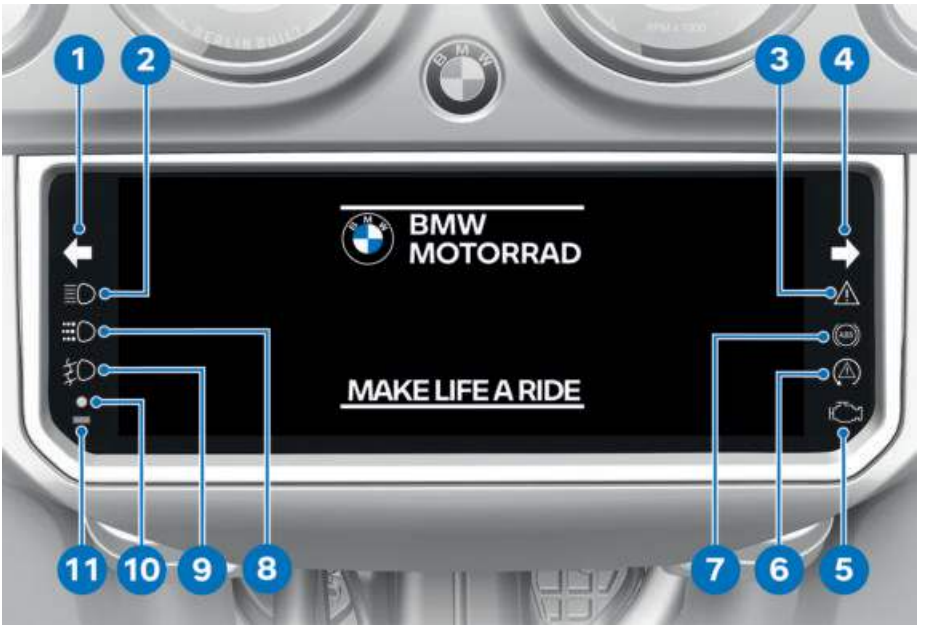
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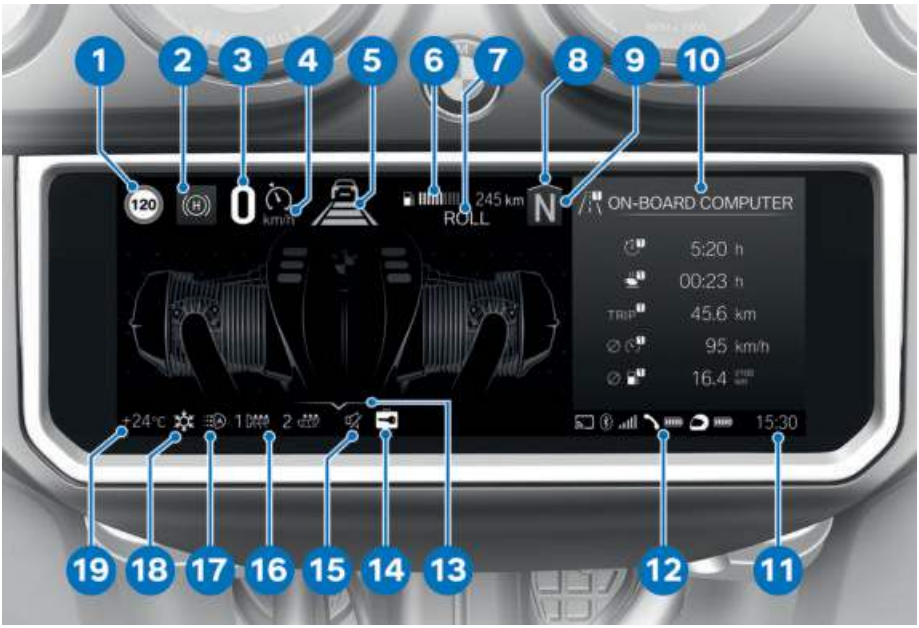
22 STATUS INDICATORS

INDICATOR AND WARNING LIGHTS



1 Turn indicators, left (➠ 53)
2 High-beam headlight (➠ 51)
3 General warning light (➠ 25)
4 Turn indicators, right (➠ 53)
5 Warning light, drive malfunction (➠ 35)
6 ASC (➠ 39)
7 ABS (➠ 39)
8 Automatic daytime riding light (➠ 52)
9 Auxiliary headlights (➠ 52)
10 Indicator light
DWA (➠ 54)
Keyless Ride (➠ 46)
11 Photosensor (for adapting the brightness of the instrument lighting)

TFT DISPLAY IN PURE RIDE VIEW



1 Speed Limit Info (➠ 80)
2 Hill Start Control (➠ 62)
3 Speedometer
4 Adaptive cruise control (➠ 57)
5 Distance control (Active Cruise Control ACC) (➠ 60)
6 Rider info. status line (➠ 79)
7 Riding mode (➠ 56)
8 Recommendation to upshift (➠ 81)
9 Gear indicator; "N" indicates neutral.
10 Splitscreen (➠ 81)
11 Clock (➠ 82)
12 Connection status (➠ 83)
13 Operating pointer (➠ 77)
14 Central locking system (➠ 67)
15 Muting (➠ 81)
16 Heating (➠ 64)
17 Automatic daytime riding light (➠ 52)
18 Outside temperature warning (➠ 31)
19 Ambient temperature

TFT DISPLAY IN MENU VIEW



1 Hill Start Control (➠ 62)
2 Speedometer
3 Adaptive cruise control (➠ 57)
4 Distance control (Active Cruise Control ACC) (➠ 60)
5 Rider info. status line (➠ 79)
6 Riding mode (➠ 56)
7 Gear indicator; "N" indicates neutral.
8 Splitscreen (➠ 81)
9 Clock (➠ 82)
10 Connection status (➠ 83)
11 Operating pointer (➠ 77)
12 Central locking system (➠ 67)
13 Muting (➠ 81)
14 Heating (➠ 64)
15 Automatic daytime riding light (➠ 52)
16 Outside temperature warning (➠ 31)
17 Ambient temperature
18 Menu section

POWER RESERVE INDICATOR



The power reserve indicator shows the percentage of total drive power that remains in reserve to be called up when needed.
The value depends on current speed, rate of acceleration and road gradient. The power reserve diminishes as more and more engine power is requested by rider or rider assistance systems, such as cruise control.
The power reserve indicator helps the rider estimate acceleration capability or proceed with gear selection to the best possible effect, for example when riding on mountain roads.

WARNING INDICATORS

Mode of presentation

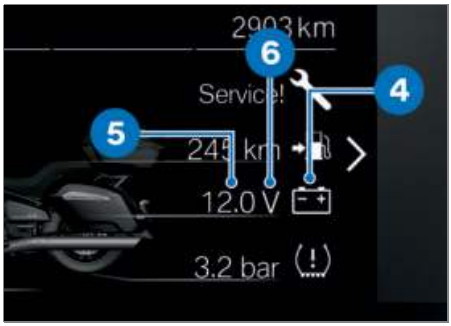
Warnings are indicated by the corresponding warning lights.
Warnings are indicated by the 'General' warning light showing in combination with a dialogue in the TFT display. Depending on how urgent the warning is, the general warning light will either light up or flash yellow or red.

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



Check Control display

The messages differ in how they show on the display. Different colours and symbols are used depending on priority:
– Green CHECK OK **1**: no message, optimum values.
– White circle with small "i" **2**: information.
– Yellow warning triangle **3**: warning, value not ideal.
– Red warning triangle **3**: warning, value critical



Values display

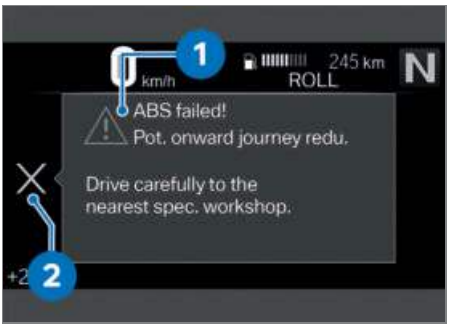
Symbols **4** differ in how they show on the display. The colours used differ and reflect the urgency of the message. Along with numerical values **5** with units **6**, texts can also be displayed.

Colour of the symbol

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

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

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



Check Control dialogue

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

– If there are two or more Check Control messages of equal priority, the messages keep changing in the order of their occurrence until they are acknowledged.
– If symbol **2** is actively displayed, it can be acknowledged by tilting the Multi-Controller to the left.
– Check Control messages are dynamically attached as additional tabs on the pages in the `My vehicle` menu (➠ 78). You can go to the message again as long as the fault persists.

Warnings, overview

Indicator and warning lights	Display text	Meaning
	 is displayed.	Outside temperature warning (➠ 31)
 lights up yellow.	 Remote key not in range.	Radio-operated key out of range (➠ 31)
 lights up yellow.	 Keyless Ride failure	Keyless Ride failed (➠ 31)
 lights up yellow.	 Remote key battery weak.	Replace battery of radio-operated key (➠ 31)
	 is displayed in yellow.	Voltage of the vehicle electrical system too low (➠ 32)
	 Vehicle voltage low.	
 lights up yellow.	 is displayed in yellow.	Voltage of the vehicle electrical system critical (➠ 32)
	 Vehicle voltage critical!	
 flashes yellow.	 is displayed in yellow.	Charging voltage critical (➠ 32)
	 Battery voltage critical!	
 lights up yellow.	 The faulty bulb is displayed.	Bulb faulty (➠ 32)
 flashes yellow.	 The faulty bulb is displayed.	
 lights up yellow.	 Light control failure!	Light control failed (➠ 33)
	 Alarm system batt. capacity weak.	Anti-theft alarm battery weak (➠ 33)
	 Alarm system battery empty.	Anti-theft alarm battery flat (➠ 34)
	 Alarm system failure	DWA failed (➠ 34)
 lights up yellow.	 Engine temp. high!	Engine temperature high (➠ 34)
 lights up red.	 Engine overheating!	Engine overheated (➠ 34)

28 STATUS INDICATORS

Indicator and warning lights	Display text	Meaning
 lights up.	 Engine!	Drive malfunction (➠ 35)
 flashes red.	 Serious fault in the engine control!	Serious drive malfunction (➠ 35)
 flashes.		
 lights up yellow.	 Fault in the engine control.	Engine in emergency-operation mode (➠ 35)
 flashes red.	 Serious fault in the engine control!	Serious fault in engine control (➠ 35)
 lights up yellow.	 No communication with engine control.	Engine control failed (➠ 36)
 lights up.		
 lights up yellow.	 is displayed in yellow.	Tyre pressure in limit range of the permitted tolerance (➠ 36)
	 Tyre pressure does not match setpoint	
 flashes red.	 is displayed in red.	Tyre pressure outside the permitted tolerance (➠ 37)
	 Tyre pressure does not match setpoint	
	 Tyre press. control. Loss of pressure.	
	 "---"	Transmission fault (➠ 37)
 lights up yellow.	 RDC sensor battery weak.	Battery for tyre pressure sensor weak (➠ 38)
 lights up yellow.	 "---"	Sensor faulty or system fault (➠ 38)
 lights up yellow.	 Tyre pressure check failure!	Tyre pressure control (RDC) failed (➠ 38)
 lights up yellow.	 Emergency call failure.	Emergency call function restricted (➠ 38)
 lights up yellow.	 Side stand monitoring faulty.	Side stand monitoring is faulty (➠ 38)
 flashes.		ABS self-diagnosis not completed (➠ 39)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Limited ABS availability!	ABS fault (➠ 39)
 lights up.		
 lights up yellow.	 ABS failure!	ABS failed (➠ 39)
 lights up.		
 quick-flashes.		ASC intervention (➠ 39)
 slow-flashes.		ASC self-diagnosis not completed (➠ 39)
 lights up.	 Off!	ASC switched off (➠ 39)
	 Traction control deactivated.	
 lights up yellow.	 Traction control limited!	ASC restricted (➠ 40)
 lights up.		
 lights up yellow.	 Traction control failure!	ASC fault (➠ 40)
 lights up.		
 lights up yellow.	 Spring strut adjustment faulty!	D-ESA fault (➠ 40)
	 shows green.	Hill Start Control active (➠ 40)
	 flashes yellow.	Hill Start Control automatically deactivated (➠ 40)
	 is displayed.	Hill Start Control cannot be activated (➠ 41)
 lights up yellow.	 Brake temp. high!	The temperature of the brakes is too high (➠ 41)
 lights up yellow.	 Brake temp. critical!	Temperature of brake critical (➠ 41)
 lights up yellow.	 Cruise control has no function.	Adaptive cruise control failed (➠ 41)

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 `ACC temporarily failed.`	Distance control (Active Cruise Control ACC) temporarily failed (➠ 42)
 lights up yellow.	 `Distance control failed.`	Distance control (Active Cruise Control ACC) failed (➠ 42)
	 `Audio system too hot: Level 3`	Temperature of audio system too high (➠ 42)
	 `Audio system voltage high!`	Voltage of audio system too high (➠ 42)
	 `Tank reserve level reached.`	Fuel down to reserve (➠ 42)
 flashes green.		Hazard warning lights system is switched on (➠ 42)
 flashes green.		
	 is displayed in white.	Service due (➠ 43)
	`Service due!`	
 lights up yellow.	 is displayed in yellow.	Service-due date has passed (➠ 43)
	`Service overdue!`	

Ambient temperature

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

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

 Limit value for the ambient temperature
approx. 3 °C

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

Outside temperature warning

 is displayed.

Possible cause:

 The air temperature measured at the vehicle is lower than:
approx. 3 °C

WARNING

Risk of black ice also applicable at over 3 °C

Risk of accident

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

- Ride carefully and think well ahead.

Radio-operated key out of range

 lights up yellow.

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

Possible cause:

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

- Check the battery in the radio-operated key.
- Replace the battery of the radio-operated key (➠ 47).
- Use the spare key to continue your journey.
- Battery of the radio-operated key is empty or loss of the radio-operated key (➠ 47).
- Remain calm if the Check Control dialogue appears on the display while you are riding. You can continue your journey, the engine will not switch off.
- Have the faulty radio-operated key replaced by an authorised BMW Motorrad retailer.

Keyless Ride failed

 lights up yellow.

 `Keyless Ride failure Do not stop the engine. It may not be poss. to restart the engine.`

Possible cause:

The Keyless Ride control unit has diagnosed a communication fault.

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

» Engine start with Keyless Ride no longer possible.
» DWA can no longer be activated.

Replace battery of radio-operated key

 lights up yellow.

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

Possible cause:
- The integral battery in the radio-operated key has lost a significant proportion of its original capacity. There is no assurance of how long the radio-operated key can remain operational.
- Replace the battery of the radio-operated key (➠ 47).

Voltage of the vehicle electrical system too low

 is displayed in yellow.

 `Vehicle voltage low. Switch off unnecessary consumers.`

The voltage of the vehicle electrical system is too low. If you continue to ride the motorcycle the on-board electronics will drain the battery.
Possible cause:
Consumers with high power consumption are in operation (such as heated body warmers), too many consumers are in operation at one time, or battery faulty.
- Switch off non-essential consumers or disconnect them from the vehicle's electrical system.
- If the fault persists or occurs without consumers connected, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Voltage of the vehicle electrical system critical

 lights up yellow.

 is displayed in yellow.

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

WARNING

Failure of the vehicle systems
Risk of accident
- Do not continue your journey.

The voltage of the vehicle electrical system is critical. If you continue to ride the motorcycle the on-board electronics will drain the battery.
Possible cause:
Consumers with high power consumption are in operation (such as heated body warmers), too many consumers are in operation at one time, or battery faulty.
- Switch off non-essential consumers or disconnect them from the vehicle's electrical system.
- If the fault persists or occurs without consumers connected, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Charging voltage critical

 flashes yellow.

 is displayed in yellow.

 `Battery voltage critical! Accident risk. Stop driving.`

WARNING

Failure of the vehicle systems
Risk of accident
- Do not continue your journey.

The battery is not being charged. If you continue to ride the motorcycle the on-board electronics will drain the battery.
Possible cause:
Alternator or alternator drive faulty, battery faulty or fuse has blown.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Bulb faulty

 lights up yellow.

 The faulty bulb is displayed:


High beam faulty!


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


Low-beam headlight faulty!


Front side light faulty!

– with daytime riding light OE


Daytime riding light faulty!◁


Left additional headlight faulty! or Right additional headlight faulty!


Tail light faulty!


Brake light faulty!


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


Number plate light faulty!

– Have it checked by a specialist workshop.


flashes yellow.

– with adaptive head light OE


The faulty bulb is displayed:


Active headlight faulty.◁

WARNING

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

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

Light control failed


lights up yellow.


Light control failure! Have it checked by a specialist workshop.

WARNING

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

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

Anti-theft alarm battery weak

– with anti-theft alarm (DWA) OE


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


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

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

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

Anti-theft alarm battery flat

– with anti-theft alarm (DWA) OE



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



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

Possible cause:

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

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

DWA failed



Alarm system failure Have it checked by a specialist workshop.

Possible cause:

The DWA control unit has diagnosed a communication fault.

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

» DWA can no longer be activated or deactivated.

» False alarm possible.

Engine temperature high



lights up yellow.



Engine temp. high! Continue riding with restriction to allow cooling.

ATTENTION

Riding with overheated engine

Engine damage

• Compliance with the information set out below is essential.

Possible cause:

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

• If possible, ride in the part-load range to cool down the engine.

» Available engine output is reduced.

• If the engine oil temperature is frequently too high, have the fault rectified as soon as possible by a specialist workshop, preferably an authorised BMW Motorrad Retailer.

Engine overheated



lights up red.



Engine overheating! Stop when it is safe to do so and switch off the engine.

ATTENTION

Riding with overheated engine

Engine damage

• Compliance with the information set out below is essential.

Possible cause:

Engine is overheated.

• Carefully bring the vehicle to a stop, switch off the engine and wait until the engine has cooled down.

» Available engine output is reduced.

» To prevent overheating when the vehicle is at a standstill, the engine shuts down automatically after approximately five minutes. The engine can be restarted after the automatic shutdown. The engine is shut down under the following preconditions:

– Side stand is extended.

– Brake is not applied.

– Throttle grip is in idle position.

• If engine overheating is a frequent occurrence, have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Drive malfunction

 lights up.

 `Engine! Have it checked by a specialist workshop.`

Possible cause:

The engine control unit has diagnosed a fault that affects pollutant emissions and/or reduces power.

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

» You can continue riding; pollutant emissions are higher than the threshold values.

Serious drive malfunction

 flashes red.

 flashes.

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

Possible cause:

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

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

» It is possible to continue to ride but not recommended.

Engine in emergency-operation mode

 lights up yellow.

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

WARNING

Unusual ride characteristics when engine running in emergency-operation mode

Risk of accident

- Avoid accelerating sharply and overtaking.

Possible cause:

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

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

Serious fault in engine control

 flashes red.

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

WARNING

Engine damage when running in emergency-operation mode

Risk of accident

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

Possible cause:

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

- Avoid high load and rpm ranges if possible.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

» It is possible to continue to ride but not recommended.

Engine control failed

lights up yellow.

lights up.

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

Tyre pressure

– with tyre pressure control (RDC) OE

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



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

RDC sensor is not active
min 30 km/h (The RDC sensor does not transmit its signal to the vehicle until a certain minimum speed has been reached.)
The tyre pressures are shown in the TFT display as temperature compensated and always refer to the following tyre air temperature:
20 °C

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

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

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

For further information about BMW Motorrad RDC, see the section entitled "Engineering details" (➠ 124).

Tyre pressure in limit range of the permitted tolerance

– with tyre pressure control (RDC) OE

lights up yellow.

is displayed in yellow.

Tyre pressure does not match setpoint Check tyre pressure.

Possible cause:
Measured tyre pressure is close to the limit of permitted tolerance.
- Correct tyre pressure.
- Before adjusting tyre pressure, read the information on temperature compensation and adjusting pressure in the section entitled "Engineering details" (➠ 124).

» Find the correct tyre pressures in the following places:
– Back cover of the rider's manual
– Instrument cluster in the TYRE PRESSURE view
– Tyre pressures table

Tyre pressure outside the permitted tolerance

– with tyre pressure control (RDC) OE

 flashes red.

 is displayed in red.

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

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

WARNING

Tyre pressure outside the permitted tolerance.
Risk of accident, degradation of the vehicle's driving characteristics.
- Adapt your style of riding accordingly.

Possible cause:
Measured tyre pressure is outside permitted tolerance.
- Check the tyre for damage and to ascertain whether the vehicle can be ridden with the tyre in its present condition.

If the vehicle can be ridden with the tyre in its present condition:
- Correct the tyre pressure at the earliest possible opportunity.
- Before adjusting tyre pressure, read the information on temperature compensation and adjusting pressure in the section entitled "Engineering details" (➠ 124).

» Find the correct tyre pressures in the following places:
– Back cover of the rider's manual
– Instrument cluster in the TYRE PRESSURE view
– Tyre pressures table
- Have the tyre checked for damage by a specialist workshop, preferably an authorised BMW Motorrad retailer.

If you are unsure whether the vehicle can be ridden with the tyre in its present condition:
- Do not continue your journey.
- Notify the breakdown service.

Transmission fault

– with tyre pressure control (RDC) OE

 "---"

Possible cause:
The vehicle has not reached the minimum speed (➠ 124).

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

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

Possible cause:
Wireless communication with the RDC sensors has been disrupted. Possible causes include radio-communication systems operating in the vicinity and interfering with the link between the RDC control unit and the sensors.
- Move to another location and observe the RDC readings. Assume that a permanent fault has not occurred unless the 'General'

warning light comes on to accompany the symptoms. Under these circumstances:
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Battery for tyre pressure sensor weak
– with tyre pressure control (RDC) OE

 lights up yellow.

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

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

Possible cause:
The integral battery in the tyre-pressure sensor has lost a significant proportion of its original capacity. There is no assurance of how long the tyre pressure monitoring system can remain operational.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Sensor faulty or system fault
– with tyre pressure control (RDC) OE

 lights up yellow.

 "---"

Possible cause:
One or two RDC sensors have failed or a system fault has occurred.
- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Possible cause:
Motorcycle is fitted with wheels not equipped with RDC sensors.
- Fit wheels and tyres equipped with RDC sensors.

Tyre pressure control (RDC) failed
– with tyre pressure control (RDC) OE

 lights up yellow.

 `Tyre pressure check failure! Function limited. Have it checked by a specialist workshop.`

Possible cause:
The tyre pressure control (RDC) control unit has diagnosed a communication fault.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

» Tyre pressure warnings not available.

Emergency call function restricted
– with intelligent emergency call OE

 lights up yellow.

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

Possible cause:
The emergency call cannot be made automatically or cannot be made via BMW.
- Consult the information on operating the intelligent emergency call on page (➠ 49)ff.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Side stand monitoring is faulty
 lights up yellow.

 `Side stand monitoring faulty. Onward journey possible. Engine stop. when stationary! Have checked by workshop.`

Possible cause:
The side-stand switch or its wiring are damaged. The engine is shut down when speed drops below 5 km/h. You cannot resume your journey.
- Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS self-diagnosis not completed

 flashes.

Possible cause:

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

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

ABS fault

 lights up yellow.

 lights up.

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

Possible cause:

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

- You can continue to ride. Bear in mind the more detailed information on certain situations that can lead to an ABS fault message (➠ 119).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS failed

 lights up yellow.

 lights up.

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

Possible cause:

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

- You can continue to ride. Bear in mind the more detailed information on certain situations that can lead to an ABS fault message (➠ 119).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ASC intervention

 quick-flashes.

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

ASC self-diagnosis not completed

 slow-flashes.

Possible cause:

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

- Pull away slowly. The ASC indicator and warning light goes out after a few minutes.

The ASC indicator and warning light continues to flash:

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

ASC switched off

 lights up.

 `Off!`


Traction control deactivated.

Possible cause:
The rider has switched off the ASC system.
- Switch the ASC function off and on (➠ 55).

ASC restricted


lights up yellow.


lights up.


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

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

ATTENTION

Damaged components
Damage to sensors, for example, which causes malfunctions
- Do not transport any objects underneath the driver or passenger seat.
- Secure the toolkit.

- Do not damage the angular rate sensor.
- Bear in mind that the ASC function is restricted.
- You can continue to ride. Bear in mind the more detailed information on situations that can lead to an ASC fault (➠ 120).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ASC fault


lights up yellow.


lights up.


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

Possible cause:
The ASC control unit has detected a fault.
The ASC function is not available.
- You can continue to ride. Bear in mind that the ASC function is not available. Bear in mind the more detailed information on situations can lead to an ASC fault (➠ 120).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

D-ESA fault


lights up yellow.


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

Possible cause:
The D-ESA control unit has detected a fault. Adjustment of the springs or disruption of the ride compensation function might be the cause. A lack of ride comfort might be perceptible, particularly if the road is in poor condition.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Hill Start Control active
– with Hill Start Control[OE]


shows green.

Possible cause:
Hill Start Control (➠ 125) has been activated by the rider.
- Switch off Hill Start Control.
- Operate Hill Start Control (➠ 62).

Hill Start Control automatically deactivated
– with Hill Start Control[OE]


flashes yellow.

Possible cause:
Hill Start Control has been automatically deactivated.
- Side stand has been extended.
» Hill Start Control is deactivated when the side stand is extended.
- Engine has been switched off.
» Hill Start Control is deactivated when the engine is switched off.
- Operate Hill Start Control (➠ 62).

Hill Start Control cannot be activated
– with Hill Start Control OE

 is displayed.

Possible cause:
Hill Start Control cannot be activated.
- Retract the side stand.
» Hill Start Control is operational only with the side stand retracted.
- Start the engine.
» Hill Start Control is operational only while the engine is running.

The temperature of the brakes is too high

 lights up yellow.

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

DANGER

Riding with overheated brakes
Risk of accident due to failure of brakes
- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.

WARNING

Failure to observe service intervals
Risk of accident
- Observe the valid service intervals for brakes.

Temperature of brake critical

 lights up yellow.

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

DANGER

Riding with overheated brakes
Risk of accident due to failure of brakes
- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.

WARNING

Failure to observe service intervals
Risk of accident
- Observe the valid service intervals for brakes.

Possible cause:
The temperature of the brake is in a critical range.
- By adopting a moderate riding style you can continue to ride until the warning light goes out.

Adaptive cruise control failed

 lights up yellow.

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

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

Distance control (Active Cruise Control ACC) temporarily failed

– with Active Cruise Control OE

 lights up yellow.

 `ACC temporarily failed. Onward journey possible. Check radar sensor for damage.`

Possible cause:

The function of the radar sensor is impaired.

- Bear in mind that distance control (Active Cruise Control ACC) is temporarily unavailable. Adaptive cruise control is still available.
- You can continue to ride. Check the radar sensor. Remove dirt or objects obstructing the radar sensor.
- Comply with the care and cleaning instructions (➠ 155).

Distance control (Active Cruise Control ACC) failed

– with Active Cruise Control OE

 lights up yellow.

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

Possible cause:

The control unit has detected a fault.

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

Temperature of audio system too high

 `Audio system too hot: Level 3 Audio system has been switched off.`

Possible cause:

The audio system control unit has diagnosed an excessively high temperature.

- Protect the motorcycle from the direct rays of the sun.
- If the fault persists, have it rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Voltage of audio system too high

 `Audio system voltage high! Audio system has been muted.`

Possible cause:

The audio system control unit has diagnosed an excessively high voltage.

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

Fuel down to reserve

 `Tank reserve level reached. Ride to the next filling station.`

WARNING

Irregular engine operation or engine shutdown due to lack of fuel

Risk of accident, damage to catalytic converter

- Do not run the fuel tank dry.

Possible cause:

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

 Fuel reserve
approx. 4 l

- Refuel (➠ 112).

Hazard warning lights system is switched on

 flashes green.

 flashes green.

Possible cause:
The driver has switched on the hazard warning lights system.
- Hazard warning lights (➠ 53).

Service-due indicator


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

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


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

Service due


is displayed in white.

`Service due! Have service performed by a specialist workshop.`
Possible cause:
Service is due, because of either distance covered or time expired.
- Have your motorcycle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad retailer.

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

Service-due date has passed


lights up yellow.


is displayed in yellow.

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

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

OPERATION

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IGNITION

Radio-operated key

The telltale light for the radio-operated key flashes while the search for the radio-operated key is in progress.
The light goes out as soon as the radio-operated key or the emergency key is found.
The light goes out briefly if the search times out without the radio-operated key or the emergency key being found.

You receive one radio-operated key and one spare key. If a key is lost or mislaid, consult the information on the electronic immobiliser (EWS) (➠ 48).

The vehicle cannot be started while the radio-operated key is out of range.
If the radio-operated key remains out of range the ignition is switched off after about 1.5 minutes to protect the battery.
It is advisable to keep the radio-operated key on your person (e.g. in a jacket pocket) and to have the emergency key with you as an alternative.

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

Locking the steering lock

Requirement

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



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

» The steering lock engages with an audible click.

» Ignition, lights and all function circuits switched off.

Switching on ignition

Requirement

Radio-operated key is within range.



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

Version 1:

- Short-press button **1**.

» Side lights and all function circuits are switched on.

– with daytime riding light OE

» Daytime riding light is switched on.◁

» Pre-Ride-Check is performed. (➠ 108)

» ABS self-diagnosis is in progress. (➠ 108)

» ASC self-diagnosis is performed. (➠ 109)

Version 2:

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

» The steering lock disengages.

» Side lights and all function circuits switched on.

– with daytime riding light OE

» Daytime riding light is switched on.◁

» Pre-Ride-Check is performed. (➠ 108)

» ABS self-diagnosis is in progress. (➠ 108)

» ASC self-diagnosis is performed. (➠ 109)◁

Switching off ignition

Requirement

Radio-operated key is within range.



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

Version 1:

- Short-press button **1**.

» Light is switched off.

» Handlebars (steering lock) are not locked.

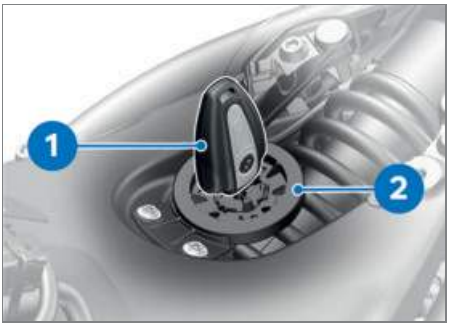
Version 2:

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

» Light is switched off.

» The steering lock engages.◁

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



- If a key is lost or mislaid, consult the notes on the electronic immobiliser (EWS) (➠ 48).
- If you happen to lose or mislay the radio-operated key while on a journey, you can start the vehicle with the spare key.
- If the battery of the radio-operated key is empty, the vehicle can be started by simply inserting the folded radio-operated key into the ring aerial under the seat.
- Remove the seat (➠ 70).
- Insert the spare key or folded-in radio-operated key with the empty battery **1** into ring aerial **2**.

The spare key or the closed radio-operated key with the empty battery **must be inserted into** the opening in the ring aerial.

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

» Pre-Ride-Check is performed.

– Key has been recognised.

– Engine can be started.

- Install the seat (➠ 71).
- Start the engine (➠ 107).

Replacing battery of radio-operated key

Requirement

The radio-operated key does not react because the battery is weak.

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

DANGER

Swallowing a battery

Risk of injury or death

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

- Change the battery.



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

ATTENTION

Unsuitable or incorrectly inserted batteries

Component damage

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

- Insert the new battery with the positive terminal up.

Battery type
For Keyless Ride radio-operated key
CR 2032

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

Electronic immobiliser (EWS)

The on-board electronics access the data saved in the ignition key via a ring aerial. The engine control unit will not permit the engine to be started unless the key is identified as “authorised”.

Another vehicle key attached to the same ring as the vehicle key used to start the engine could "irritate" the electronics, in which case the enabling signal for starting is not issued. The warning with the key symbol appears in the multifunction display.
Always keep other vehicle keys separate from the vehicle key used to start the engine.

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

Emergency-off switch (kill switch)



1 Emergency-off switch (kill switch)

WARNING

Operation of the kill switch while riding
Risk of fall due to rear wheel locking
- Do not operate the kill switch when riding.

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



A Engine switched off
B Normal operating position (run)

You cannot start the engine unless the kill switch is in the run position.

INTELLIGENT EMERGENCY CALL

– with intelligent emergency call OE

Emergency call via BMW

Only press the SOS button in an emergency or when help is necessary.
Even if an emergency call using BMW is not possible, the system may make an emergency call to a public emergency call number. This depends on the respective mobile phone network and the national regulations. The emergency call is not able to be ensured because of technical reasons due to unfavourable conditions, e.g. in areas where there is no mobile phone reception.

Language for emergency call

Each vehicle has an assigned language; this language depends on the market to which the vehicle was originally destined. The BMW Call Center answers in this language.

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

Manual emergency call

Requirement

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



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



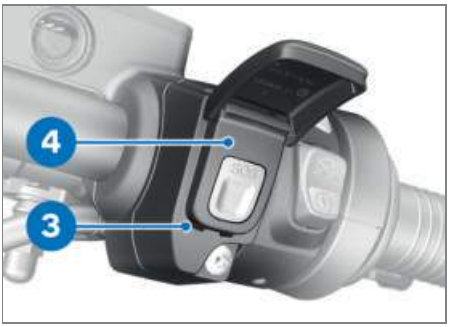
The time until transmission of the emergency call is displayed. During this time, the emergency call can be cancelled by pressing and holding the SOS button.

- Operate the emergency-off switch to stop the engine.
- Remove helmet.

» After expiry of the timer, a voice contact to the BMW Call Center is established.



The connection was established.



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

Automatic emergency call

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

Emergency call in the event of a light fall

- A light fall or a crash was detected.

» An acoustic signal is sounded.



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

- If possible, remove helmet and stop engine.

» After expiry of the timer, a voice contact to the BMW Call Center is established.



The connection was established.



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

Emergency call in the event of a severe fall

- A severe fall or a crash is detected.

» The emergency call is placed automatically without delay.

LIGHTING

Low-beam headlight

- Switch on the ignition (➠ 46).
- Start the engine (➠ 107).



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

» The low-beam headlight is switched on.

Side light

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

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

High-beam headlight and headlight flasher

- Switch on the ignition (➠ 46).



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

Headlight courtesy delay feature

- Switch off the ignition (➠ 47).



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

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

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

Parking lights

- Switch off the ignition (➠ 47).



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

Auxiliary headlights

Requirement

The low-beam headlight is switched on.

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



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

lights up.

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

Automatic daytime riding light

– with daytime riding light[OE]

WARNING

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

Risk of accident

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

WARNING

Switching on the daytime riding light in the dark.

Risk of accident

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

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

The changeover between daytime riding light and low-beam headlight including front side lights is automatic.

- Switch on the ignition (➠ 46).
- Call up the `Settings` menu and then select `Vehicle settings`.
- Select `Lights` and switch `Auto. daytime light` on or off.

is displayed.

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

lights up.

Hazard warning lights

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

- Switch on the ignition (➠ 46).



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

» Ignition can be switched off.

- To switch off the hazard warning flashers, switch on the ignition and press button **1** again.

Turn indicators

- Switch on the ignition (➠ 46).



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

Comfort turn indicator



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

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

If button **1** was pressed to the right or left for slightly longer, the turn indicators cancel automatically only when the speed-dependent distance is covered.

ANTI-THEFT ALARM (DWA)

– with anti-theft alarm (DWA) OE

Activation

- Switch on the ignition (➠ 46).
- Adapt DWA (➠ 55).
- Switch off the ignition (➠ 47).

» If the anti-theft alarm system (DWA) is activated, the alarm system is armed automatically when you switch the ignition off.

» Activation takes approximately 30 seconds to complete.

» Turn indicators flash twice.

» Confirmation tone sounds twice (if programmed).

» Anti-theft alarm (DWA) is active.



- Switch off the ignition (➠ 47).
- Press button **1** on the radio-operated key twice.

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



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

» Turn indicators flash three times.
» Confirmation tone sounds three times (if programmed).
» Tilt sensor is deactivated.

Alarm signal

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

When the radio-operated key is within range, an alarm triggered by the tilt sensor is suppressed.

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

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



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

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

Light signals issued by the indicator light:
– Flashes 1x: Tilt sensor 1
– Flashes 2x: Tilt sensor 2
– Flashes 3x: Ignition switched on with unauthorised vehicle key
– Flashes 4x: Disconnection of the DWA anti-theft alarm from the motorcycle's battery
– Flashes 5x: Tilt sensor 3

Deactivation
• Switch on the ignition (➠ 46).
» Turn indicators flash once.
» Confirmation tone sounds once (if programmed).
» DWA is switched off.



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

When the alarm function is deactivated with the radio-operated key and the ignition is not subsequently switched on, the alarm function is automatically re-activated after approx. 30 seconds if "Activation after ignition off" is programmed.

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

Adapting DWA
• Switch on the ignition (➠ 46).
• Navigate to `Settings`, `Vehicle settings` and select `Alarm system`.
» The following adaptation settings are available:
– Adapt `Warning signal`
– Switch `Tilt sensor` on or off
– Switch `Arming tone` on or off
– Switch `Arm automatically` on or off

Possibilities for adjustment
`Warning signal`: Set the rising and falling or intermittent alarm tone.
`Tilt sensor`: Activate tilt sensor to monitor the inclination of the vehicle. The anti-theft alarm (DWA) is tripped if any attempt is made to steal a wheel or lift the vehicle for towing, for example.

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

`Arming tone`: In addition to turn indicators flashing, alarm tone sounds as confirmation of activation/deactivation of the DWA.
`Arm automatically`: Automatic activation of the alarm function when the ignition is switched off.

TYRE PRESSURE CONTROL (RDC)

– with tyre pressure control (RDC) OE

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

AUTOMATIC STABILITY CONTROL (ASC)

Switching ASC function off and on
• Switch on the ignition (➠ 46).
• Navigate to `Settings`, `Assist` and select `ASC`.
• Deactivate `ASC` to switch off Automatic Stability Control ASC temporarily until the next time the ignition is switched on.

lights up.

• Activate `ASC` to switch on Automatic Stability Control ASC. Alternatively: Switch the ignition off and then on again.

goes out; if self-diagnosis has not completed it starts flashing.

- For more information on Automatic Stability Control ASC see the section entitled "Engineering details" (➠ 120).

RIDING MODE

Using riding modes

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

– RAIN: Riding on rain-wet roads.
– ROLL: Riding on dry roads.
– ROCK: Dynamic riding on dry roads.

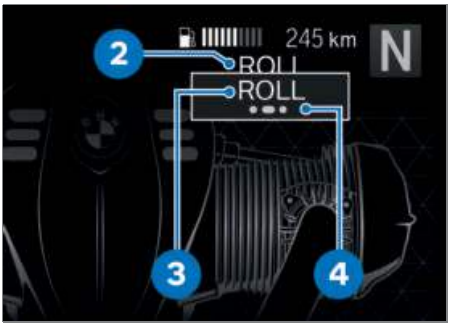
The optimum interplay of engine characteristic, ASC control and dynamic engine brake control is provided for each of these scenarios.
For more information on the riding modes, see the section entitled "Engineering details" (➠ 121).

Setting riding mode

- Switch on the ignition (➠ 46).



- Press button **1**.



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



- Repeatedly press button **1** until the riding mode you want is displayed.
» With the motorcycle at a standstill, the selected mode is activated after approximately 2 seconds.
» The following conditions must be satisfied for activation of a new riding mode while riding:
– Throttle grip is in idle position.
– Brake is not applied.
» The riding mode selected in this way is retained, with the engine-characteristic and ASC adaptation settings, even after the ignition has been switched off.

ADAPTIVE CRUISE CONTROL

Switching on adaptive cruise control

Requirement

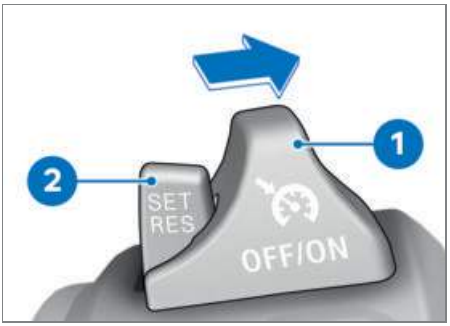
ASC is switched on and ABS is active.

WARNING

Use of cruise control in unsuitable road conditions

Risk of falling

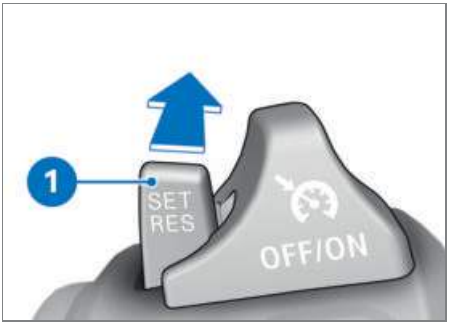
- Do not use cruise control when road conditions are unsuitable, for example in snow, ice, heavy rain, off-road or on slippery surfaces.
- Do not use cruise control on very twisty stretches of road.



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

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

Setting road speed



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

Cruise control can also apply the brakes.

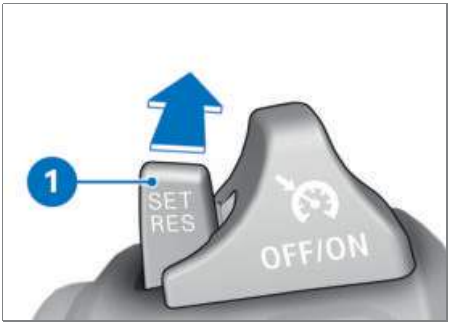
Adjustment range for adaptive cruise control (gear-dependent)
30...180 km/h

is displayed.

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

Accelerating

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



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

» Speed is increased by approx. 1 km/h or 1 mph, as applicable, each time you push the button.

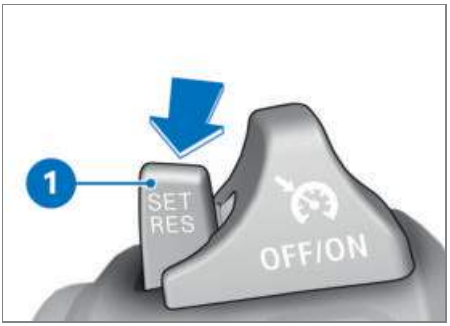
- Push button **1** forward and hold it in this position.

» Speed is increased in steps of 10 km/h or 5 mph, as applicable.

» The current speed is maintained and saved if button **1** is not pushed again.

Decelerating

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



- Short-push button **1** back.

» Speed is reduced by 1 km/h or 1 mph, as applicable, each time you push the button.

- Push button **1** back and hold it in this position.

» Speed is reduced in steps of 10 km/h or 5 mph, as applicable.

» The current speed is maintained and saved if button **1** is not pushed again.

Deactivating adaptive cruise control

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

Cruise control is deactivated if the clutch is pulled for longer than 1.5 seconds.

» A message appears on the display.

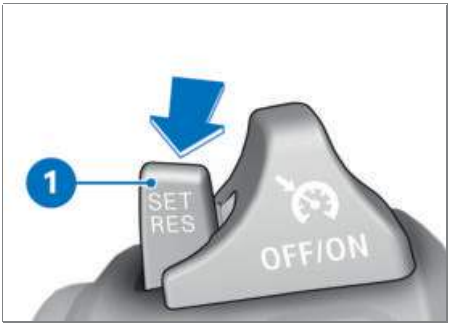
Automatic deactivation

Adaptive cruise control is deactivated automatically in the following situations:

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

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

Resuming former cruising speed

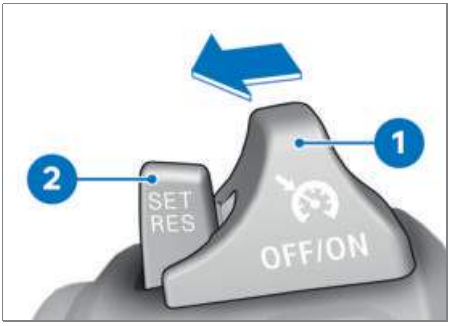


- Short-push button **1** back to return to the speed saved beforehand.

Opening the throttle does not deactivate cruise control. When the twistgrip is released the motorcycle decelerates only to the speed saved in memory, even if the rider intended slowing to a lower speed.

is displayed.

Switching off adaptive cruise control



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

» The system is deactivated.

disappears.

» Button **2** is disabled.

Configuring character of adaptive cruise control

- Switch on the ignition (➠ 46).
- Navigate to `Settings`, `Assist` and select `Cruise control`.
- Select `ACC characteristics`.

- Select the desired setting.

» The following settings for acceleration and deceleration are possible:

– `Comfortable`: Balanced acceleration and deceleration of the vehicle.

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

DISTANCE CONTROL (ACTIVE CRUISE CONTROL ACC)

– with Active Cruise Control[OE]

Safety information

WARNING

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

Risk of accident due to misjudgement by the system

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

WARNING

ACC cannot react to all objects and traffic situations

Risk of accident

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

WARNING

ACC is not functional in certain situations

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

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

WARNING

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

Risk of accident

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

WARNING

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

WARNING

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

WARNING

ACC cannot slow the vehicle sufficiently when the vehicle corners at high speed
Risk of accident
- The cornering regulator reduces road speed when distance control is active and the bank angle is excessive. If a vehicle is detected ahead, retardation of the vehicle is built up more slowly while the motorcycle is banked.
- Ride at a correspondingly lower speed.

ATTENTION

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

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

Toggling between cruise control and ACC
- Comply with the safety instructions (➠ 59).
- Switch on the ignition (➠ 46).

WARNING

Reduced assistance after changeover to cruise control
Risk of accident
- By contrast with ACC, cruise control does not react to traffic ahead. Instead, it matches the vehicle's road speed to the setting selected by the rider.
- Keep the traffic conditions under observation at all times and intervene actively whenever the situation requires.

- Navigate to `Settings`, `Assist`, select `Cruise control`.
- Activate or deactivate `ACC`.



- Alternatively, long-press button **1**.
» This toggles between cruise control and ACC.
- Bear in mind the information on automatic deactivation (➠ 58).
- For more information on distance control with Active Cruise Control (ACC) see the section entitled "Engineering details" (➠ 122).

Operating ACC

Requirement

ACC is activated.

- Comply with the safety instructions (➠ 59).
- Switch on adaptive cruise control (➠ 57).

 is greyed.

- Set the road speed (➠ 57).

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

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



- To switch on, short-press button **1**.
» ACC is switched on.
» The approach distance you set appears briefly on the display.
- To switch off: Toggle to cruise control or switch off cruise control.
- Bear in mind the information on automatic deactivation (➠ 58).
- For more information on distance control with Active Cruise Control (ACC) see the section entitled "Engineering details" (➠ 122).

Indicators in the TFT display

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

Indicator lights

» No object detected:

 shows green.

» Object detected:

 shows green.

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

 shows green.

Warning lights

» ACC switched off for system-related reason:

 is displayed in red.

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

flashes red.

If a warning light shows in the TFT display:
- Intervene actively to avert potential danger.

Setting approach distance



- Short-press button **1**.

» The approach distance you set appears briefly on the display.

WARNING

Selected approach distance is too short for the riding situation
Risk of accident
- Adapt your approach distance to suit traffic and weather conditions.
- Comply with the safety distance required by law.

- Repeatedly short-press button **1** until the approach distance you want is set.

» The following settings are available:

Short approach distance

Medium approach distance

Long approach distance

» When the ACC detects a vehicle travelling in front, a depiction of a car appears in the symbol shown here to alert the rider.

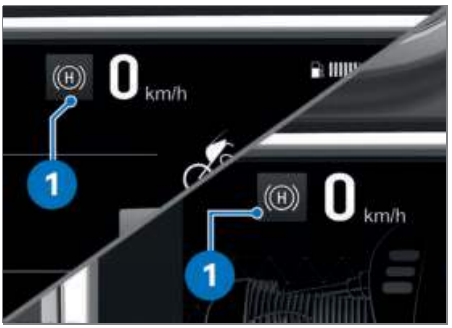
» The approach-distance setting is retained in memory, even after the ignition is switched off.

HILL START CONTROL

– with Hill Start Control OE

Activating and deactivating Hill Start Control

- Switch on the ignition (➠ 46).
- Navigate to `Settings`, `Assist` and activate or deactivate `Hill Start Control`.



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

Operating Hill Start Control

Requirement

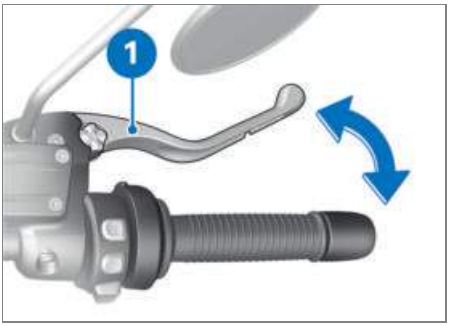
Vehicle stationary and upright, engine running. Hill Start Control is switched on.

ATTENTION

Failure of Hill Start Control
Risk of accident
- Apply the brakes manually to hold the vehicle.

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

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



- Apply firm pressure to handbrake lever **1** or to the footbrake lever and then quickly release the lever.

(H) shows green.

» Hill Start Control is activated.

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

(H) disappears.

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

On pullaway or when the reverser is activated, Hill Start Control is automatically deactivated.

(H) Once the brake has been fully released, the holding symbol disappears.

» Hill Start Control is deactivated.

- For more information on Hill Start Control, see the section entitled "Engineering details" (➠ 125).

REVERSER

– with reverser[OE]

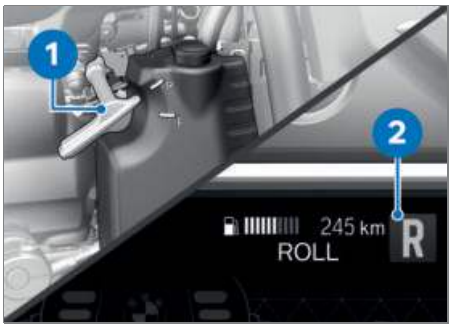
General information

The following prerequisites must have been met to be able to use the reverser:
– Motorcycle at standstill.
– Engine running.
– Brake applied.
– Transmission in idle.
– Side stand has been retracted.
– Clutch is not disengaged.

Reverse without passenger.
On uphill/downhill gradients the reverser cannot guarantee the vehicle is held, as would be the case if a gear were engaged. Do not use the reverser on excessive uphill/downhill gradients.

Uphill/downhill gradient for reverser
max 20 %

Activating the reverser



- Turn selector lever **1** to the R position.

» Gear indicator **2** switches from "N" to "R".

» You can use the reverser as soon as the "R" display no longer flashes.

Using the reverser



- Release the brake.
- Press and hold starter button **1** to reverse.

Automatic termination

Reversing is cancelled automatically:
– On excessive uphill/downhill gradients
– In the event of obstructions
– If the reversing motor has overheated
– If the side stand has been extended
– If the brake is operated

If reversing is cancelled, "R" flashes on the display.

Deactivating the reverser



- Turn selector lever **1** to the F position.

Depending on the gradient of the roadway, tensions can build up in the drivetrain. The selector lever might be difficult to move.

- To relieve strain in the drivetrain, apply the front brake and compress the front suspension by pushing forward on the handlebars.
- Turn selector lever **1** to the F position.

» Gear indicator **2** switches from "R" to "N".

HEATING

Operating heated handlebar grips

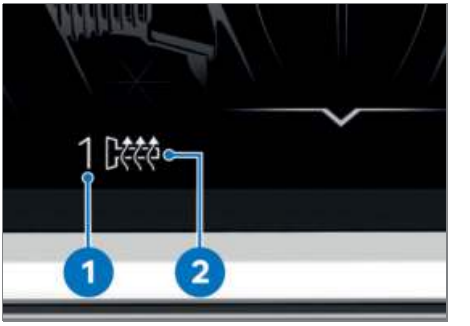
The heating in the heated handlebar grips can be activated only when the engine is running.

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

- Start the engine (➠ 107).
- Navigate to Settings, Heating and select Grip heating.



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



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

Operating rider's seat heating

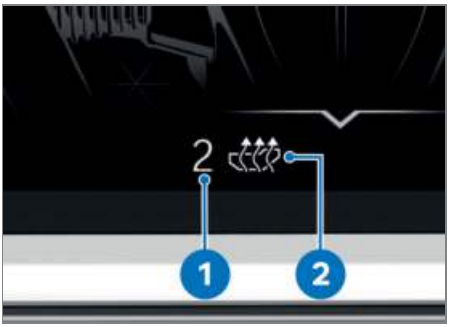
Seat heating can be activated only when the engine is running.

- Start the engine (➠ 107).
- Navigate to Settings, Heating and select Seat heating.



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

- Select the desired heating stage.

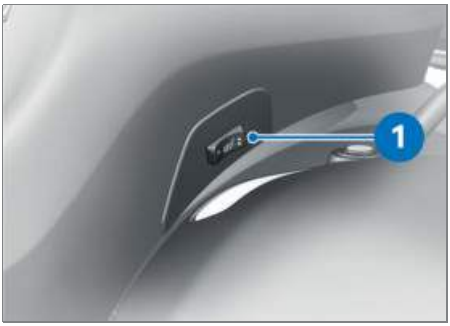


Selected heating stage **1** and seat-heating symbol **2** are displayed.

Operating passenger-seat heating

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

- Start the engine (➠ 107).

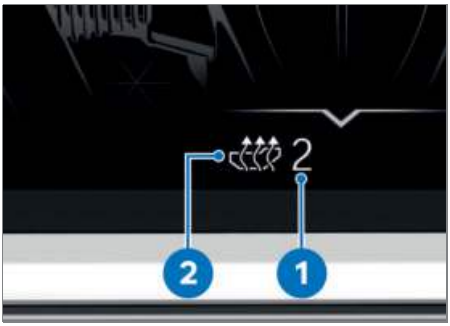


- Set switch **1** to the desired heating stage.



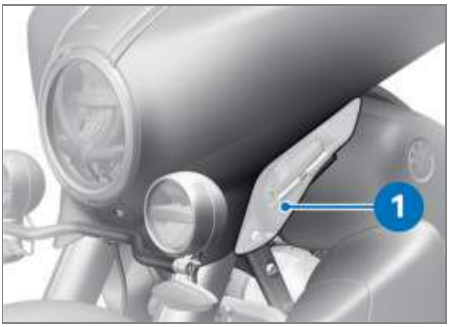
The passenger seat has two-stage heating. Stage two is for heating the seat quickly: it is advisable to switch back to stage one as soon as the seat is warm.

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



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

SLIPSTREAM DEFLECTOR

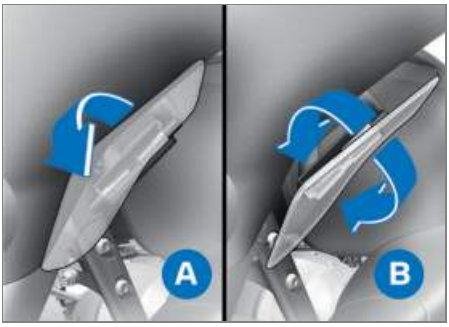


1 Slipstream deflector

WARNING

Adjusting the slipstream deflector while riding.
Risk of accident
- Adjust the slipstream deflector when the motorcycle is at a standstill.

Opening or closing the slipstream deflectors influences the extent to which cooling air from the slipstream is directed toward or away from the rider.



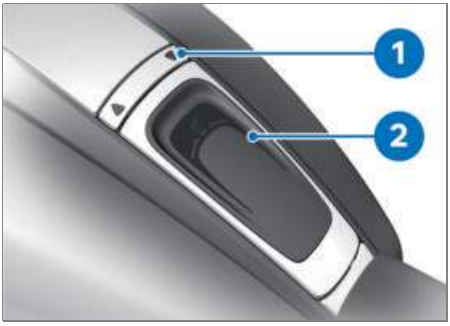
A Slipstream deflectors closed: High level of protection against wind and weather, highest level of riding comfort.

B Slipstream deflectors closed: Increased flow of air from slipstream directed toward the rider, increased cooling effect when outside temperatures are high.

With the slipstream deflectors opened, at high speeds turbulence occurring around the helmet can have a negative effect on riding comfort.
BMW Motorrad recommends closing the slipstream deflectors in preparation for riding at high speeds.

STORAGE COMPARTMENT

Opening and closing storage compartment



- Open storage compartment flap **2** by pressing arrow button **1**.
- To close: Firmly press storage compartment flap **2** into the lock.

The storage compartment cannot be locked.

ATTENTION

High temperatures in the storage compartments, particularly in summer
Damage to objects stowed away, particularly electronic devices, such as mobile phones and MP3 players
- Consult the operating instructions of your electronic device and check for possible usage restrictions.

- In summer, do not place heat-sensitive items in the storage compartment.

Ventilation

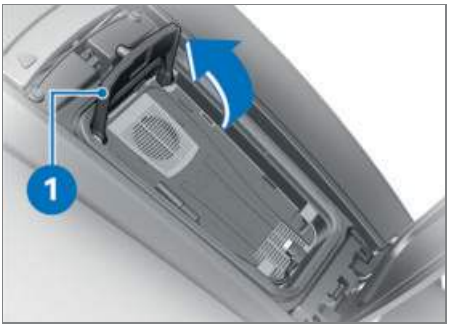
To ensure adequate circulation of air, a fan is switched on if the temperature in the storage compartment rises above 30 °C. The fan switches off again as soon as the temperature inside the storage compartment is less than 25 °C.

Charging smartphone

Requirement

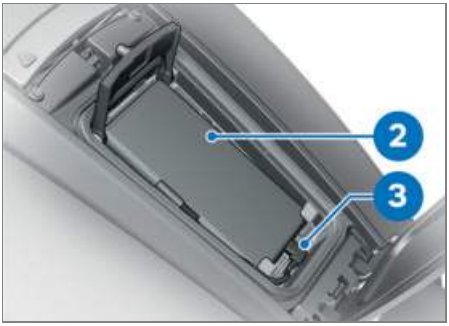
Ignition on.

- Open the storage compartment.



- Flip holder **1** up.

» The holder remains in the raised position.



- Connect smartphone **2** to charging cable **3** any lay it, display up, in the storage compartment.

BMW Motorrad recommends using the BMW Motorrad USB cable for charging smartphones inside the storage compartment. Another commercially available charging cable might not have sufficient space in the storage compartment and could suffer damage.



- Flip holder **1** down.
- Close the storage compartment.

» The smartphone is secured.

Notes on use

The storage compartment is suitable for smartphones up to max. 162 mm x 78 mm x 8.8 mm in size. For small mobile phones that might not be held securely by the holder, BMW Motorrad recommends using the BMW Motorrad smartphone pouch.

Charge current

This is a 5 V USB-C charging interface that provides a maximum charge current of 1.5 A (maximum charging power 12 W).

Automatic shutdown

The USB-C charging interface is shut down automatically under the following circumstances:

– If battery charge state is too low, to maintain the vehicle's start capability.
– If the maximum load capacity as stated in the technical data is exceeded.
– During the starting operation.

CENTRAL LOCKING SYSTEM

– with central locking system OE

Locking

Requirement

Radio-operated key is within range.



- Press button **1**.
- Alternatively: Press button **2** on the radio-operated key.

» Cases and topcase are locked.

 is displayed.

Unlocking

Requirement

Radio-operated key is within range.



- Press button **1**.
- Alternatively: Press button **2** on the radio-operated key.

» Cases and topcase are unlocked.

Emergency unlocking

To manually open cases and topcase if it is no longer possible to unlock the central locking system:

- Open the cases (➠ 68).
- Open the topcase (➠ 69).

CASES

Opening cases

– with central locking system OE

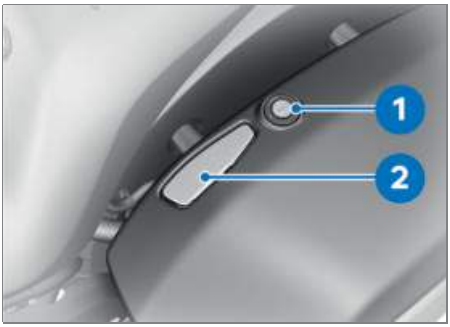
- If necessary, unlock the central locking system.◁



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

– with central locking system OE

- If applicable, first turn the vehicle key to the **LOCK** position and then turn it to the position corresponding to the dot.◁

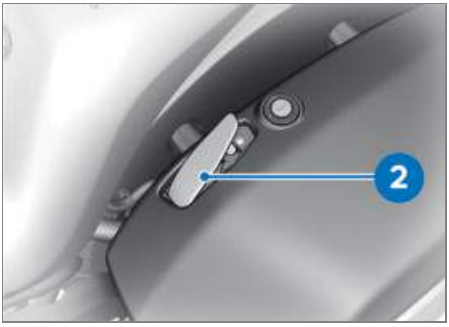


- Press lock barrel **1** down.

» Release lever **2** pops up.

- Pull release lever **2** all the way up and open the case lid.

Closing cases



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

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

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

Maximum payload and maximum speed

Note the maximum payload and the maximum permissible speed.
The values for the combination described here are as follows:

Maximum speed for riding with a loaded case
max 160 km/h

Payload per case
max 10 kg

TOPCASE

Opening topcase

– with central locking system OE

- If necessary, unlock the central locking system.◁



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

– with central locking system OE

- If applicable, first turn the vehicle key to the **LOCK** position and then turn it to the position corresponding to the dot.◁



- Press lock barrel **1** down.

» Release lever **2** pops up.

- Pull release lever **2** all the way up and open the lid of the topcase.

Closing topcase



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

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

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

Maximum payload and maximum speed

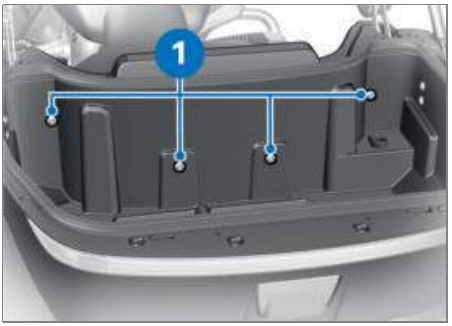
Note the maximum payload and the maximum permissible speed.
The values for the combination described here are as follows:

Maximum speed for riding with a loaded topcase
max 160 km/h
Payload of topcase
max 10 kg

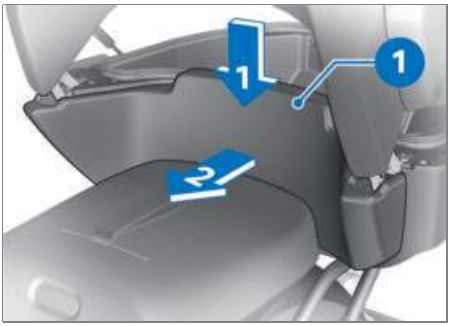
SEAT

Removing seat

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Open the topcase (➠ 69).



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



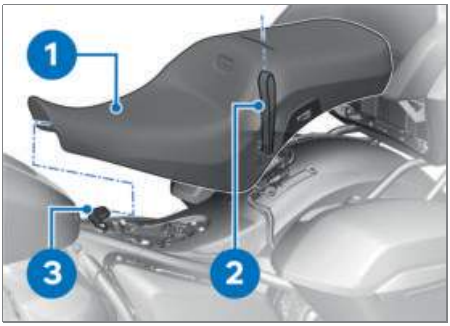
- Work backrest **1** down to unhook it and remove.
- Close the topcase (➠ 70).



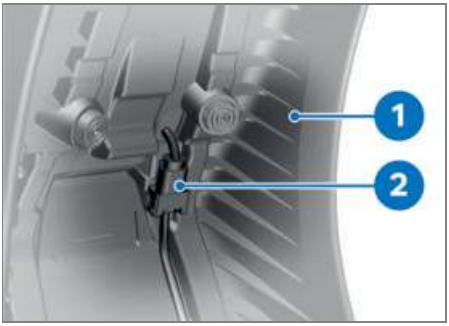
- Using the tool from the on-board toolkit, remove screw **1**.



- Ease seat **1** in the direction indicated by the arrow to remove, while carefully disengaging grab strap **2**.



- Work grab strap **2** into seat **1**.
- Insert seat **1** into mount **3**.

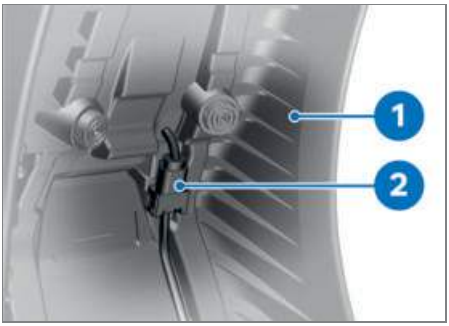


- Disconnect plug connection **2** and remove seat **1**.

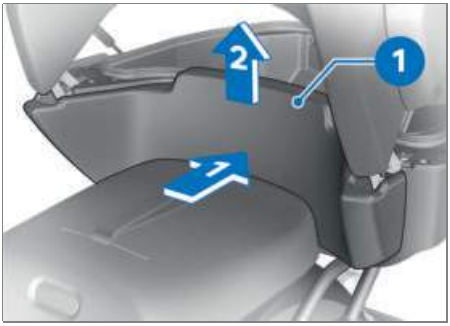


- Using the tool from the on-board toolkit, install screw **1**.
- Open the topcase (➠ 69).

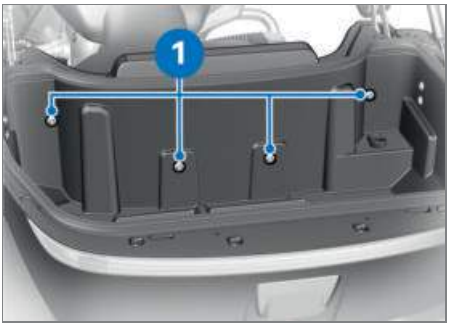
Installing seat



- Hold seat **1** in position and connect plug connection **2**.



- Hold backrest **1** in position and lift it up to engage the hooks.



- Install screws **1**, using the appropriate tool from the on-board toolkit.
- Close the topcase (➠ 70).

TFT DISPLAY

05

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GENERAL NOTES

Warnings

WARNING

Using a smartphone while riding or while the engine is running
Risk of accident
- Always comply with the road traffic regulations in force where you are riding.
- No use (with the exception of applications without operation, such as hands-free telephony) while riding.

WARNING

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

Connectivity functions

Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the TFT display is connected to a mobile device and a helmet (➠ 83). For more information on the Connectivity functions go to **bmw-motorrad.com/connectivity**

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

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

BMW Motorrad Connected app

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

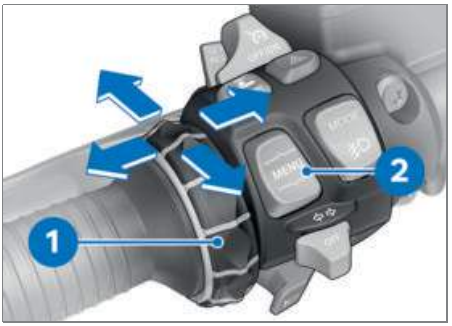
On some mobile devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.

Currency

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

PRINCIPLE

Controls



All display content is controlled by means of the Multi-Controller **1** and MENU rocker button **2**.
Depending on the context, various functions are possible.

Functions of the Multi-Controller

Turn Multi-Controller up:

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

Turn Multi-Controller down:

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

Tilt Multi-Controller to the left:

– Activate the function in accordance with the operation feedback.
– Activate the function to the left or back.
– Go back to the Menu view after making the settings.
– In the Menu view: Change up one level.
– In the `My vehicle` menu: Advance one menu screen.
– In the Pure Ride view: Return to the previous splitscreen display.

Tilt Multi-Controller to the right:

– Activate the function in accordance with the operation feedback.
– Confirm selection.
– Confirm settings.
– Advance a menu step.
– Scroll to the right in lists.
– In the `My vehicle` menu: Advance one menu screen.
– In the Pure Ride view: Advance to the next splitscreen display.

MENU rocker button functions

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

Short-press the top section of the MENU button:

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

Long-press the top section of the MENU button:

– In Menu view: Call up Pure Ride view.

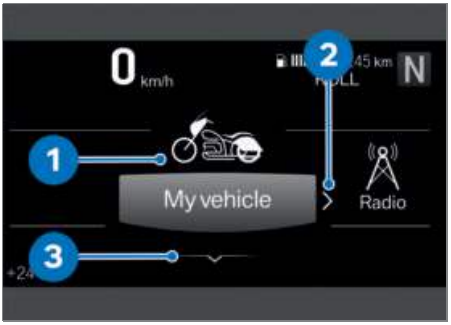
Short-press the bottom section of the MENU button:

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

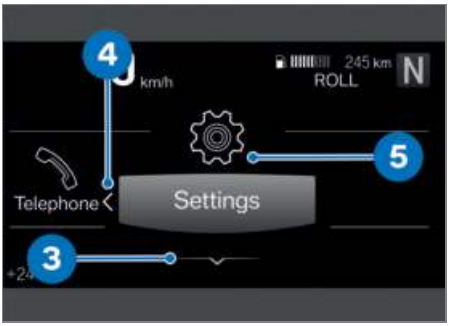
Long-press the bottom section of the MENU button:

– Change back to the last menu after a previous menu change effected by long-pressing the top section of the MENU rocker button.

Operating pointers in the main menu



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

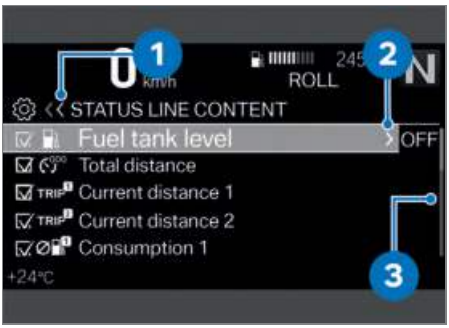


Meaning of the operating pointers:

– Operating pointer **1**: Left end reached.
– Operating pointer **2**: You can scroll to the right.
– Operating pointer **3**: You can scroll down.
– Operating pointer **4**: You can scroll to the left.
– Operating pointer **5**: Right end reached.

Operating pointers in submenus

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



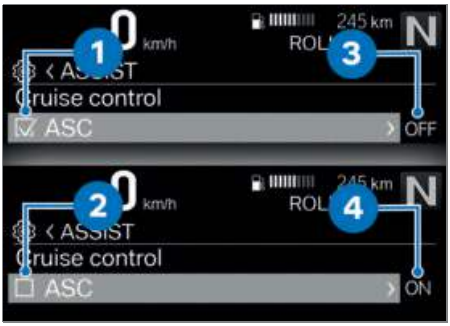
Meaning of the operating pointers:

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

Display Pure Ride view

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

Switching functions on and off



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

Examples for switching on and off:

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

Calling up menu



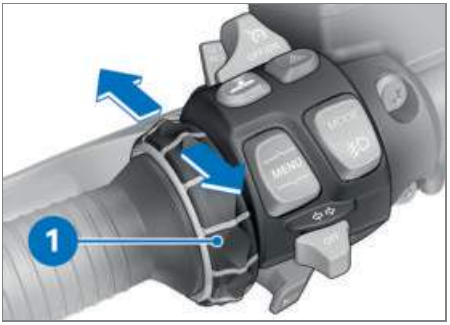
- Display Pure Ride view (➠ 78).
- Short-press the bottom section of button **2**.

The following menus can be called up:

– My vehicle
– Radio
– NAVIGATION
– Media
– Telephone
– Settings

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

Moving cursor in lists



- Call up the menu (➠ 78).
- To move the cursor down in a list, turn Multi-Controller **1** down until the entry you want is highlighted.
- To move the cursor up in a list, turn Multi-Controller **1** up until the entry you want is highlighted.

Confirming selection



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

Call up the last menu used

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

» The last menu exited by long-pressing the top section of the button is called up.

Changing display for rider info. status line

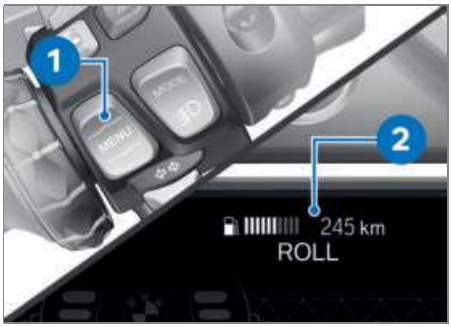
- Display Pure Ride view (➠ 78).

» The TFT display shows all the information necessary for riding on public roads from the on-board computer (e.g. Current distance 1) and the trip computer (e.g. Current distance 2). The information can be displayed in the top status line.

– with tyre pressure control (RDC) OE

» Information from the tyre pressure control can also be displayed.◁

- Select the content of the driver info. status line (➠ 80).



- Long-press button **1** to obtain the Pure Ride view.
- Repeatedly short-press button **1** to select the value in the top 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 tyre pressure control (RDC) OE

Tyre pressure◁

Fuel tank level

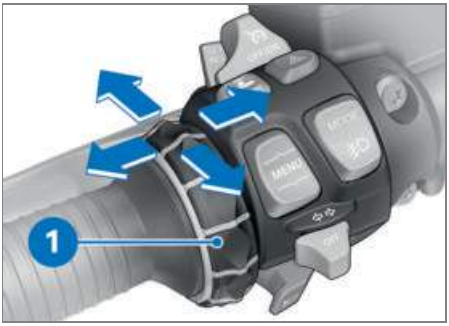
Range

Selecting content of the driver info. status line

- Navigate to Settings, Display, Status line content.
- Switch on the desired displays.

» You can switch between the selected displays in the driver info. status line. If no displays are selected, only the range will be displayed.

Adjust settings



- Select and confirm the desired settings menu.
- Turn Multi-Controller **1** down until the setting you want is highlighted.
- If an operating pointer shows, tilt Multi-Controller **1** to the right.
- If no operating pointer shows, tilt Multi-Controller **1** to the left.

» The setting is saved.

Switching Speed Limit Info on or off

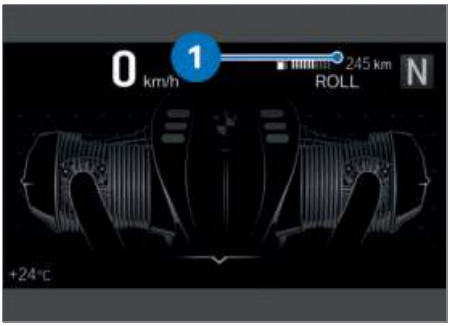
Requirement

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

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

PURE RIDE VIEW

Range



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

– When the vehicle is propped on its side stand the slight angle of inclination means that the sensor cannot register the fuel level correctly. This is the reason why the range is recalculated only when the side stand is in the retracted position.
– The range is shown together with a warning once the fuel reserve has been reached.
– After a refuelling stop, range is recalculated if the amount of fuel in the tank is greater than the reserve quantity.

– The calculated range is only an approximate figure.

Recommendation to upshift



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

SPLITSCREEN

Switching splitscreen and selecting display



- Display Pure Ride view (➠ 78).
- Repeatedly short-push Multi-Controller **1** to the right or left until the display you want appears.
- Alternatively: Long-push Multi-Controller **1** to the right to return to the display last selected in splitscreen view.

The following displays can be selected:

– ON-BOARD COMPUTER
– TRIP COMPUTER
– NAVIGATION
– MEDIA

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

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

Switching off splitscreen



- Display Pure Ride view (➠ 78).
- Repeatedly short-push Multi-Controller **1** to the left until the splitscreen view is switched off.
- Alternatively: Long-push Multi-Controller **1** to the left.

GENERAL SETTINGS

Adjusting volume

- Connect rider's and passenger's helmet (➠ 83).
- To increase volume: Turn Multi-Controller up.
- To reduce volume: Turn Multi-Controller down.
- To mute: Turn Multi-Controller all the way down.

» Muting pauses media playback.

Setting date

- Switch on the ignition (➠ 46).
- Navigate to Settings, System settings, Date and time, Set date.
- Set Day, Month and Year.
- Confirm setting.

Set date format

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

Setting clock
- Switch on the ignition (➠ 46).
- Navigate to Settings, System settings, Date and time, Set time.
- Set Hour and Minute.

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

Setting units of measurement
- Navigate to Settings, System settings, Units.

The following units of measurement can be set:
– with tyre pressure control (RDC) OE
– Pressure◁
– Temperature
– Speed (additionally in instrument cluster)
– Consumption

Setting language
- Navigate to Settings, System settings, Language.

The following languages can be set:
– German
– English (UK)
– English (US)
– Spanish
– French
– Italian
– Dutch
– Polish
– Portuguese
– Turkish
– Russian
– Ukrainian
– Chinese
– Japanese
– Korean
– Thai

Adjusting brightness
- Navigate to Settings, Display, Brightness.
- Adjust display brightness.

» When ambient brightness drops below a defined threshold, the display is dimmed to the brightness set here.

» If the TFT display is faulty, consult the troubleshooting chart in the section entitled "Technical data". (➠ 161)

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

The settings in the following menus are reset:
– Vehicle settings
– System settings
– Connections
– Display
– Information

» Existing Bluetooth connections are not deleted.

BLUETOOTH

Short-range wireless technology

Bluetooth is a short-range wireless technology. Bluetooth devices are short-range devices transmitting on the license-free ISM band (Industrial, Scientific, Medical) between 2.402 GHz and 2.480 GHz. They can be operated anywhere in the world without a licence being required.
Although Bluetooth is designed to establish and sustain robust connections over short distances, as with every other wireless technology disruptions are possible. Interference can affect connections or connections can sometimes fail. Particularly when multiple devices operate in a Bluetooth network, with wireless technology of this nature it is not possible to ensure fault-free communications in every situation.

Possible sources of interference:
– Interference zones due to transmission masts and similar.
– Devices with non-compliant Bluetooth implementations.
– Proximity of other Bluetooth-compatible devices.
– Shielding by metal objects or bodies.

Pairing

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

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

During the pairing process, the TFT display searches for other Bluetooth-compatible devices within its reception range. The conditions that have to be satisfied before the audio system can recognise another device are as follows:

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

Please consult the operating instructions for your communication system.

Pairing

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

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

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

The connection status for mobile devices is displayed.

Connect mobile device

- Pairing (➠ 83).
- Activate the mobile device's Bluetooth function (see mobile device's operating instructions).
- Select `Mobile device` and confirm.
- Select `Pair new mobile device` and confirm.

Mobile devices are being searched for.

flashes in the bottom status line during pairing.

Mobile devices found are displayed.

- Select and confirm mobile device.
- Follow the instructions on the mobile device.
- Confirm that the code matches.

» The connection is established and the connection status updated.

» If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (➠ 160)

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

» Telephone data (➠ 89)

» If the phonebook is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (➠ 161)

» If the Bluetooth connection does not work as expected, consult the troubleshooting chart in the section entitled "Technical data". (➠ 160)

Connect rider's and passenger's helmet

- Pairing (➠ 83).
- Select `Rider's helmet` or `Passenger helm.` and confirm.
- Make the helmet's communication system visible.
- Select `Pair new rider's helmet` or `Pair new passeng. helmet` and confirm.

Helmets are searched for.

flashes in the bottom status line during pairing.

Helmets found are displayed.

- Select and confirm helmet.

» The connection is established and the connection status updated.

» If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (➠ 160)

» If the Bluetooth connection does not work as expected, consult the troubleshooting chart in the section entitled "Technical data". (➠ 160)

Deleting connections

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

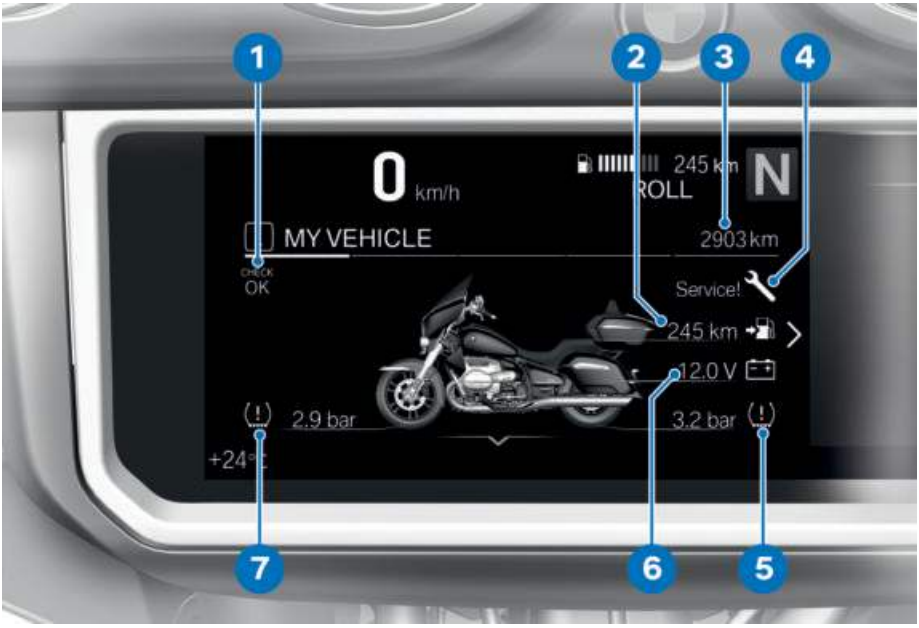
WIFI

WiFi connection

A WiFi connection is used to transmit the map view from a mobile phone to the TFT display. WiFi has to be activated on the mobile phone in order for the full scope of this functionality to be used. For more information on activating WiFi see the operating instructions for the mobile phone.
Depending on the specifics of the local situation, for example in the presence of numerous wifi networks, temporary restrictions and loss of connection are possible.

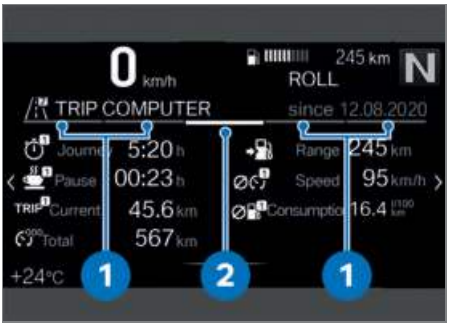
MY VEHICLE

Start screen



1 Check Control display
Mode of presentation (➠ 25)
2 Range (➠ 80)
3 Odometer
4 Service display (➠ 43)
5 Tyre pressure, rear (➠ 36)
6 On-board voltage (➠ 141)
7 Tyre pressure, front (➠ 36)

Operating pointers



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

Scrolling through menu screens



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

The My vehicle menu contains the following screens:
– MY VEHICLE
– ON-BOARD COMPUTER
– TRIP COMPUTER
– with tyre pressure control (RDC) OE
– TYRE PRESSURE◁
– SERVICE REQUIREMENTS
– CC MESSAGE (if available)

- For more information on Check Control messages, see the section entitled "Displays" (➠ 25).

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

On-board computer and trip computer

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

Service requirements



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

ON-BOARD COMPUTER

Calling up on-board computer

- Call up the My vehicle menu.
- Scroll to the right until the ON-BOARD COMPUTER menu screen is displayed.

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

- Switch on splitscreen view and select display (➠ 81).

Resetting on-board computer

- Call up the on-board computer (➠ 87).
- Press down the MENU rocker button.
- Select Reset all values or Reset individual values and confirm.

The following values can be reset:


Journey


Break


Current


Consump.


Speed

Calling up trip computer

- Call up the on-board computer (➠ 87).
- Scroll to the right until the TRIP COMPUTER menu screen is displayed.

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

- Switch on splitscreen view and select display (➠ 81).

Resetting trip computer

- Call up the trip computer (➠ 87).
- Press down the MENU rocker button.
- Select Autom. reset or Reset all values and confirm.

» If Autom. reset is selected, the trip computer is automatically reset when a minimum of six hours have passed and the date has changed since the ignition was switched off.

NAVIGATION

Warnings

WARNING

Using a smartphone while riding or while the engine is running

Risk of accident

- Always comply with the road traffic regulations in force where you are riding.
- No use (with the exception of applications without operation, such as hands-free telephony) while riding.

WARNING

Distraction from the road and loss of control

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

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

Precondition

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

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

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

Showing map view

Requirement

WiFi is activated on the Bluetooth-paired mobile device.

- Connect mobile device (➠ 83).
- Call up the BMW Motorrad Connected app.
- Call up the Navigation menu.

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

Entering destination address

- Connect mobile device (➠ 83).
- Call up the BMW Motorrad Connected app and start the route guidance.
- Call up the Navigation menu.

» Active route guidance is displayed.

– If WiFi is not activated on the mobile device, route guidance is displayed as arrow navigation.

» If active route guidance is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (➠ 161)

Selecting destination from recent destinations

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

Selecting destination from favourites

- The FAVOURITES menu displays all the destinations saved as favourites in the BMW Motorrad Connected app. You cannot use the TFT display to add favourites to the list.
- Navigate to Navigation, Favourites.
- Select and confirm destination.
- Select Start guidance.

Entering special destinations

- Special destinations, such as points of interest, can be displayed on the map.
- Call up the Navigation, POIs menu.

The following locations can be selected:

– At current location
– At destination
– Along the route

- Select where the special destinations should be looked for.

For example, the following special destination can be selected:

– Filling station

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

Setting route criteria

- Call up the Navigation, Route criteria menu.

The following criteria can be selected:

– Route type
– Avoid

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

The number of avoidances activated is displayed in brackets.

Ending route guidance

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

Switching spoken instructions on or off

- Connect rider's and passenger's helmet (➠ 83).
- The navigation can be read out by a computer voice. For this purpose, Spoken instruction must be switched on.
- Call up the Navigation, Active route guidance menu.
- Switch Spoken instruction on or off.

Repeating last spoken instruction

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

MEDIA

Precondition

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

Control music playback



- Call up the Media menu.

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

- Adjust the volume (➠ 81).
- To select the next track in the player: Short-tilt Multi-Controller **1** to the right.
- Select preceding track or start of the current track in the player: Short-tilt Multi-Controller **1** to the left.
- Call up context menu: Press bottom section of button **2**.

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

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

In the Audio settings submenu you can change the following settings:
– Switch Shuffle on or off.
– Select Repeat: Off, One (current track) or All.
– Select Output device.
– Select Sound profile.
– Set up Equaliser.

» If the playlist is not shown on the TFT display, consult the troubleshooting chart in the section entitled "Technical data". (➠ 161)

TELEPHONE

Precondition

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

Telephone calls



- Call up the Telephone menu.

A pop-up opens when a call is incoming.

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

Muting

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

Phone calls with multiple participants

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

Telephone data

Depending on the mobile device, when pairing (➠ 83) completes telephone data are automatically sent to the vehicle.
Phone book: List of contacts saved on the mobile device
Call list: List of calls with the mobile device
Favourites: List of favourites saved on the mobile device

DISPLAY SOFTWARE VERSION

- Navigate to `Settings`, `Information`, `Software version`.

DISPLAY LICENCE INFORMATION

- Navigate to `Settings`, `Information`, `Licences`.

AUDIO SYSTEM

06

RADIO 94
AUDIO SETTINGS 96
PLAYER 97
SATELLITE RADIO 97
HD RADIO EMPFANG 98
IN-HELMET AUDIO PLAYBACK 99

RADIO

Starting

- Switch on the ignition (➠ 46).

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

Switching radio on and off

- Call up the `Radio` menu and switch `Radio` on or off.

» When the radio is switched off, `Radio off` appears in the bottom status line.

Selecting source

– without Canada export NV

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

– with Canada export NV

- Select the `Source` menu. Select `Favourites`, `AM`, `FM` or `SiriusXM`. For the `AM` and `FM` wavebands you have the option of selecting `HD Radio` (might not be available, depending on country).◁

Selecting station

– without Canada export NV

- Select the source (➠ 94).
- Select the `FM station` menu.

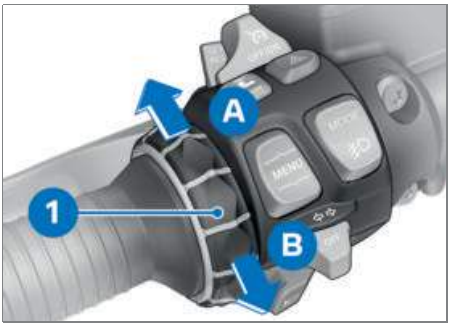
There is a corresponding transmitter menu for each selectable source.◁

– with Canada export NV

- Select the source (➠ 94).
- Select the `FM station` menu.

There is a corresponding transmitter menu for each selectable source.

HD Radio stations: several program streams selectable via the stations list.◁



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

Selecting frequency

– without Canada export NV

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

– with Canada export NV

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

HD Radio stations: several program streams selectable within a frequency range.◁

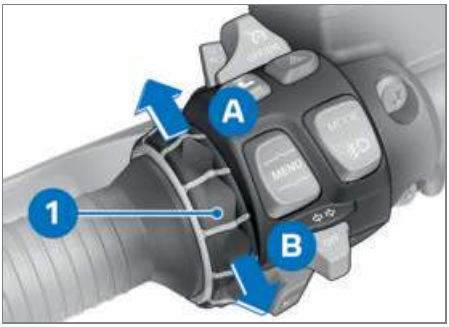


- Push Multi-Controller **1** to the left or right to select the frequency you want in the waveband.

Saving station

- Select a station or frequency from the frequency band.
- Push the Multi-Controller to the right.

» The stations list is opened.



- Turn Multi-Controller **1** in direction **A** or **B** to select the memory slot of your choice.

» The current assignment of this memory slot appears on the display.

» If a channel has already been assigned to the memory slot you select, a message to this effect appears on the display. Your choices are as follows:

- Select `Cancel` if you do not want to save the channel you selected.
- Select `Save` to overwrite the contents of the memory slot.

» The list of channels is re-opened.

Switching traffic announcements on and off

Requirement

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

- Navigate to `AM options`, `FM options` or `DAB options` and switch `Traffic report` on or off.

» With the `Traffic report` setting activated, a pop-up appears on the display whenever a traffic announcement is received and the traffic announcement is played.

» The options are:

– To close the pop-up, push the Multi-Controller to the right. Playback of the traffic announcement continues.

– To cancel the traffic announcement, push the Multi-Controller to the left, switch to some other station, change the frequency or select a station from the list.

Favourites list

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

There are two ways of adding favourites to the list:

Variant 1

- Select the station (➠ 94).
- Select `Add to Favourites`.

» The station selected beforehand appears in the favourites list.

- Push the Multi-Controller to the right.

» The station you selected has been saved as a favourite.

Variant 2

- Select the station (➠ 94).
- Push the Multi-Controller to the right again.

» The favourites list opens.

- Push the Multi-Controller to the right again.

» The station you selected has been saved as a favourite.

» The view automatically returns to the stations list.

Deleting favourites list

Requirement

A favourites list with at least one entry exists.

- Select `Delete Favourites list` at the bottom of the favourites list.

» A dialogue opens.

- Confirm deletion.

» The favourites list is deleted.

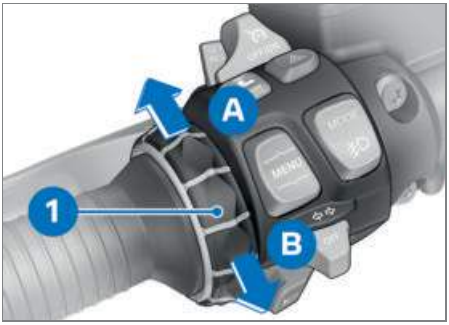
AUDIO SETTINGS

Speakers and Bluetooth

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

When a BMW Motorrad communication system with Bluetooth standard 2.0 or higher is paired, the Multi-Controller can be used to control volume (➠ 99). If devices that do not support Bluetooth standard 2.0 or higher are paired, the Multi-Controller cannot be used to control volume.

Adjusting volume



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

Selecting output device

- Navigate to `Media`, `Audio settings` and select `Output device`.

» The following settings are available:

– `Loudspeakers`: Speakers selected for audio playback.

– `Helmet`: Helmet or other Bluetooth-enabled output device selected for audio playback.

» The default setting is `Loudspeakers`.

Selecting sound profile

- Navigate to `Radio`, `Audio settings` and select `Sound profile`.

» The following settings are available:

– `Bass-Boost`

– `Treble-Boost`

– `Voice`

– `Studio`

– `Balanced`

» The default setting is `Bass-Boost`. All sound profiles have an effect only when `Loudspeakers` is selected.

» For an optimum sound experience without in-helmet playback, select the `Studio` sound profile. All other sound profiles are optimised for in-helmet playback.

Adjusting sound settings

- Navigate to `Radio`, `Audio settings` and select `Equaliser`.

» The following settings are available:

– `Treble`: Reduce (-1...-5) or increase (+1...+5) treble

– `Bass`: Reduce (-1...-5) or increase (+1...+5) bass

– `Fader`: Fade from front (1...) to rear (...11).

– `Volume equalisation`: Switch off speed-dependent volume boost (1) or select a boost level (2...4).

- Select the menu item you want, select the setting of your choice and exit the menu.

» The sound settings have an effect only when `Loudspeakers` is selected as the output device.

Volume and speed

The audio system can automatically adapt the volume to the speed of the motorcycle. The rate at which the volume increases in relation to vehicle speed can be set in four stages. Level 4 corresponds to the biggest boost. Selecting level 1 switches speed-dependent volume boost off.
Automatic speed-dependent volume adjustment works only when Loudspeakers is selected as the output device.

PLAYER

Status indicators on the display

The following information (country-specific) can be shown on the TFT display:
– Selected source (⇒ 94).
– Station (⇒ 94).
– Frequency
– Artist
– Track
– Waveband
– Traffic announcements (⇒ 95).

Changing station or frequency

Requirement

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

- Select the source (⇒ 94).
- Push the Multi-Controller to the right to left select the station or the frequency you want.

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

SATELLITE RADIO

– with Canada export NV

Availability

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

Subscribing to channel

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

Activation of channels

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

Calling up information

Navigate to Radio, SiriusXM information to view the following list entry:
Radio ID: XXXXXXXXXXX
For support, please contact SiriusXM Customer Care at: 1-888-539-7474

Signal strength

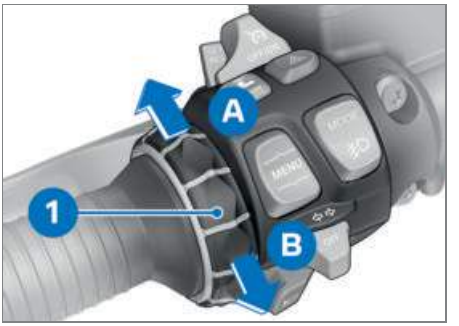
If the signal is not strong enough, SiriusXM No signal. appears on the display.

Selecting category and channel

- To change the category, call up the SiriusXM station menu and select Category.

» The choices at your disposal are as follows:
– All categories: Shows all subscribed channels.
– Category: Shows a category, e.g. Rock.
– Stations not inc.: Shows all not subscribed channels.

- Select the channel of your choice.

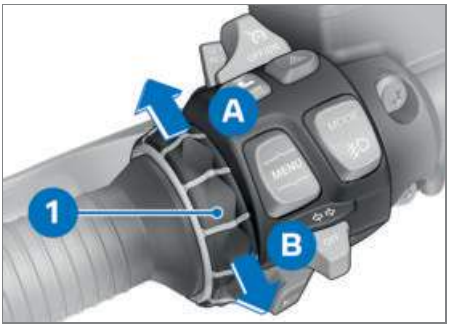


- Turn Multi-Controller **1** in direction **A** or **B** to select the channel of your choice from the selected category.

Saving channel

- Select the category and channel (➠ 97).
- Push the Multi-Controller to the right to select a channel.
- Push the Multi-Controller to the right again and select `Add to Favourites`.

» The favourites list is opened.



- Turn Multi-Controller **1** in direction **A** or **B** to select the memory slot of your choice.

» The current assignment of this memory slot appears on the display.

» If a channel has already been assigned to the memory slot you select, a message to this effect appears on the display. Your choices are as follows:

- Select `Cancel` if you do not want to save the channel you selected.
- Select `Save` to overwrite the contents of the memory slot.

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

Calling up channel saved in memory

Requirement

The selected `Source` has to be `Favourites`.

- Select `Favourites`.

» The favourites list appears on the display.

- Push the Multi-Controller to the right to select the channel you want.

System messages

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

`SiriusXM Subscription updated.`
Updating subscription.

`SiriusXM Channel not subscribed.`
No subscription to this channel.

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

HD RADIO EMPFANG

– with Canada export[NV]

The signal strength of HD Radio stations can vary from place to place. If the digital signal is not strong enough, the system automatically switches to reception of the analog signal. A short interruption in reception might occur as the changeover takes place. If AM is selected as the source, audio quality might be perceptibly poorer after this changeover. As soon as the digital signal is available again, reception automatically returns to the HD Radio station.

IN-HELMET AUDIO PLAYBACK

Rider's helmet paired



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

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

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

ADJUSTMENT

07

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HEADLIGHT 102
CLUTCH 103
BRAKES 103

MIRRORS

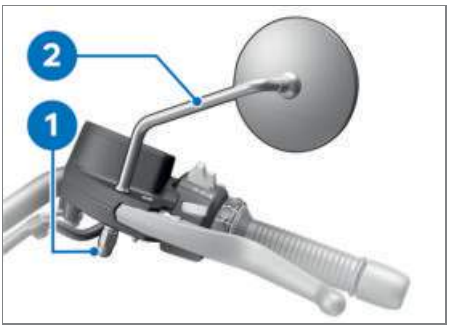
Adjusting mirrors



- Turn the mirror to the appropriate position.

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

Adjusting mirror arm



- Use the tool from the on-board toolkit to slacken nut **1**.
- Turn mirror arm **2** to the appropriate position.
- Tighten nut **1**, while holding mirror arm **2** to ensure that it does not move out of position.

Mirror to handlebar fitting
M8
12 Nm

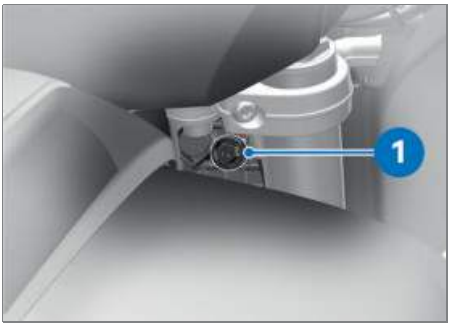
HEADLIGHT

Headlight beam throw and spring preload

Automatic adjustment of spring preload by the Dynamic ESA generally keeps headlight beam throw constant to suit load status. This might not suffice if the motorcycle is very heavily loaded, however, in which case headlight beam throw has to be adjusted to suit the weight carried by the vehicle.

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

Adjusting headlight beam throw



If the motorcycle is heavily loaded and automatic spring preload adjustment by the Dynamic ESA is not enough to prevent the vehicle's headlight from dazzling oncoming traffic:

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

When the motorcycle is again ridden with a lower load:

- Have the basic settings of the headlight restored by a specialist workshop, preferably an authorised BMW Motorrad retailer.

CLUTCH

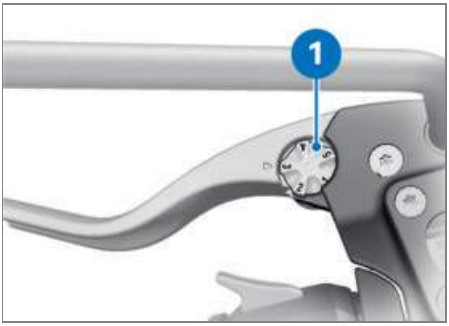
Adjusting clutch lever

WARNING

Relocated clutch-fluid reservoir
Air in the clutch system
- Do not turn the handlebars or the handlebar fitting on the handlebar.

WARNING

Adjusting the clutch lever while riding
Risk of accident
- Adjust the clutch lever only when the motorcycle is at a standstill.



- Applying light pressure from behind, turn adjuster knob **1** to the desired position.

The adjusting screw can be turned more easily if the clutch lever is pushed forward.

» Adjustment options:
– From position 1: Narrowest span between handlebar grip and clutch lever
– To position 5: Widest span between handlebar grip and clutch lever

BRAKES

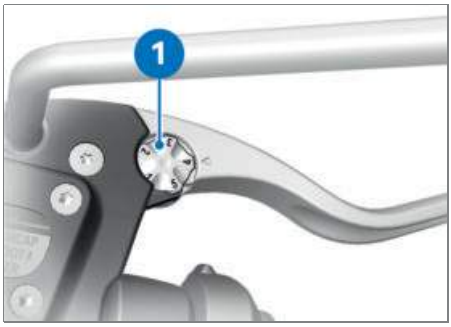
Adjusting handbrake lever

WARNING

Relocated brake fluid tank
Air in the brake system
- Do not turn the handlebars or the handlebar fitting on the handlebar.

WARNING

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



- Applying light pressure from behind, turn adjuster knob **1** to the desired position.

The adjusting screw is easier to turn when the handbrake lever is pushed forward.

» Adjustment options:
– From position 1: Narrowest span between handlebar grip and handbrake lever
– To position 5: Widest span between handlebar grip and handbrake lever

RIDING

08

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SAFETY INFORMATION

Rider's equipment

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

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

WARNING

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

Loading

WARNING

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

- Adjust tyre pressures to suit total weight.
- Ensure that the case volumes on the left and right are equal.
- Make sure that the weight is uniformly distributed between right and left.
- Pack heavy items at the bottom and toward the inboard side.
- Note the maximum permissible payload and maximum permissible speed, see also the section entitled "Operation" (➠ 69).

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle, e.g.:
– Imbalanced load
– Loose clothing
– Insufficient tyre pressure
– Poor tyre tread
– Etc.

Maximum permissible speed with winter tyres

DANGER

Maximum speed of the motorcycle is higher than the permissible maximum rated speed of the tyres
Risk of accident due to tyre damage at high speed
- Comply with the tyre-specific speed restrictions.

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

Risk of poisoning

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

WARNING

Exhaust gases adversely affecting health
Risk of asphyxiation
- Do not inhale exhaust fumes.
- Do not run the engine in an enclosed space.

WARNING

Inhalation of harmful vapours
Health hazard
- Do not inhale vapours from operating fluid and plastics.
- Use the vehicle only outdoors.

Risk of burning

CAUTION

Engine and exhaust system become very hot when the vehicle is in use
Risk of burning
- Always wear helmet, suit, gloves and boots.
- While riding and when you park the vehicle, make sure that no-one and no objects come into contact with the hot engine and exhaust system.

Catalytic converter

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

ATTENTION

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

Risk of overheating

ATTENTION

Engine running for prolonged period with vehicle at standstill
Overheating due to insufficient cooling; in extreme cases vehicle fire
- Do not allow the engine to idle unnecessarily.
- Ride away immediately after starting the engine.

Tampering

ATTENTION

Tampering with the motorcycle (e.g. engine management ECU, throttle valves, clutch)
Damage to the affected parts, failure of safety-relevant functions, voiding of warranty
- Do not tamper with the vehicle in any way that could result in tuned performance.

REGULAR CHECK

Comply with checklist

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

Always before riding off

– Check operation of the brake system (➠ 131).
– Check operation of the lights and signalling equipment.
– Check operation of the clutch (➠ 135).
– Check the tyre tread depth (➠ 135).
– Check the tyre pressures (➠ 135).
– Check security of cases and luggage.

Every 3rd refuelling stop

– Check the engine oil level (➠ 129).
– Check the brake pad thickness, front brakes (➠ 132).
– Check the brake pad thickness, rear brakes (➠ 132).
– Check the brake-fluid level, front brakes (➠ 133).
– Check the brake-fluid level, rear brakes (➠ 134).

STARTING

Starting engine

- Switch on the ignition (➠ 46).
» Pre-Ride-Check is performed. (➠ 108)
» ABS self-diagnosis is in progress. (➠ 108)
» ASC self-diagnosis is performed. (➠ 109)
- Pull the clutch lever.

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

To ensure rapid operational readiness of the catalytic converter, idle speed is increased for a short time after engine start.

To ensure starting capability at high engine temperatures, idle speed after engine start is increased for a brief period.



- Press starter button **1**.

The start attempt is automatically interrupted if battery voltage is too low. Recharge the battery before you start the engine, or use jump leads and a donor battery to start.
See the subsection on jump starting in "Maintenance" for more details.

» The engine starts.
» Consult the troubleshooting chart below if the engine refuses to start. (➠ 160)

Pre-Ride-Check

The instrument cluster runs a test of the instruments and the indicator and warning lights when the ignition is switched on. This test is known as the Pre-Ride-Check. The test is aborted if you start the engine before it completes.

Phase 1

» All indicator and warning lights are switched on. After a longer vehicle standstill period, an animation is displayed when the system starts up.

Phase 2

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

Phase 3

» All the indicator and warning lights switched on in the initial phase are switched off in reverse sequence.
» The malfunction indicator lamp (MIL) does not go out until 15 seconds have elapsed.

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

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

ABS self-diagnosis

BMW Motorrad fully integral ABS performs self-diagnosis to ensure its operability. Self-diagnosis starts automatically when you switch on the ignition.

Phase 1

» Test of the diagnosis-compatible system components with the vehicle at a standstill.
ABS flashes.

Phase 2

» Test of the wheel-speed sensors as the vehicle pulls away from rest.
ABS flashes.

ABS self-diagnosis completed

» The ABS indicator and warning light goes out.

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

If an indicator showing an ABS fault appears when ABS self-diagnosis completes:
- You can continue to ride. Bear in mind that neither the ABS function nor the fully integral braking function is available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ASC self-diagnosis

BMW Motorrad ASC performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

Phase 1

» Test of the diagnosable system components with the vehicle at a standstill.

 slow-flashes.

Phase 2

» Pullaway test of the system components with diagnostic capability.

 slow-flashes.

ASC self-diagnosis completed

» The ASC indicator and warning light goes out.

- Observe all the indicator and warning lights.

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

If an indicator showing an ASC fault appears when ASC self-diagnosis completes:
- You can continue to ride. Bear in mind that the ASC function and dynamic engine brake control are not available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

RUNNING IN

Engine

- Until the running-in check, vary the throttle opening and engine-speed range frequently; avoid riding at constant engine rpm for prolonged periods.
- Try to do most of your riding during this initial period on twisting, fairly hilly roads.
- Bear in mind the load condition when running in.

Load condition for running in
no full load (Odometer reading max. 1000 km)

- Comply with the running-in speeds.

Running-in speed
max 4000 min^{-1} (Odometer reading max. 1000 km)

- Note the mileage after which the running-in check should be carried out.

Running-in check
500...1200 km

Brake pads

New brake pads have to bed down before they can achieve their optimum friction levels. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.

WARNING

New brake pads

Longer stopping distance, risk of accident

- Apply the brakes in good time.

Tyres

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in. Only once the surface has been roughened can the tyres achieve maximum grip.

WARNING

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

BRAKES

How can stopping distance be minimised?

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the motorcycle decelerates, the more load is shifted to the front wheel. The higher the wheel load, the more braking force can be transmitted without the wheel locking.
To optimise stopping distance, apply the front brakes rapidly and keep on increasing the force you apply to the brake lever. This makes the best possible use of the dynamic increase in load at the front wheel. Remember to pull the clutch at the same time. In the extreme sudden-stop braking situations that are trained so frequently, braking force is applied as rapidly as possible and with the rider's full force applied to the brake levers; under these circumstances the dynamic shift in load distribution cannot keep pace with the increase in deceleration and the tyres cannot transmit the full braking force to the surface of the road.
BMW Motorrad fully integral ABS prevents the front wheel from locking up.

WARNING

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

Emergency braking

If you brake sharply from a speed in excess of 50 km/h, the brake light flashes rapidly as a warning for road users behind you.
If you brake until your speed is less than 15 km/h, the hazard warning lights start to flash as well. The hazard warning lights switch off automatically as soon as you start to accelerate and vehicle speed reaches 20 km/h.

Descending mountain passes

WARNING

Braking mostly with the rear brake on mountain descents
Brake fade, destruction of the brakes due to overheating
- Use both front and rear brakes, and make use of the engine's braking effect as well.

DANGER

Riding with overheated brakes
Risk of accident due to failure of brakes
- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.

WARNING

Failure to observe service intervals
Risk of accident
- Observe the valid service intervals for brakes.

Wet and dirty brakes

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency. Delayed braking action or poor braking efficiency must be reckoned with in the following situations:

– Riding in the rain or through puddles of water.
– After the vehicle has been washed.
– Riding on salted or gritted roads.
– After work has been carried on the brakes, due to traces of oil or grease.
– Riding on dirt-covered surfaces or off-road.

WARNING

Wetness and dirt result in diminished braking efficiency

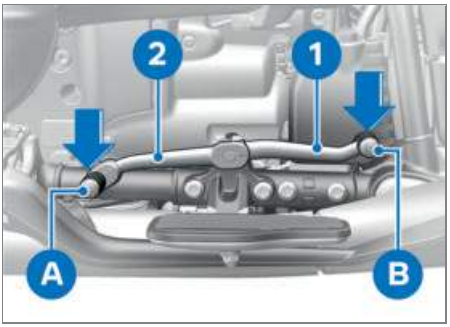
Risk of accident

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

SHIFTING WITH SHIFT ROCKER

Operating shift rocker

With footboards installed, gearshifts are performed by means of a shift rocker.



- Downshifting: Press gearshift lever **2** down at position **A**.
- Upshifting: Press gearshift lever **1** down at position **B**.

PARKING YOUR MOTORCYCLE

Side stand

- Switch off the engine.

ATTENTION

Poor ground underneath the stand

Risk of damage to parts if vehicle topples

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

ATTENTION

Additional weight placing strain on the side stand

Risk of damage to parts if vehicle topples

- Do not sit or lean on the vehicle while it is propped on the side stand.

- Extend the side stand and prop the motorcycle on the stand.
- If the camber of the roadway permits, turn the handlebars all the way to the left.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

REFUELLING

Fuel grade

Requirement

For optimum fuel consumption, fuel should be sulphur-free or as low-sulphur as possible.

ATTENTION

Engine operation with leaded fuel

Damage to catalytic converter

- Do not attempt to run the vehicle on leaded fuel or fuel with metallic additives (e.g. manganese or iron).

- Observe the maximum ethanol content of the fuel.

Fuel additives clean the fuel injection system and the combustion zone. It is advisable to use fuel additives when the engine is operated with low-grade fuel or if the vehicle is to be out of use for a lengthy

period of time. More information is available from your authorised BMW Motorrad retailer.

	Recommended fuel grade
E5 E10	Super unleaded (max. 15% ethanol, E15) 95 ROZ/RON 90 AKI
	Alternative fuel grade
E5 E10	Regular, unleaded (max. 15% ethanol, E15) 91 ROZ/RON 87 AKI

» Look for these symbols on the inside of the fuel tank flap and on the forecourt fuel pump:

E5

E10

Refuelling

WARNING

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

WARNING

Escape of fuel due to heat-induced expansion if fuel tank is overfilled
Risk of falling
- Do not overfill the fuel tank.

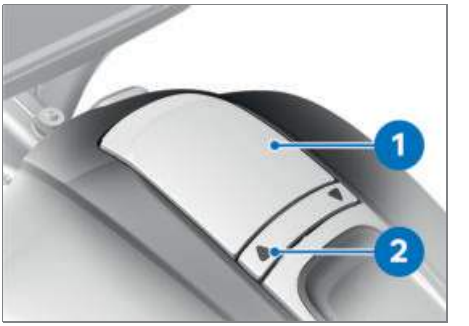
ATTENTION

Component damage
Component damage caused by overfilled fuel tank
- Overfilling the fuel tank will cause excess fuel to penetrate the carbon canister and cause component damage.
- Fill the fuel tank up to the lower edge of the filler neck only.

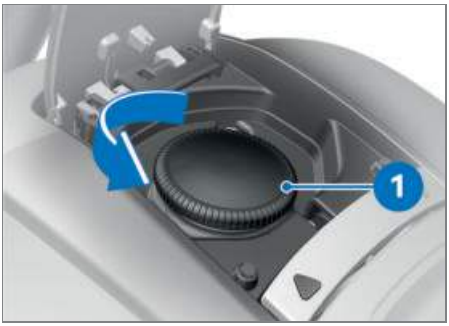
ATTENTION

Wetting of plastic surfaces by fuel
Damage to the surfaces (surfaces become unsightly or dull)
- Clean plastic surfaces immediately after contact with fuel.

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



- Open filler cap flap **1** by pressing arrow button **2**.

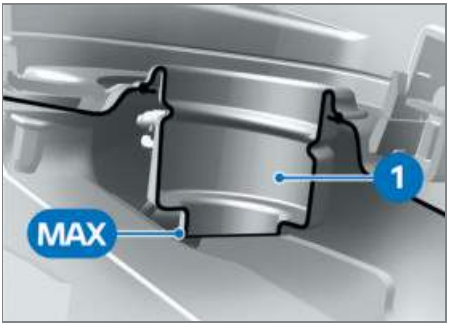


- Turn filler cap of fuel tank **1** counter-clockwise and remove.

– with lockable fuel filler cap[OE]



- Swivel protective cap **1** aside.
- Use the ignition key to unlock filler cap of fuel tank **2** by turning it counter-clockwise.
- Turn filler cap of fuel tank **2** counter-clockwise and remove.◁



- Refuel with fuel of the grade stated; do not fill the tank past the bottom edge of filler neck **1**.

When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, so that the new level is detected and the fuel reserve indicator light is switched off.

The "usable fuel capacity" specified in the technical data is the quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.

Usable fuel capacity
approx. 24 l

Fuel reserve
approx. 4 l

- Set the filler cap of the fuel tank in position and turn it clockwise to close.

– with lockable fuel filler cap[OE]

- Use the ignition key to lock the filler cap of the fuel tank by turning it clockwise.
- Remove the ignition key and pivot the protective cap closed over the fuel tank lock.◁



- Press down firmly on filler cap flap **1** to close.

The filler cap flap cannot be locked.

SECURING MOTORCYCLE FOR TRANSPORTATION

- Make sure that all components that might come into contact with straps used to secure the motorcycle are adequately protec-

ted against scratching. Use adhesive tape or soft cloths, for example, for this purpose.



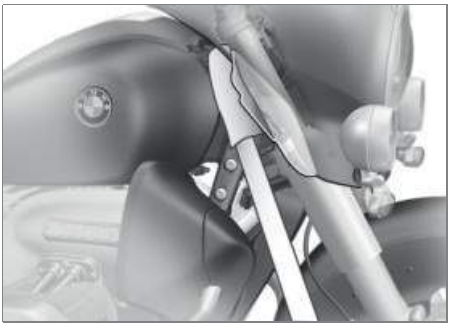
ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.

- Push the motorcycle onto the transportation flat and hold it in position: do not place it on the side stand.
- Have a helper hold the motorcycle to make sure that it cannot topple.



ATTENTION

Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs.

- Run the strap over the steering head and tighten it down.



- Remove the seat (➠ 70).
- Cross the straps at the rear, secure them to the frame and tighten.
- Uniformly tighten all the straps.

» The vehicle's springs are compressed.

- Install the seat (➠ 71).

ENGINEERING DETAILS

09

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GENERAL NOTES

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

GENERAL DRIVE FUNCTIONS

Gearshift speed control

When the clutch is disengaged and the throttle grip closed while the vehicle is on the move, engine speed does not immediately drop to idle speed.
Gearshift speed control keeps engine speed above idle speed for several seconds, reducing the rpm difference between engine and transmission when the clutch re-engages.
The tilting moment accompanying the gear shift is reduced and the shifting comfort experienced by the rider is increased.
Gearshift speed control is active in RAIN and ROLL riding modes.

Maximum rpm limitation at standstill

To prevent unwanted forward crawl away from a standstill, under the following conditions engine speed is limited to a maximum of 3600 rpm:
– Gear engaged.
– Clutch lever pulled.
– Vehicle speed < 3 km/h.

Speed increase when vehicle rolling forward in neutral

If the transmission is shifted into neutral when the vehicle is travelling at a speed in excess of 30 km/h, engine speed does not immediately drop to idle speed. Engine speed remains elevated above idle for a smoother rpm match when the transmission is shifted into first gear. This reduces the load on the rear-wheel drive when the gearshift takes place and increases the shifting comfort experienced by the rider.

ANTILOCK BRAKE SYSTEM (ABS)

Fully integral brakes

Your motorcycle has fully integral brakes. With this system, when either brake lever (handbrake or footbrake lever) is actuated both the front and the rear brakes are applied.
The BMW Motorrad fully integral ABS system adapts braking-force distribution between front and rear brakes to suit the load on the motorcycle whenever braking requires ABS intervention.

ATTENTION

Attempted burn-out despite Integral braking function
Damage to rear brake and clutch
• Do not burn out tyres.

How does ABS work?

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

What are the effects of surface irregularities?

Surface irregularities can cause the wheels to lose contact temporarily with the road surface. If this happens the braking force that can be transmitted to the road can drop to zero. If the brakes are applied under these circumstances the ABS has to reduce braking force to ensure that directional stability is maintained when the wheels

regain contact with the road surface. At this instant the BMW Motorrad fully integral ABS must assume an extremely low coefficient of friction, so that the wheels will continue to rotate under all imaginable circumstances, because this is the precondition for ensuring directional stability. As soon as it registers the actual circumstances, the system reacts instantly and adjusts braking force accordingly to achieve optimum braking.

What feedback does the rider receive from the BMW Motorrad Integral ABS?

If the ABS system has to reduce braking force on account of the circumstances described above, vibration is perceptible through the handbrake lever.
When the handbrake lever is pulled, brake pressure is also built up at the rear wheel by the integral function. If the brake pedal is depressed after the handbrake lever is pulled, the brake pressure built up beforehand is perceptible as counter-pressure sooner than is the case when the brake pedal is depressed either before or at the same time as the brake lever is pulled.

Rear wheel lift

Under very severe and sudden deceleration, however, it is possible that the BMW Motorrad fully integral ABS will be unable to prevent the rear wheel from lifting clear of the ground. If this happens the outcome can be a highsiding situation in which the motorcycle can flip over.

WARNING

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

What is the design baseline for BMW Motorrad ABS?

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

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

Special situations

The speeds of the front and rear wheels are compared as one means of detecting a wheel's incipient tendency to lock. If the system registers implausible values for a lengthy period the ABS function is deactivated for safety reasons and an ABS fault message is issued. Self-diagnosis has to complete before fault messages can be issued.
In addition to problems with the BMW Motorrad ABS, exceptional riding conditions can lead to a fault message being issued:
– Heating up with the motorcycle on an auxiliary stand, in neutral or with a gear engaged.
– Rear wheel locked by the engine brake for a lengthy period, for example while descending on a loose or slippery surface.

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

How important is regular maintenance?

WARNING

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

Safety reserves
The potentially shorter braking distances which BMW Motorrad fully integral ABS permits must not be used as an excuse for careless riding. The system is primarily a means of ensuring a safety margin in genuine emergencies.

WARNING

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

AUTOMATIC STABILITY CONTROL (ASC)

How does ASC work?
The BMW Motorrad ASC system compares the wheel circumferential velocity of front wheel and rear wheel. The differential is used to compute slip as a measure of the reserves of stability available at the rear wheel. If slip exceeds a certain limit, the engine management system intervenes and adapts engine torque accordingly.

WARNING

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

Special situations
In accordance with the laws of physics, the ability to accelerate is restricted more and more as the angle of heel increases. Consequently, there can be a perceptible lag in acceleration out of very tight bends. Even in out-of-the-ordinary riding situations, e.g. high speeds, bad loading or overloading, BMW Motorrad ASC can influence engine torque.

The speeds of the front and rear wheels are compared as one means of detecting the rear wheel's incipient tendency to spin or slip sideways. If the system registers implausible values for a lengthy period the ASC function is deactivated for safety reasons and an ASC fault message is issued. Self-diagnosis has to complete before fault messages can be issued.
The BMW Motorrad ASC can switch off automatically under the exceptional riding conditions outlined below.

Exceptional riding conditions:
– Riding for a lengthy period with the front wheel lifted off the ground (wheelie) with ASC deactivated
– Rear wheel rotating with the vehicle held stationary by application of the front brake (burn-out)
– Warming up with the motorcycle on an auxiliary stand, in neutral or with a gear engaged

Accelerating the motorcycle to a speed in excess of 5 km/h after switching the ignition off and then on again reactivates the ASC.

If the front wheel lifts clear of the ground under severe acceleration, the ASC reduces engine torque until the front wheel regains contact with the ground.
Under these circumstances, BMW Motorrad recommends rolling the throttle slightly closed so as to restore stability with the least possible delay.

Slippery surface
On very loose surfaces (for example sand or snow), the ASC's attempts to control propulsive power might reduce drive to the extent that the rear wheel no longer turns. Under these circumstances, BMW Motorrad recommends temporarily switching off ASC. Bear in mind that the rear wheel will spin on the loose surface and close the throttle in good time before you reach a firm surface. Then reactivate ASC.

RIDING MODE

Selection
To adjust the motorcycle to the road condition and the desired driving experience, the following riding modes can be selected:
– RAIN
– ROLL
– ROCK

There are matched settings for the ASC, dynamic engine brake control and engine characteristic for each riding mode. In the ROCK riding mode, the engine has a very spirited idle that makes a clear statement about the potency of the opposed-twin engine even when the vehicle is just ticking over at a standstill. The direct throttle response ensures unfiltered power output and renders the engine's dynamism impressively perceptible.

Throttle response
– In RAIN riding mode: Gentle throttle response.
– In ROLL riding mode: Optimum throttle response.
– In ROCK riding mode: Direct throttle response.

Automatic Stability Control (ASC)
– In the RAIN riding mode: maximum stability on wet roads. There may be reduced acceleration on dry roads.
– In the ROLL riding mode: high performance on dry roads. In the event of poor road conditions, optimum stability cannot be guaranteed.
– In ROCK riding mode: Maximum performance. On a poor road surface or with unsuitable tyres, stability might be impaired.

Mode changes
The riding mode can be selected while the vehicle is stationary with the ignition on. Under the following precondition, it is also possible to change modes while riding:
– No drive torque on the rear wheel.
– No brake pressure in the brake system.

The following steps must be taken to change the riding mode:
– Close the throttle twistgrip.
– Release the brake levers.
– Deactivate adaptive cruise control.

The desired riding mode is initially preselected. The mode change does not take place until the systems in question are all in the appropriate state.
The selection menu does not disappear from the display until the mode change has taken place.

DYNAMIC ENGINE BRAKE CONTROL

How does dynamic engine brake control work?
The purpose of dynamic engine brake control is to prevent the unstable riding states that can be produced by excessive engine braking moment acting on the rear wheel. Depending on the road condition and riding dynamic, excessive braking torque can produce a sharp rise in rear-wheel slip and impair directional stability. Dynamic engine brake control limits this slip at the rear wheel to a safe, mode-dependent regulated slip.
Causes for excessive slip at the rear wheel:
– Riding with engine overrun on a surface with a low coefficient of friction (e.g. wet leaves).
– Rear-wheel hop when rider downshifts.
– Sharp braking during sporty riding.

In the same way as BMW Motorrad ASC, dynamic engine brake control compares the wheel circumferential velocities of the front and rear wheels. Dynamic engine brake control uses this differential to compute slip as

a measure of the reserve of stability available at the rear wheel.
If slip overshoots the applicable limit, the throttle valves are opened very slightly to increase engine torque. Slip is reduced and the vehicle is stabilised.

Effect of dynamic engine brake control
- In the RAIN and ROLL riding modes: Maximum stability
- In the ROCK riding mode: Compared with the RAIN and ROLL riding modes, reduced intervention

DISTANCE CONTROL (ACTIVE CRUISE CONTROL ACC)

- with Active Cruise Control OE

What is ACC?
BMW Motorrad ACC is a cruise control system with approach distance control. The function enables the rider to set a preferred speed and a preferred approach distance from the vehicle directly ahead in the same lane. Cruising speed remains constant as long as the distance to the vehicle directly ahead is not shorter than the approach distance pre-selected by the rider. As soon as the approach distance is less than this preset, speed is reduced until the distance between the two vehicles again matches the rider's preferred setting.
Responsibility remains with the rider, who can intervene at any time and override the ACC.
The ACC function has two characteristics: `Comfortable` and `Dynamic`. They affect acceleration and deceleration while control is actively intervening.

How does ACC work?
The front-mounted radar sensor detects vehicles travelling ahead. At the same time, the radar sensor analyses yaw rate and vehicle speed to calculate what is referred to as the prospective ride path, in other words the corridor along which the motorcycle will proceed over the next 100 metres approximately. If one of the detected objects is in this prospective ride path the system reacts accordingly, adapting speed so that the rider's preset approach distance from the object travelling ahead is maintained.

Control functions of ACC
Active Cruise Control (ACC) is divided into three control functions, as follows:
- **Cruise control**: Cruising speed is adapted to the setting chosen by the rider.
- **Distance control**: The vehicle cruises at the speed chosen by the rider, but speed is varied to maintain the selected approach distance to be maintained behind the vehicle in front.
- **Cornering control**: When the vehicle corners speed is reduced if necessary and the system attempts to achieve a comfortable bank angle (e.g. 20°). As bank angle increases, moreover, braking and acceleration dynamism is limited so that no sudden braking or acceleration takes the rider unawares. Cornering control prevents, for example, unexpected acceleration on object loss by the radar and when the rider's selected speed setting is inappropriately high. Object loss can occur when the vehicle head is only partly registered by the radar as a bend is negotiated.

Speed range of ACC
The ACC function can be activated in the following speed ranges:
- 30-160 km/h
- If ACC is activated at a speed between 160 km/h and 250 km/h, the maximum speed of 160 km/h is selected.
- Override by twisting the throttle grip open.

Limits of ACC
ACC is subject to the system limits described below:

- **Detected objects**: The radar sensor's object detection capability is restricted to the vehicle directly ahead in the lane.
- **Radar range**: The radar has a maximum effective range of approx. 120 m. At high speeds and with the vehicle experiencing dynamic movement on account of rider manoeuvres such as lane changes for ex-

ample, object detection can be subject to restrictions.
- **Adjacent-lane interference and loss of object**: In isolated cases, weaving from side to side in the lane, riding twisty sections of road or riding offset from the vehicle ahead in your lane can cause the system to assign vehicles detected ahead to the wrong lane. If this happens approach distance control is applied to the wrong vehicle and this can lead to unexpected braking or acceleration. The system limits imposed on acceleration and deceleration, however, keep handling controllable for the rider at all times.
- **Limitation of riding dynamic**: The ACC-controlled acceleration and deceleration of the motorcycle are limited. The rates of acceleration and deceleration are also limited. Consequently, abrupt, sharp acceleration or deceleration cannot occur. This limitation becomes more acute as the motorcycle's bank angle increases. On very steep climbs and with the motorcycle heavily loaded, it is possible that maximum acceleration might not be achievable in ACC operation.
- **Environmental influences**: Environmental influences can diminish the viewing range of the radar sensor. In some cases, heavy rain, snow and thick fog can severely restrict the radar's viewing range.
- **Disruptive reflections**: Strong reflections at tunnel entrances for example or where crash barriers are high can hinder object detection.

Influence on the performance of ACC

The rider can assist the performance of ACC by:
- Adopting a smooth style of riding.
- Staying as close as possible to the middle of lane behind the vehicle in front.
- When overtaking, making clear lane changes to the passing lane to help the system deselect the vehicle directly ahead in the original lane.
- Returning to the original lane as quickly as possible behind the next vehicle ahead, to allow the system time to select the reference object head.

ELECTRONIC SUSPENSION ADJUSTMENT (D-ESA)

Riding position equaliser

Dynamic ESA is an electronic system that enables your motorcycle's suspension to adjust automatically to suit the load the vehicle is carrying. Automatic spring adjustment means that the rider does not have to adjust the suspension to suit the load.
When driving off and when riding, the system monitors the suspension at the rear wheel and corrects the spring setting in order to set the correct riding position.
Dynamic ESA calibrates itself at regular intervals to ensure the system functions correctly.

DYNAMIC BRAKE CONTROL

How Dynamic Brake Control works

The Dynamic Brake Control function assists the rider in emergency braking situations.

Detection of emergency braking
- Sudden, sharp application of the front brake is interpreted as emergency braking.

Behaviour in emergency braking
- If emergency braking occurs at a speed in excess of 10 km/h, the ABS function is further assisted by Dynamic Brake Control.
- When partially integral braking at a high brake pressure gradient is initiated, Dynamic Brake Control increases the integral brake pressure at the rear wheel. The stopping distance shortens and controlled braking is possible.

Behaviour during accidental actuation of the throttle grip
- If the throttle is accidentally opened (throttle grip position > 5 %) during emergency braking, Dynamic Brake Control ensures the desired braking effect by ignoring actuation of the throttle grip. The effectiveness of emergency braking is ensured.
- If the throttle is closed (throttle grip position < 5 %) while Dynamic Brake Control is in action, the engine torque requested by the ABS brake system is restored.

– If emergency braking ceases and the rider still has not changed the position of the throttle grip, Dynamic Brake Control steadily ramps engine torque back to the rider's requested level.

TYRE PRESSURE CONTROL (RDC)

– with tyre pressure control (RDC) OE

Function

A sensor integrated into each tyre measures the air temperature and the air pressure inside the tyre and transmits this information to the control unit.
Each sensor has a centrifugal-force tripswitch that does not enable transmission of the measured values until the motorcycle has accelerated to a defined minimum speed for the first time.

 Minimum speed for transmission of the RDC measured values:
min 30 km/h

The display shows –– for each tyre until the tyre-pressure signal is received for the first time. The sensors continue to transmit the measured-value signals for some time after the vehicle comes to a stop.

 Time for transmission of measured values after vehicle comes to a stop:
min 15 min

An error message is issued if wheels without sensors are fitted to a vehicle equipped with an RDC control unit.

Tyre pressure ranges

The RDC control unit distinguishes between three tyre pressure ranges matched to the vehicle:
– Tyre pressure within permitted tolerance.
– Tyre pressure close to limit of permitted tolerance.
– Tyre pressure outside permitted tolerance.

Temperature compensation

Tyre pressure is a temperature-sensitive variable: pressure increases as tyre-air temperature rises and decreases as tyre-air temperature drops. Tyre-air temperature depends on ambient temperature as well as on the style of riding and the duration of the ride.

 The tyre-pressure readings in the multifunction display are temperature-compensated and are always referenced to the following tyre-air temperature:
20 °C

The air lines available to the public in petrol stations and motorway service areas have gauges that do not compensate for temperature; the reading shown by a gauge of this nature is the temperature-dependent tyre-air pressure. As a result, the values displayed there usually do not correspond to the values displayed in the display.

Pressure adaptation

Compare the RDC value on the display with the value in the table on the back cover of the rider's manual. Then use the air-line gauge at a service station to compensate for the difference between the RDC reading and the value in the table.

 Example
According to the operating instructions, the tyre pressure should be:
2.5 bar
The following display is shown in the TFT display:
2.3 bar
So pressure is low by:
0.2 bar
The gauge on the air line shows:
2.4 bar
You must now increase tyre pressure until the value is:
2.6 bar

HILL START CONTROL

– with Hill Start Control[OE]

Hill Start Control function

Hill Start Control is a pullaway assistant that operates on the fully integral ABS system to prevent the vehicle from rolling back on a gradient, without the rider having to keep pressure applied to the brake lever. When Hill Start Control is activated, pressure is built up in the rear brake system to keep the machine at a standstill on a gradient. The brake pressure in the brake system is dependent on the gradient.

Effect of an incline on brake pressure and drive-off behaviour

– If the motorcycle is stopped on a gentle incline, only low brake pressure is built up. In this case, the brakes are quickly released when driving off. The motorcycle can be moved off more gently. It is not necessary to turn the throttle grip again.
– If the motorcycle is stopped on a steep incline, high brake pressure is built up. In this case, the brakes take longer to release when driving off. More torque is required for driving off which also requires the rider to turn the throttle grip again.

Behaviour when the motorcycle rolls or slips

– If the vehicle starts to roll while Hill Start Control is active, brake pressure is increased.
– If the rear wheel slips, the brake is released again after approx. 1 m. This prevents the vehicle slipping with a locked rear wheel, for example.

Brake release when engine is stopped or after time-out

Hill Start Control is deactivated if the rider stops the engine by hitting the emergency-off switch (kill switch) or when the side stand is extended, or after time-out (10 minutes).

In addition to the indicator and warning lights, the rider should be made aware that Hill Start Control has been deactivated by the following behaviour:

Brake warning jolt

– The brake is released briefly and reactivated immediately.
– This creates a jolt which the rider feels.
– The fully integral ABS brake system limits the speed of movement to approx. 1-2 km/h.
– The rider must brake the motorcycle manually.
– After two minutes, or when the brake is actuated, speed control is completely deactivated.

The holding pressure is released immediately without a brake warning jolt as soon as the ignition is switched off.

ADAPTIVE HEADLIGHT

– with adaptive head light[OE]

How does the adaptive cornering headlight work?

The low-beam unit installed as standard in the headlight consists of two reflectors that produce a low beam from an LED light source. Ride height sensors on front and rear suspension supply data for permanent beam throw adjustment. While the motorcycle is moving straight ahead, pitch compensation keeps the throw of the headlight beam constantly in the optimum, preset range, regardless of ride and load state. With the Adaptive headlight function, the low-beam unit is additionally rotated about an axis to a degree that varies with the bank angle, compensating for the vehicle's angle of lean. The angle of rotation is 70° (±35°). Along with pitch compensation, therefore, the throw of the low-beam headlight also compensates for the rider's chosen bank angle through corners. The two movements are superimposed, so as the motorcycle is steered through a bend the headlight beam is directed into the bend for better illumination of the road ahead. The results are considerably better illumination of the road ahead when the motorcycle corners, and a huge increase in active riding safety.

MAINTENANCE

10

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GENERAL NOTES

The Maintenance chapter describes straightforward procedures for checking and replacing certain wear parts.

Microencapsulated screws

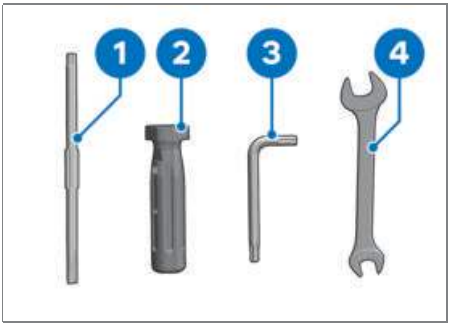
The microencapsulation is a chemical thread-locker. An adhesive compound creates a secure connection between bolt and nut or between screw and component. Consequently, microencapsulated screws are for once-only use and are not intended for re-installation after being slackened.
After removal of the screw,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

Further information

Special tightening torques are listed as applicable. The tightening torques for the threaded fasteners on your vehicle are listed in the section entitled "Technical data".
You will find information on more extensive maintenance and repair work in the repair manuals on DVD for your vehicle, available from your authorised BMW Motorrad retailer.

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

TOOLKIT



1 Reversible screwdriver blade
Slotted bit and Torx T25
– Replace the fuses (➠ 145).
– Top up the engine oil (➠ 130).

2 Screwdriver handle
– Top up the engine oil (➠ 130).
– Use with screwdriver insert

3 Torx wrench, T30
– Top up the engine oil (➠ 130).
– Remove the seat (➠ 70).

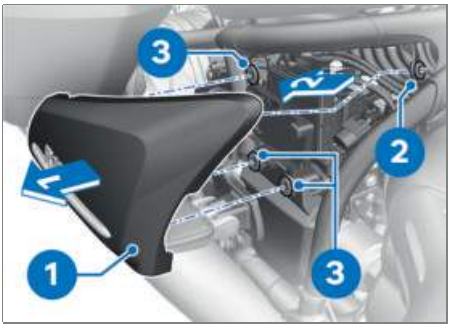
4 Open-ended spanner
Width across flats 10/13 mm
– Adjust the mirror arm (➠ 102).

SIDE PANEL

Removing side trim panel

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

The procedure described here for the right side panel applies by analogy to the left side as well.



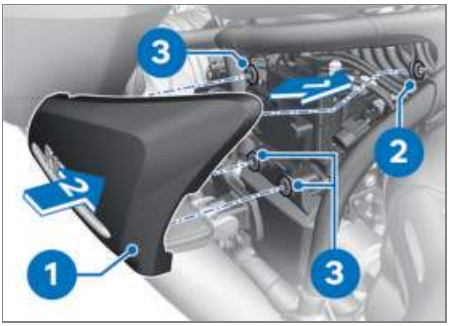
- First disengage side trim panel **1** from grommets **3**, then ease it in the direction

indicated by the arrow top disengage it from grommet **2** and remove.

Installing side trim panel

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

The procedure described here for the right side panel applies by analogy to the left side as well.



- First ease side trim panel **1** in the direction indicted by the arrow to engage it in grommet **2**, then align it with grommets **3** and press it into engagement.

FRONT-WHEEL STAND

Installing front-wheel stand

ATTENTION

Use of the front wheel stand without accompanying use of auxiliary stand
Risk of damage to parts if vehicle topples

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

- Make sure the motorcycle is standing firmly.
- Place the motorcycle on an auxiliary stand.
- Install the rear-wheel stand (➠ 129).
- See the instructions issued with the front-wheel stand for the details of the correct procedure for installation.
- Your authorised BMW Motorrad retailer will be happy to assist you in selecting a suitable assembly stand.

REAR-WHEEL STAND

Installing rear-wheel stand

- The description of how to fit the rear-wheel stand correctly will be found in the instructions for the stand.
- Your authorised BMW Motorrad retailer will be happy to assist you in selecting a suitable assembly stand.

ENGINE OIL

Checking engine oil level

ATTENTION

Misinterpretation of oil level reading, because oil level is temperature-dependent (the higher the temperature, the higher the oil level)
Engine damage

- Check the oil level only after a lengthy ride or when the engine is at operating temperature.

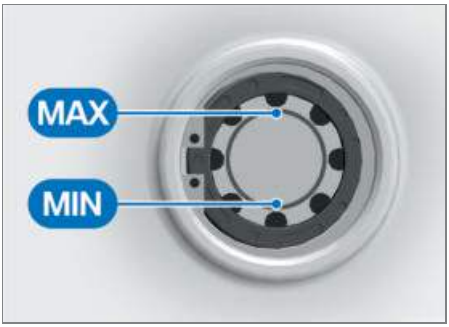
- Switch off the engine when it is at operating temperature.
- Wait at least five minutes for the oil to drain into the oil pan.
- Make sure the ground is level and firm and hold the motorcycle upright.



ATTENTION

Vehicle toppling sideways
Risk of damage to parts if vehicle topples
- Secure the vehicle, preferably with the assistance of a second person, so that it cannot topple sideways.

- Check the oil level in the display **1**.



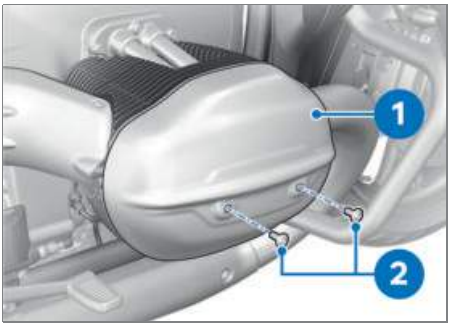
Engine oil, specified level
Between **MIN** and **MAX** marks

If the oil level is below the **MIN** mark:
- Top up the engine oil (➠ 130).

If the oil level is above the **MAX** mark:
- Have the oil level corrected by a specialist workshop, preferably an authorised BMW Motorrad retailer.

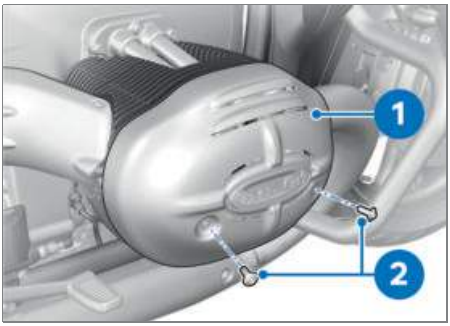
To protect the environment, BMW Motorrad recommends occasionally checking the engine oil after a journey of at least 50 km.

Topping up engine oil
- Make sure the ground is level and firm and place the motorcycle on its stand.

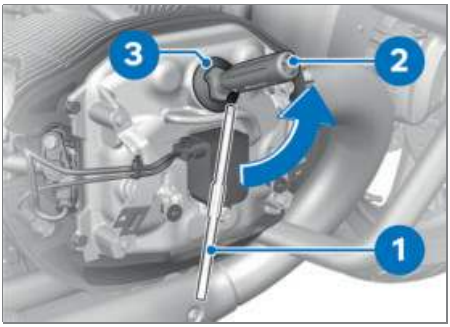


- Remove screws **2** with the tool from the on-board toolkit and remove cover **1**.

– with Option 719 design package Aero OE



- Remove screws **2** with the tool from the on-board toolkit and remove cover **1**.◁



- Wipe the area around the oil filler opening clean.

- Insert cross-head end of reversible screwdriver insert **1** into screwdriver handle **2** (on-board toolkit).
- Engage the tool in cap **3** and turn the cap counter-clockwise.
- Remove cap **3** of the oil filler opening.

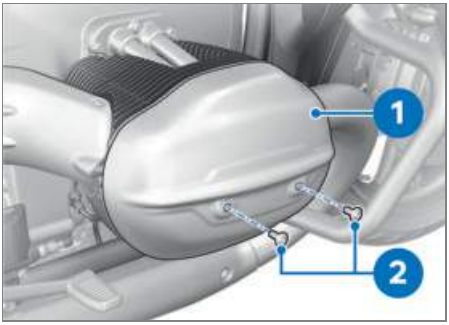
ATTENTION

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

- Slowly and gradually top up the engine oil to the specified level.

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

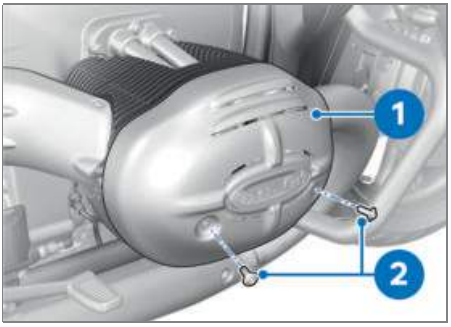
- Check the engine oil level (➠ 129).
- Install cap **3**.



- Hold cover **1** in position and install screws **2**.

Cylinder head cover to cylinder head
M6
10 Nm

– with Option 719 design package Aero[OE]



- Hold cover **1** in position and install screws **2**.

Cylinder head cover to cylinder head
M6
10 Nm◁

BRAKE SYSTEM

Checking operation of the brakes
- Pull the handbrake lever.
» There is a clearly perceptible pressure point.
- Press the footbrake lever.
» There is a clearly perceptible pressure point.

If pressure points are not clearly perceptible:

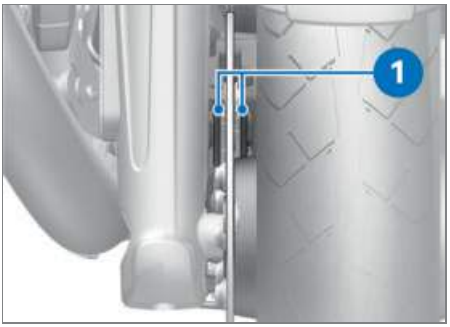
ATTENTION

Work on brake system not in compliance with correct procedure
Risk to operational reliability of the brake system
- Have all work on the brake system undertaken by trained and qualified specialists.

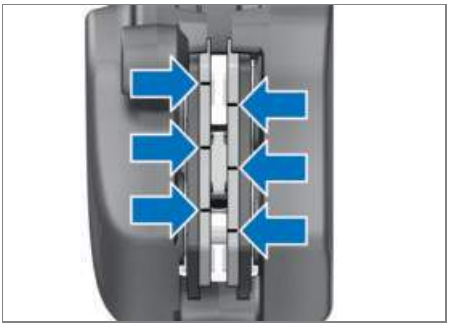
- Have the brakes checked by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Checking brake pad thickness, front brakes

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



- Visually inspect the left and right brake pads to ascertain their thickness. Viewing direction: Between wheel and front suspension toward brake pads **1**.



Brake-pad wear limit, front
min 1 mm (Friction pad only, without backing plate. The wear indicators (grooves) must be clearly visible.)

If the wear indicating marks are no longer visible:

WARNING

Brake-pad thickness less than permissible minimum

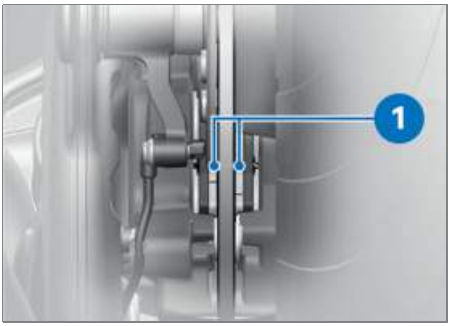
Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.

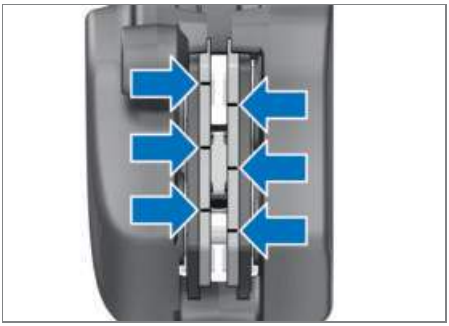
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Checking brake pad thickness, rear brakes

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



- Visually inspect the brake pads to ascertain their thickness. Viewing direction: From below, between rear wheel and rear suspension toward brake pads **1**.



Brake-pad wear limit, rear
min 1 mm (Friction pad only, without backing plate. The wear indicators (grooves) must be clearly visible.)

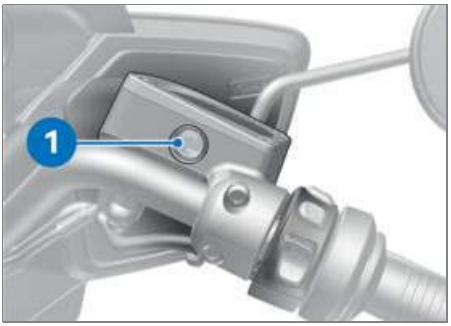
If the wear indicating marks are no longer visible:

WARNING

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

- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Checking brake-fluid level, front brakes
- Make sure the ground is level and firm and hold the motorcycle upright.



- Turn the handlebars to a position in which the brake fluid reservoir is horizontal.
- Check the brake fluid level in sight glass **1**.

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



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

If the brake fluid level drops below the permitted level:

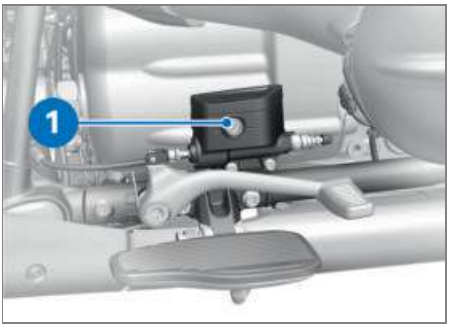
WARNING

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

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

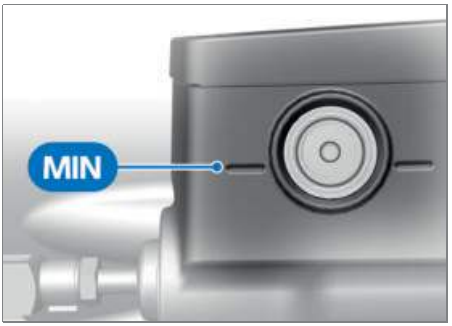
Checking brake-fluid level, rear brakes

- Make sure the ground is level and firm and hold the motorcycle upright.



- Check the brake fluid level in brake fluid reservoir **1**.

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



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

If the brake fluid level drops below the permitted level:

WARNING

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

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

CLUTCH

Checking operation of the clutch

- Pull the clutch lever.

» There is a clearly perceptible pressure point.

If the pressure point is not clearly perceptible:

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

TYRES

Check the tyre pressures

WARNING

Incorrect tyre pressure
Impaired handling characteristics of the motorcycle, shorter useful tyre life

- Always check that the tyre pressures are correct.

WARNING

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

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

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Check tyre pressures against the data below.

Tyre pressure, front
2.9 bar (with cold tyre; one-up and two-up riding)

Tyre pressure, rear
3.2 bar (with cold tyre; one-up and two-up riding)

If tyre pressure is too low:

- Correct tyre pressure.

Check the tyre tread depth

WARNING

Riding with badly worn tyres
Risk of accident due to impaired handling

- If applicable, have the tyres changed in good time before they wear to the minimum tread depth permitted by law.

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

Wear indicators are built into the main profile grooves on each tyre. The tyre is worn out when the tyre tread has worn down to the level of the marks. The locations of the marks are indicated on the edge of the tyre, e.g. by the letters TI, TWI or by an arrow.

If the tyre tread is worn to minimum:

- Replace tyre or tyres, as applicable.

WHEEL RIMS

Check the rims

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

WHEELS

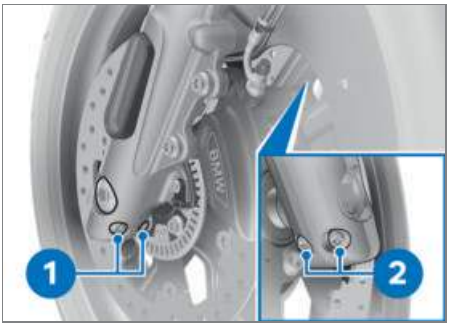
Effect of wheel size on chassis and suspension control systems

Wheel size is very important as a parameter for the running-gear control systems such as ABS, for example. In particular, the diameter and the width of a vehicle's wheels are programmed into the control unit and are fundamental to all calculations. Any change in these influencing variables, caused for example by a switch to wheels other than those installed ex-works, can have serious

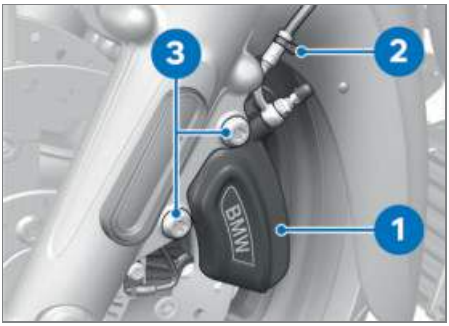
effects on the performance of the control systems.
The sensor rings are essential for correct road-speed calculation, and they too must match the motorcycle's control systems and consequently cannot be changed.
If you decide that you would like to fit non-standard wheels to your motorcycle, it is very important to consult a specialist workshop beforehand, preferably an authorised BMW Motorrad retailer. In these cases, the data programmed into the control units has to be changed to suit the new wheel sizes.

Removing front wheel

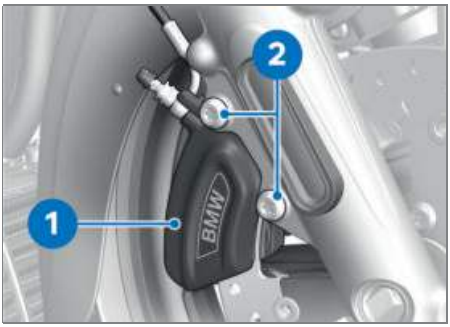
- Place the motorcycle on an auxiliary stand.
- Install the rear-wheel stand (➠ 129).



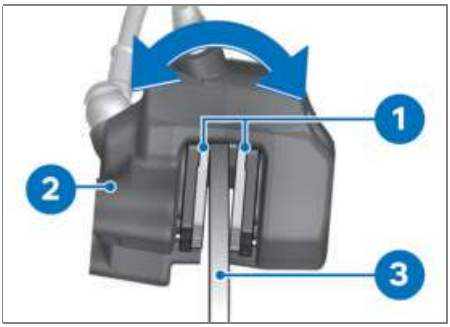
- Slacken clamping screws on left **1** and right **2**.
- Raise front of motorcycle until the front wheel can turn freely.
- Install the front-wheel stand (➠ 129).



- Remove cable tie **2**.
- Remove screws **3**.
- Loosen left brake caliper **1**.



- Remove screws **2**.
- Loosen right brake caliper **1**.



- Force brake pads **1** slightly apart by rocking brake caliper **2** back and forth against brake disc **3**.

ATTENTION

Unwanted inward movement of the brake pads
Component damage on attempt to install the brake caliper or because brake pads have to be forced apart
- Do not operate the brakes with a brake caliper not correctly secured.

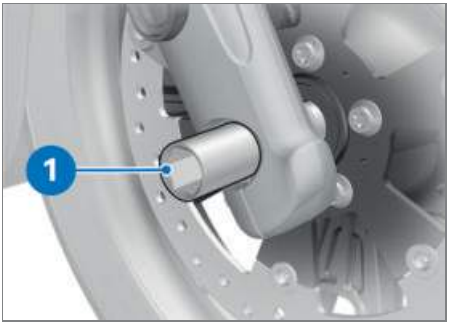
ATTENTION

Use of hard or sharp-edged objects in proximity to component
Component damage
- Take care not to scratch components; cover or mask as necessary.

- Mask off the parts of the wheel rim that could be scratched in the process of removing the brake calipers.
- Carefully pull the brake calipers back and out until clear of the brake discs.



- Slacken screw **1**, but **do not remove it**.
- Press quick-release axle with screw **1** slightly toward the inside, so as to be better able to grip it on the right-hand side.
- Remove screw **1**.



- Withdraw quick-release axle **1**, support the front wheel when doing this.

ATTENTION

Removal of front wheel not in compliance with correct procedure
Damage to wheel speed sensor
- Note the wheel-speed sensor when rolling out the front wheel.

- Set down front wheel and roll forwards out of the front suspension.



- Remove spacer bushing **1** from the wheel hub.

Installing front wheel

WARNING

Use of a non-standard wheel
Malfunctions in control attempts made by the ABS and ASC
- See the information on the effect of wheel size on the ABS and ASC systems at the start of this chapter.

ATTENTION

Tightening threaded fasteners to incorrect tightening torque
Damage, or threaded fasteners work loose
- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.



- Lubricate the friction face of spacer bushing **1**.

Lubricant
Optimoly TA

- Insert spacer bushing **1**, turned with the collar facing out, into the wheel hub on the left-hand side.

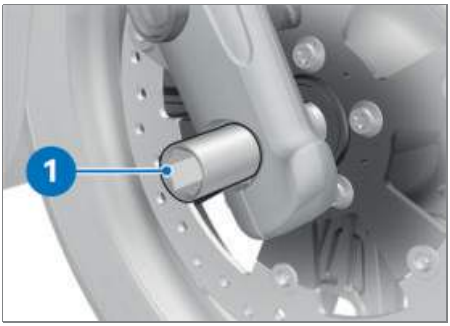
ATTENTION

Front wheel installed wrong way round
Risk of accident
- Note direction-of-rotation arrows on tyre or rim.

ATTENTION

Installation of front wheel not in compliance with correct procedure
Damage to wheel speed sensor
- Note the wheel-speed sensor when rolling in the front wheel.

- Roll the front wheel into position between the forks of the front suspension.



- Lubricate quick-release axle **1**.

Lubricant
Optimoly TA

WARNING

Improper installation of the quick-release axle
Loosening of the front wheel
- After securing the brake calipers and relieving the front forks, tighten the quick-release axle and the axle clamping to the specified tightening torque.

- Lift the front wheel and insert quick-release axle **1**.
- Remove front-wheel stand and firmly compress front forks several times. Do not operate the brake in this process.
- Install the front-wheel stand (➠ 129).



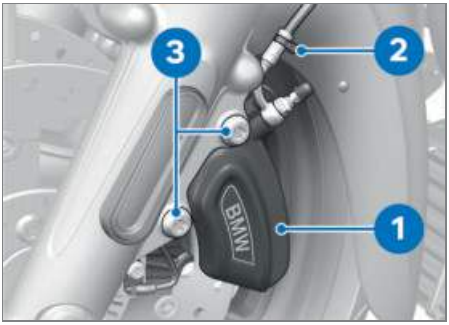
- Install screw **1**. In this process, counterhold the quick-release axle on the right side.

Bolt on quick-release axle
M20 x 1,5 - 8.8
50 Nm



- Hold right brake caliper **1** in position and install screws **2**.

Brake calliper to telescopic fork
M10 x 40 - 10.9
56 Nm



- Hold left brake caliper **1** in position and install screws **3**.

Brake calliper to telescopic fork
M10 x 40 - 10.9
56 Nm

- Secure cable ties **2**.

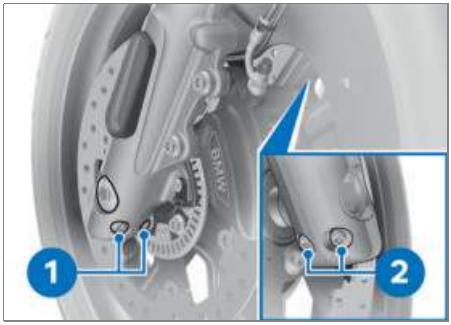
WARNING

Brake pads not lying against the brake disc

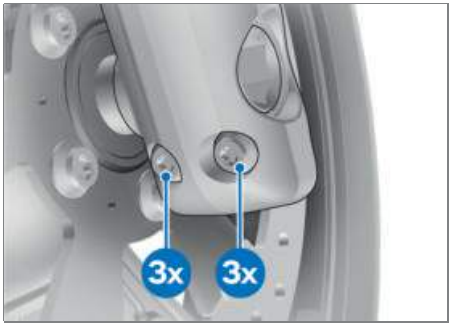
Risk of accident due to delayed braking effect.

- Before driving, check that the brakes respond without delay.

- Operate the brake several times until the brake pads are bedded.
- Remove the adhesive tape from the wheel rim.
- Remove the front-wheel stand.



- Tighten clamping bolts on left **1** and right **2** to the specified torque.



Clamping screws in axle holder
Tightening sequence: Tighten screws six times in alternate sequence
M8 x 35 - 8.8
19 Nm

- Extend the side stand.
- Remove the rear-wheel stand.
- Place the motorcycle on its side stand.

Removing/installing rear wheel

Removing and installing the rear wheel are tasks that require special tools and equipment, such as a vehicle lift. Consequently, when a wheel change is necessary consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

LIGHTING

Replacing LED light sources

WARNING

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

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

JUMP-STARTING

CAUTION

Touching live parts of the ignition system when the engine is running
Electric shock
- Do not touch parts of the ignition system when the engine is running.

ATTENTION

Excessive current flowing when the motorcycle is jump-started
Wiring smoulders/ignites or damage to the on-board electronics
- If the motorcycle has to be jump-started connect the leads to the battery terminals; never attempt to jump-start the engine by connecting leads to the on-board socket.

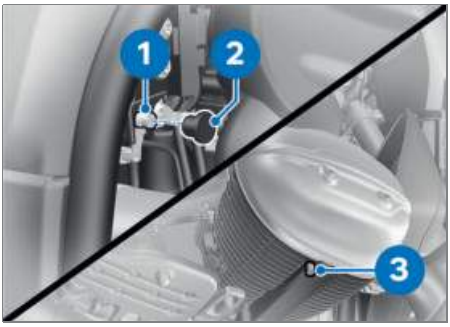
ATTENTION

Contact between crocodile clips of jump leads and vehicle
Risk of short-circuit
- Use jump leads fitted with fully insulated crocodile clips at both ends.

ATTENTION

Jump-starting with a voltage greater than 12 V
Damage to the on-board electronics
- Make sure that the battery of the donor vehicle has a voltage rating of 12 V.

- When jump-starting the engine, do not disconnect the battery from the on-board electrical system.
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Remove the side trim panel (➠ 128).



- Remove protective cap **2**.

- Begin by connecting one end of the red jump lead to remote positive terminal **1** and the other end to the positive terminal of the donor battery.
- Connect one end of the black jump lead to vehicle's remote ground terminal **3** and the other end to the negative terminal of the donor battery.
- Run the engine of the donor vehicle during jump-starting.
- Start the engine of the vehicle with the discharged battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt in order to protect the starter motor and the donor battery.

Do not use proprietary start-assist sprays or other products to start the engine.

- Allow both engines to run for a few minutes before disconnecting the jump leads.
- Disconnect the jump lead from remote ground terminal **3** first, then disconnect the second jump lead from remote positive terminal **1**.
- Install protective cap **2**.
- Install the side trim panel (➠ 129).

BATTERY

Maintenance instructions

Correct upkeep, recharging and storage will prolong the life of the battery and are essential if warranty claims are to be considered. Compliance with the points below is important in order to maximise battery life:

– Keep the surface of the battery clean and dry.
– Do not open the battery.
– Do not top up with water.
– Follow the loading instructions on the following pages.
– Do not turn the battery upside down.

ATTENTION

On-board electronics (e.g. clock) draining connected battery

Battery is deep-discharged; this voids the guarantee

- Connect a float charger to the battery if the motorcycle is to remain out of use for more than four weeks.

BMW Motorrad has developed a float charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods of disuse, without having to disconnect the battery from the motorcycle's on-board systems. You can obtain additional information from your authorised BMW Motorrad dealer.

Recharging connected battery

ATTENTION

Unsuitable chargers connected to a socket

Damage to charger and vehicle electronics

- Use suitable BMW chargers. The suitable charger is available from your authorised BMW Motorrad dealer.

- Disconnect devices plugged into the socket.
- Comply with the operating instructions of the charger.
- Charge the battery connected to the vehicle's on-board electrical system via the socket.

The motorcycle's on-board electronics know when the battery is fully charged. The on-board socket is switched off when this happens.

If you are unable to charge the battery through the on-board socket, you may be using a charger that is not compatible with your motorcycle's electronics. In this case, directly charge the battery at the terminals of the battery that has been disconnected from the vehicle.

ATTENTION

Recharging a fully discharged battery via the power socket or extra socket
Damage to the vehicle electronics
- If a battery has discharged to the extent that it is completely flat (battery voltage less than 12 V, indicator lights and multifunction display remain off when the ignition is switched on) always charge the **disconnected** battery with the charger connected directly to the battery terminals.

ATTENTION

Charging the battery that is connected to the vehicle via the battery terminals
Damage to the on-board electronics
- Disconnect the battery at the battery terminals before charging.

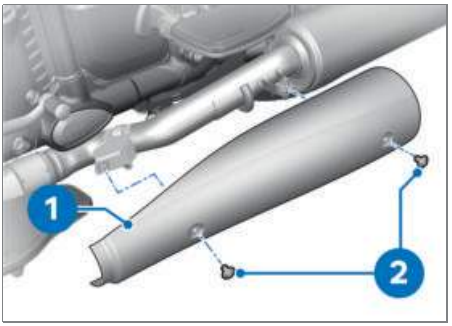
- Charge the disconnected battery directly at the terminals.

Recharging disconnected battery
- Charge the battery using a suitable charger.
- Comply with the operating instructions of the charger.
- Once the battery is fully charged, disconnect the charger's terminal clips from the battery terminals.

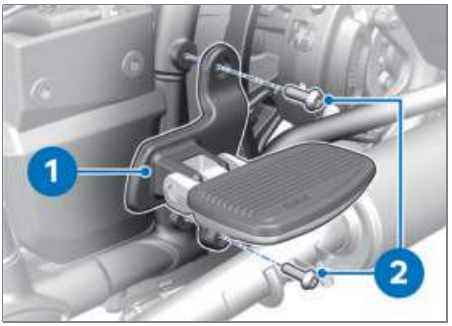
The battery has to be recharged at regular intervals in the course of a lengthy period of disuse. See the instructions for caring for your battery. Always fully recharge the battery before restoring it to use.

Removing battery
– with anti-theft alarm (DWA) OE
- If applicable, switch off the anti-theft alarm.◁

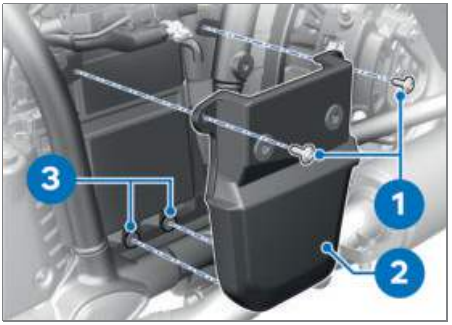
- Switch off the ignition (➠ 47).
- Remove the side trim panel (➠ 128).



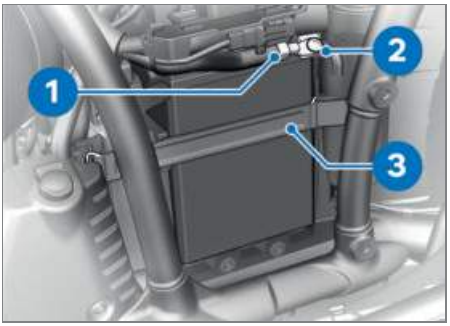
- Remove screws **2**.
- Remove silencer cover **1**.



- Remove screws **2**.
- Remove passenger footrest plate **1**.



- Remove screws **1**.
- Disengage battery cover **2** from grommets **3** and remove.



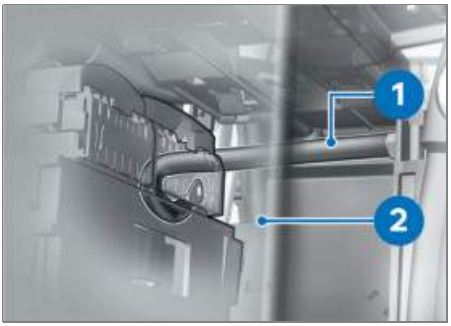
ATTENTION

Battery not disconnected in accordance with correct procedure
Risk of short-circuit
- Always proceed in compliance with the specified disconnection sequence.

- Remove negative battery cable **1** with screw **2**.
- Remove retaining strap **3**.



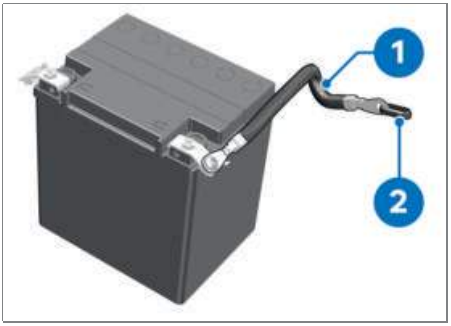
- On the right side of the vehicle, remove adapter cable for remote positive terminal **2** with screw **1**.



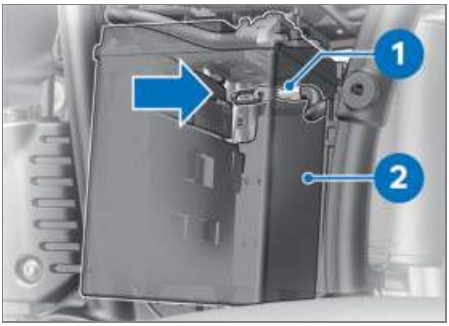
- Remove battery **2** completely, noting adapter cable for remote positive terminal **1**.

Installing battery

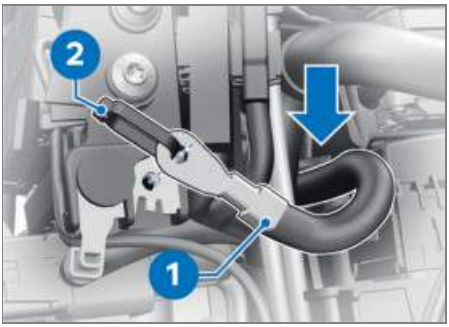
If the vehicle has been disconnected from the battery for a significant time, the current date will have to be entered in the instrument cluster to guarantee correct operation of the service display.



- To facilitate installation, secure cable tie **2** to adapter cable for remote positive terminal **1**.



- Slide battery **2** into position, adapter cable for remote positive terminal **1** first.
- Route adapter cable for remote positive terminal **1** as close as possible to the opening **(arrow)**.



- On the right side of the vehicle, grip adapter cable for remote positive terminal **1** at the opening **(arrow)** by cable tie **2** and work it into position.
- Remove cable tie **2**.



- Push the battery all the way in, noting the routing of adapter cable for remote positive terminal **1**.

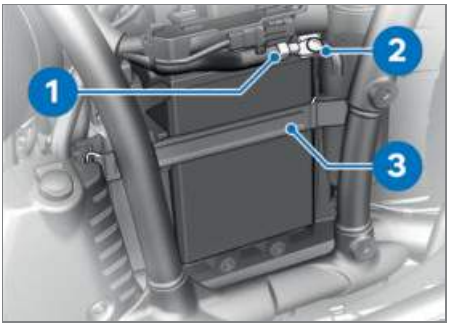
– Adapter cable for remote positive terminal **1** must be seated in recess **2** between the battery and the battery holder.
– Do not trap adapter cable for remote positive terminal **1** between the battery and the battery holder.



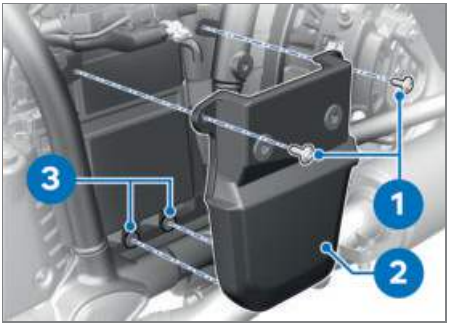
ATTENTION

Battery not connected in accordance with correct procedure
Risk of short-circuit
- Always proceed in compliance with specified installation sequence.

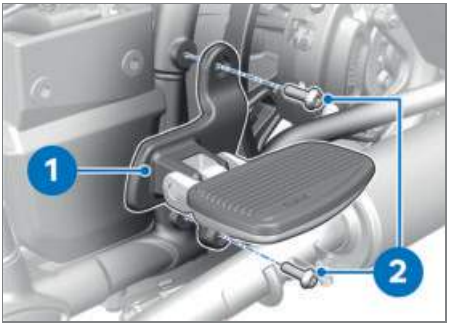
- Install adapter cable for remote positive terminal **2** with screw **1**.



- Install negative battery cable **1** with screw **2**.
- Install retaining strap **3**.



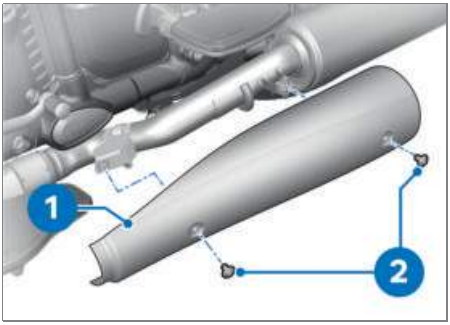
- Seat battery cover **2** in grommets **3**.
- Install screws **1**.



- Hold passenger footrest plate **1** in position.
- Install screws **2**.

Passenger footrest bracket to frame
M8 x 25 -10.9

Passenger footrest bracket to frame
28 Nm



- Position silencer cover **1**.
- Install screws **2**.

Silencer cover to silencer
M5 x 10
5 Nm

- Install the side trim panel (➠ 129).

– with anti-theft alarm (DWA) OE
- If applicable, switch on the anti-theft alarm.◁

- Set the clock (➠ 82).
- Set the date (➠ 81).

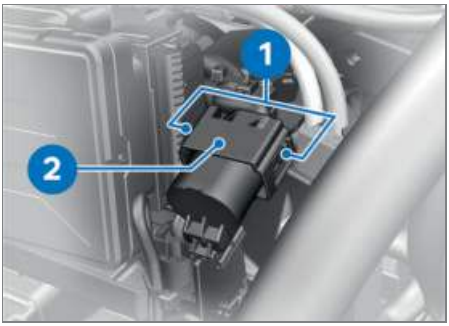
FUSES

Replacing fuses

ATTENTION

Jumpering of blown fuses
Risk of short-circuit and fire
- Never attempt to jumper a blown fuse.
- Always replace a defective fuse with a new fuse of the same amperage.

- Switch off the ignition (➠ 47).
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Remove the side trim panel (➠ 128).



- Press locks **1** on both sides.
- Remove fuse box **2**.

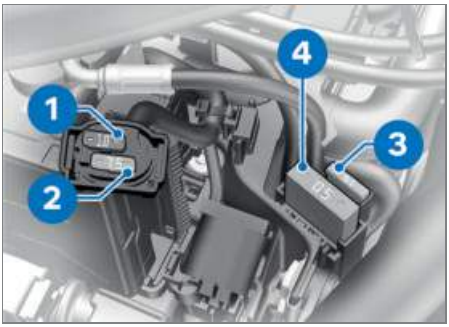
If fuse defects recur frequently have the electric circuits checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

- Consult the fuse assignment diagram below and replace the defective fuse.

» Fuse assignment (➠ 146)

- Insert fuse box **2**. Make sure that locks **1** engage on both sides.
- Install the side trim panel (➠ 129).

Fuse assignment



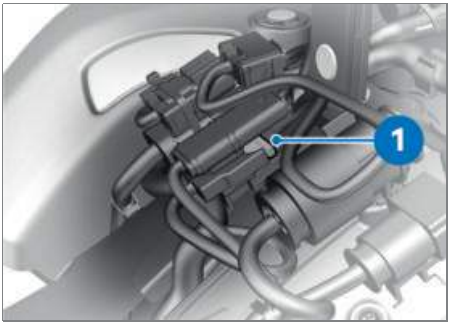
Fuse 1
10 A (Anti-theft alarm system, instrument cluster, OBD connector, isolating relay, ignition switch)

Fuse 2
7.5 A (Sensor box, round instrument, left multifunction switch)

Fuse 3
15 A (Optional accessories, radio, topcase lighting)

Main fuse
50 A (Main fuse)

Fuse for audio amplifier



1 20 A
Fuse for audio amplifier

Have the fuse replaced by a specialist workshop, preferably an authorised BMW Motorrad retailer.

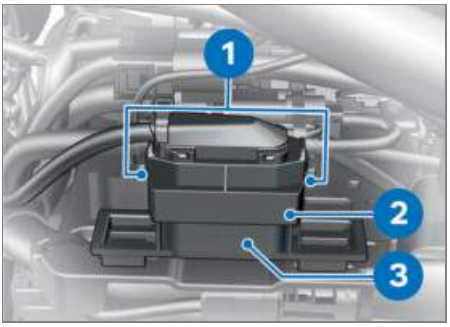
DIAGNOSTIC CONNECTOR

Disengaging diagnostic socket

CAUTION

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

- Remove the side trim panel (➠ 128).

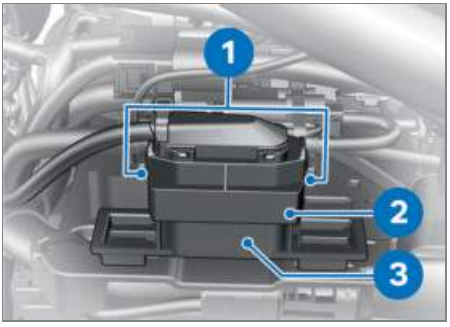


- Press locks **1**.
- Disengage diagnostic socket **2** from holder **3**.

» The interface to the diagnosis and information system can be connected to the diagnostic connector **2**.

Securing diagnostic socket

- Disconnect the interface for the diagnosis and information system.



- Insert diagnostic socket **2** into holder **3**.

» The locks **1** engage.

- Install the side trim panel (➠ 129).

ACCESSORIES

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GENERAL NOTES

CAUTION

Use of other-make products
Safety risk
- BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW vehicles without constituting a safety hazard. Country-specific official authorisation does not suffice as assurance. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW vehicles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your vehicle.

BMW has conducted extensive testing of the parts and accessory products to establish that they are safe, functional and suitable. Consequently, BMW accepts responsibility for the products. BMW accepts no liability whatsoever for parts and accessories that it has not approved.
All modifications must be in compliance with legal requirements. Make sure that the vehicle does not infringe the national road-vehicle construction and use regulations applicable in your country.
Your BMW Motorrad retailer can offer expert advice on the choice of genuine BMW parts, accessories and other products.
To find out more about accessories go to:
bmw-motorrad.com/equipment

POWER SOCKETS

Notes on use of power sockets:

Automatic shutdown
The power sockets are shut down automatically under the following circumstances:
– If the battery voltage is too low to maintain the vehicle's starting capability
– If the maximum load capacity as stated in the technical data is exceeded
– During the starting operation

Connection of electrical devices
You can start using electrical devices connected to the motorcycle's sockets only when the ignition is switched on. The power supply to the sockets is switched off no more than 15 minutes after the ignition is switched off, in order to prevent overloading of the on-board electrics.

Cable routing
Note the following with regard to the routing of cables from sockets to items of electrical equipment:
– Make sure that cables do not impede the rider.
– Make sure that cables do not restrict the steering angle or obstruct handling.
– Make sure that cables cannot be trapped.

AVAILABLE OPTIONAL ACCESSORIES



Your authorised BMW Motorrad retailer can offer expert advice on the choice of genuine BMW parts, accessories and other products.
You can examine all the optional accessories from BMW Motorrad by visiting:
bmw-motorrad.com.

CARE

12

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CARE PRODUCTS

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

ATTENTION

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

ATTENTION

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

WASHING THE VEHICLE

BMW Motorrad recommends that you use BMW insect remover to soften and wash off insects and stubborn dirt on painted parts prior to washing the vehicle.
To prevent stains, do not wash the motorcycle immediately after it has been exposed to strong sunlight and do not wash it in the sun.
Remove dirt from the fork legs at regular intervals.
Make sure that the vehicle is washed frequently, especially during the winter months. To remove road salt, clean the motorcycle with cold water immediately after every trip.

WARNING

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

ATTENTION

Effect of road salt intensified by warm water
Corrosion
- Use only cold water to wash off road salt.

ATTENTION

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

CLEANING EASILY DAMAGED COMPONENTS

Plastics

ATTENTION

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

Clean the plastic parts with water and BMW plastic care product.

Plastic windscreens and headlight lenses
Remove dirt and insects with a soft sponge and plenty of water.

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

Clean with water and sponge only.

Do not use any chemical cleaning agents.

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

Chrome
Carefully clean chrome parts with plenty of water and motorcycle cleaner from the BMW Motorrad Care Products range. This is particularly important to counter the effects of road salt.
For an additional treatment, use BMW Motorrad metal polish.

Radiator
Clean the radiator regularly to prevent overheating of the engine due to inadequate cooling.
For example, use a garden hose with low water pressure.

ATTENTION

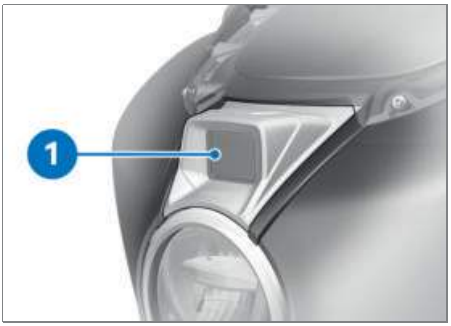
Bending of radiator fins
Damage to radiator fins
- Take care not to bend the radiator fins when cleaning.

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

ATTENTION

Application of silicone sprays to rubber seals
Damage to the rubber seals
- Do not use silicone sprays or care products that contain silicon.

Radar sensor
– with Active Cruise Control[OE]



Clean radar sensor **1** with a cloth moistened with a proprietary glass cleaner.

CARE OF PAINTWORK

Washing the vehicle regularly will help counteract the long-term effects of substances that can damage the paint, especially if your vehicle is ridden in areas with high air pollution or natural sources of dirt, for example tree resin or pollen.
Remove particularly aggressive substances immediately, however, as otherwise the paint can be affected or become discoloured. Substances of this nature include spilt fuel, oil, grease, brake fluid and bird droppings. For this, we recommend BMW Motorrad solvent cleaner followed by BMW Motorrad gloss polish for preservation.
Marks on the paintwork are particularly easy to see after the motorcycle has been washed. Remove stains of this kind at the earliest possible opportunity, using benzine or petroleum spirit on a clean cloth or ball of cotton wool. BMW Motorrad recommends using BMW tar remover for removing specks

of tar. Then apply preserving agent to the areas treated in this way.

PAINTWORK PRESERVATION

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

LAYING UP MOTORCYCLE

- Fill the motorcycle's fuel tank.

Fuel additives clean the fuel injection system and the combustion zone. It is advisable to use fuel additives when the engine is operated with low-grade fuel or if the vehicle is to be out of use for a lengthy period of time. More information is available from your authorised BMW Motorrad retailer.

- Clean the motorcycle.
- Remove the battery (➠ 142).
- Spray the brake and clutch lever pivots and the side stand pivot mounts with a suitable lubricant.
- Coat bright metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).

RESTORING MOTORCYCLE TO USE

- Remove the protective wax coating.
- Clean the motorcycle.
- Install the battery (➠ 143).
- Note the checklist (➠ 107).

TECHNICAL DATA

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TROUBLESHOOTING CHART

The engine does not start.

Possible cause	Rectification
Side stand is extended and gear is engaged.	Retract the side stand.
Clutch lever not pulled.	In neutral or if a gear is engaged, pull the clutch lever.
Fuel tank is empty.	Fuel grade (➠ 111).
Battery is flat.	Recharging connected battery (➠ 141).
Starter motor overheating protection has tripped. The starter motor can be operated for a limited time only.	Allow the starter motor to cool down for approximately 1 minute before trying again.

The Bluetooth connection is not established.

Possible cause	Rectification
The steps required for pairing were not carried out.	Check the necessary steps for pairing in the operating instructions for the communication system.
The communication system was not connected automatically despite successful pairing.	Switch off the helmet's communication system and reconnect it after a minute or two.
Too many Bluetooth devices are saved on the helmet.	All pairing entries on the helmet are deleted (see the communication system operating instructions).
There are other vehicles with Bluetooth-capable devices in the vicinity.	Avoid simultaneously pairing with more vehicles.

Bluetooth connection is interrupted.

Possible cause	Rectification
The Bluetooth connection to the mobile device is interrupted.	Switch off energy saving mode.
The Bluetooth connection to the helmet is interrupted.	Switch off the helmet's communication system and reconnect it after a minute or two.
Bluetooth connection interrupted.	The temperature of the TFT display is too high. Bluetooth is deactivated. The brightness of the TFT display is reduced. Keep direct sunlight off the TFT display. Interrupt your journey until the components have cooled down.
The volume in the helmet cannot be adjusted.	Switch off the helmet's communication system and reconnect it after a minute or two.
In-helmet volume is too low.	Set the mobile device's volume for media and calls to maximum.

TFT display faulty.

Possible cause	Rectification
TFT display brightness reduced.	The temperature of the TFT display is too high. The brightness of the TFT display is reduced. Keep direct sunlight off the TFT display. Interrupt your journey until the components have cooled down.

The phonebook is not displayed in the TFT display.

Possible cause	Rectification
The phonebook was not transmitted to the vehicle.	Confirm transmission of the phone data (➠ 89) when pairing the mobile device.
Not all contacts are shown.	The number of phonebook entries that can be saved in the TFT display is limited. Reduce the number of phonebook entries on the mobile device.

Active route guidance is not displayed in the TFT display.

Possible cause	Rectification
Navigation from the BMW Motorrad Connected app was not transmitted.	Call up the BMW Motorrad Connected app on the paired mobile device prior to departure.
The route guidance cannot be started.	Make sure that the mobile device has a data connection and check the map data on the mobile device.

Playlist not shown on the TFT display.

Possible cause	Rectification
Too many tracks in the playlist on the mobile device.	Reduce the number of tracks in the playlist on the mobile device.

THREADED FASTENERS

Front wheel	Value	Valid
Brake calliper to telescopic fork		
M10 x 40 - 10.9	56 Nm	
Clamping screws in axle holder		
M8 x 35 - 8.8	**Tightening sequence: Tighten screws six times in alternate sequence**	
	19 Nm	
Bolt on quick-release axle		
M20 x 1,5 - 8.8	50 Nm	

Frame	Value	Valid
Passenger footrest bracket to frame		
M8 x 25 -10.9	28 Nm	

Exhaust system	Value	Valid
Silencer cover to silencer		
M5 x 10	5 Nm	

Engine	Value	Valid
Cylinder head cover to cylinder head		
M6	10 Nm	

Mirror arm	Value	Valid
Mirror to handlebar fitting		
M8	12 Nm	

FUEL

Recommended fuel grade	E5 Super unleaded (max. 15% ethanol, E15) E10 95 ROZ/RON 90 AKI
Alternative fuel grade	E5 Regular, unleaded (max. 15% ethanol, E15) E10 91 ROZ/RON 87 AKI
Usable fuel capacity	approx. 24 l
Fuel reserve	approx. 4 l
Fuel consumption	5.8 l/100 km, in accordance with WMTC
CO2 emission	134 g/km, in accordance with WMTC
Exhaust emissions standard	EU 5
– with Canada export NV	TIER 2, measured to FTP75

ENGINE OIL

Engine oil, capacity	4.0 l, with filter change
Engine-oil specification	SAE 15W-50, API SJ / JASO MA2, BMW Motorrad recommends BMW Motorrad ADVANTEC Pro.
Engine oil, quantity for topping up	max 0.5 l, Difference between **MIN** and **MAX**

BMW recommends ADVANTEC ORIGINAL BMW ENGINE OIL

ENGINE

Engine number location	Crankcase bottom section, left
Engine type	A70B18A
Engine design	Air-cooled/oil-cooled 2-cylinder 4-cycle opposed-twin engine with two chain-driven camshafts located above the crankshaft
Displacement	1802 cm^3
Cylinder bore	107.1 mm
Piston stroke	100 mm
Compression ratio	9.6:1
Nominal capacity	67 kW, at engine speed: 4750 min^{-1}
Torque	158 Nm, at engine speed: 3000 min^{-1}
Maximum engine speed	max 5750 min^{-1}
Idle speed	$950^{\pm 50}$ min^{-1}, Engine at regular operating temperature

CLUTCH	
Clutch type	Single-plate dry clutch

TRANSMISSION	
Type of transmission	Claw-switched 6-gear transmission with separate transmission housing
Transmission oil	FUCHS Titan EG 4218 SAE 70W-80
Gearbox transmission ratios	1.160, Primary transmission ratio 2.438 (39:16), 1st gear 1.696 (39:23), 2nd gear 1.296 (35:27), 3rd gear 1.065 (33:31), 4th gear 0.903 (28:31), 5th gear 0.784 (29:37), 6th gear

FINAL DRIVE	
Type of final drive	Shaft drive with bevel gears
Rear axle differential oil	FUCHS Titan EG 4218 SAE 70W-80

FRAME	
Frame type	Double-loop steel frame with bolt-on bottom trusses
Type plate location	Frame steering head, middle
Position of the vehicle identification number	Front frame under steering head

CHASSIS AND SUSPENSION	
Front wheel	
Type of front suspension	Telescopic forks
Spring travel, front	120 mm, at front wheel
Rear wheel	
Type of rear suspension	Steel double armed swinging arm
Design of the rear-wheel suspension	Central spring strut with coil spring, electro-hydraulic spring preload with automatic ride compensation
Spring travel at rear wheel	120 mm, at rear wheel

BRAKES	
Front wheel	
Type of front brake	Twin disc brake, diameter 300 mm, 4-piston fixed calliper
Brake-pad material, front	Sintered metal
Brake disc thickness, front	5 mm, When new min 4.5 mm, Wear limit
Brake lever adjustment range	2.45...2.95 mm, at the piston
Rear wheel	
Type of rear brake	Single-disc brake, diameter 300 mm, 4-piston fixed calliper
Brake-pad material, rear	Sintered metal
Brake disc thickness, rear	7 mm, When new min 6.5 mm, Wear limit

WHEELS AND TYRES	
Recommended tyre combinations	Your authorised BMW Motorrad retailer will be happy to supply an up-to-date list of the approved wheel/tyre combinations, or you can check the information posted on the internet at **bmw-motorrad.com/service**.
Speed category, front/rear tyres	H, required at least: 210 km/h
Front wheel	
Front-wheel type	Aluminium cast wheel
Front-wheel rim size	3.5" x 19"
Tyre designation, front	120/70 R 19
Load index, front tyre	min. 54
Permissible front-wheel imbalance	max 5 g
Rear wheel	
Rear-wheel type	Aluminium cast wheel
Rear wheel rim size	5.0" x 16"
Tyre designation, rear	180/65 B16
Load index, rear tyre	min. 73
Permissible rear-wheel imbalance	max 45 g
Tyre pressures	
Tyre pressure, front	2.9 bar, with cold tyre; one-up and two-up riding
Tyre pressure, rear	3.2 bar, with cold tyre; one-up and two-up riding

ELECTRICAL SYSTEM

Fuses	
Main fuse	50 A, Main fuse
Fuse 1	10 A, Anti-theft alarm system, instrument cluster, OBD connector, isolating relay, ignition switch
Fuse 2	7.5 A, Sensor box, round instrument, left multifunction switch
Fuse 3	15 A, Optional accessories, radio, topcase lighting
Fuse 4	20 A, Booster
Electrical rating of on-board socket	5 A
Battery	
Battery type	AGM
Battery rated voltage	12 V
Battery rated capacity	26 Ah
Spark plugs	
Spark plugs, manufacturer and designation	NGK MAR8AI-10DS
Lighting	
Bulb for parking light	LED ring light
Bulbs for the low-beam headlight	LED
Bulb for high-beam headlight	LED
Bulb for tail light/brake light	LED
Bulbs for turn indicators	LED
Light source for the number plate light	LED
Bulb for auxiliary headlight	LED

ANTI-THEFT ALARM

Activation time on arming	approx. 30 s
Alarm duration	approx. 26 s
Battery type (For Keyless Ride radio-operated key)	CR 2032

DIMENSIONS

Length of motorcycle	2640 mm, over topcase
Height of motorcycle	1500 mm, over windscreen, at DIN vehicle kerb weight
Width of motorcycle	1040 mm, with mirrors
Height of rider's seat	$740^{\pm 5}$ mm, without rider, at DIN vehicle kerb weight
– with comfort seat, high OE	$760^{\pm 5}$ mm, without rider, at DIN vehicle kerb weight
– with seat, low OE	$720^{\pm 5}$ mm, without rider, at DIN vehicle kerb weight
Rider's inside-leg arc, heel to heel	$1710^{\pm 10}$ mm, without rider, at DIN vehicle kerb weight
– with comfort seat, high OE	$1740^{\pm 10}$ mm, without rider, at DIN vehicle kerb weight
– with seat, low OE	$1700^{\pm 10}$ mm, without rider, at DIN vehicle kerb weight

WEIGHTS

Vehicle kerb weight	427 kg, DIN vehicle kerb weight, ready for road, 90 % load of fuel, without optional extras (OE)
Permissible gross vehicle weight	630 kg
Maximum payload	203 kg
Payload per case	max 10 kg
Payload of topcase	max 10 kg

PERFORMANCE FIGURES

Top speed	180 km/h

RADIO

Wavebands	FM, AM and DAB, depending on the country
– with Canada export NV	FM, AM, HD Radio™ receiver and SDARS
Wavebands	
FM	87.5…108.0 MHz
AM	531…1602 kHz

SPEAKERS (VEHICLE-DEPENDENT)

Impedance	4 Ω
Output power	25 W, RMS, per speaker unit
– with audio system Marshall Gold Series Stage 1 OE	90 W, RMS, per speaker unit
– with audio system Marshall Gold Series Stage 2 OE	25 W, RMS, per speaker unit
Frequency range	0.02...20 kHz

SERVICE

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REPORTING SAFETY-RELEVANT DEFECTS

– with Canada export NV

If you think that your motorcycle has a fault which may cause an accident, injury or death, you must inform the NHTSA (National Highway Traffic Safety Administration) immediately and BMW of North America, LLC.
If the NHTSA receives other similar complaints, it may open an investigation. If it finds that a safety defect exists in a group of vehicles, the NHTSA may order the manufacturer to perform a recall and remedy campaign. However, the NHTSA cannot become involved in individual problems between you, your retailer, or BMW of North America, LLC.
You can contact the NHTSA by calling the Vehicle Safety hotline on 1–888–327–4236 (teletypewriter TTY for the hearing impaired: 1–800–424–9153) for free, by visiting the website at http:// www.safercar.gov or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at http:// www.safercar.gov.
Canadian customers who wish to report a safety-related defect to Transport Canada, Defect Investigations and Recalls can call the toll-free hotline 1–800–333–0510. You can also obtain other information about motor vehicle safety from http:// www.tc.gc.ca/roadsafety.

BMW MOTORRAD SERVICE

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

WARNING

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

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

Your authorised BMW Motorrad retailer can provide information on BMW Motorrad services and the work undertaken as part of each service.

BMW MOTORRAD SERVICE HISTORY

Entries

Maintenance work that has been carried out is entered in the proof of maintenance. The entries are like a Service Booklet and provide proof of regular maintenance.
When an entry is made in the electronic service booklet of the vehicle, service-relevant data is saved in the central IT systems of BMW AG, Munich, Germany.
If there is a change in vehicle ownership, the data saved in the electronic service booklet can also be viewed by the new vehicle owner. A BMW Motorrad retailer or a specialist workshop can also view data that is stored in the electronic service booklet.

Objection

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

BMW MOTORRAD MOBILITY SERVICES

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

MAINTENANCE WORK

BMW pre-delivery check

Your authorised BMW Motorrad retailer conducts the BMW pre-delivery check before handing over the vehicle to you.

BMW Running-in check

The BMW running-in check has to be performed when the vehicle has covered between 500 km and 1200 km.

BMW Motorrad Service

The BMW Motorrad Service is carried out once a year; the extent of servicing can vary, depending on the age of the vehicle and the distance it has covered. Your authorised BMW Motorrad retailer confirms that the service work has been carried out and enters the date when the next service will be due.

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

The service display in the multifunction display reminds you about one month or 1000 km in advance when the time for a service is approaching, on the basis of the programmed values.

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

The maintenance tasks necessary for your vehicle are set out in the maintenance schedule below.

MAINTENANCE SCHEDULE

	500 - 1200 km 300 - 750 mls	10 000 km 6 000 mls	20 000 km 12 000 mls	30 000 km 18 000 mls	40 000 km 24 000 mls	50 000 km 30 000 mls	60 000 km 36 000 mls	70 000 km 42 000 mls	80 000 km 48 000 mls	90 000 km 54 000 mls	100 000 km 60 000 mls	12 months	24 months
1	X												
2												X	
3		X	X	X	X	X	X	X	X	X	X	X[a]	
4		X	X	X	X	X	X	X	X	X	X		
5		X	X	X	X	X	X	X	X	X	X		
6			X		X		X		X		X		
7			X		X		X		X		X		X[b]
8					X				X			X[c]	X[c]
9												X[d]	X[d]

1 Oil change (incl. engine and bevel gears rear)
2 BMW Motorrad Service, standard scope
3 Engine-oil change, with filter
4 Replace air-filter element
5 Check valve clearances
6 Replace all spark plugs
7 Oil change in bevel gears rear
8 Change transmission oil
9 Change brake fluid, entire system

[a] annually or every 10000 km (whichever comes first)
[b] every 2 years or every 20000 km (whichever comes first)
[c] for the first time after one year, then every two years or 40000 km (whichever comes first)
[d] for the first time after one year, then every two years

MAINTENANCE CONFIRMATIONS

BMW Motorrad Service standard scope

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

– Performing vehicle test with BMW Motorrad diagnosis system
– Visual inspection of clutch system
– Checking steering-head bearing
– Visual inspection of the brake lines, brake hoses and connections
– Checking front brake pads and brake discs for wear
– Checking brake-fluid level, front wheel brake
– Checking rear brake pads and brake disc for wear
– Checking brake-fluid level, rear wheel brake
– Draining the condensate hose
– Checking tyre pressure and tread depth
– Check the side stand's ease of movement
– Check lighting and signalling system
– Function test, engine start suppression
– Checking battery state of charge
– Final inspection and check for road safety
– Setting service-due date and countdown distance with BMW Motorrad diagnosis system
– Confirming BMW Motorrad service in on-board literature

BMW pre-delivery check
carried out

on_____

Stamp, signature

BMW Running-in Check
carried out

on_____
odometer reading_____

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

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

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

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Oil change, engine, with filter	☐	☐
Renewing air cleaner insert	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Oil change in rear bevel gears	☐	☐
Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
Changing brake fluid, rear brakes	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

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

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Oil change, engine, with filter	☐	☐
Renewing air cleaner insert	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Oil change in rear bevel gears	☐	☐
Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
Changing brake fluid, rear brakes	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

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

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	Yes	No
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Stamp, signature

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on_____
or, when reached earlier
odometer reading_____

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Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
Changing brake fluid, rear brakes	☐	☐

Notes

Stamp, signature

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carried out

on_____
odometer reading_____

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at the latest
on_____
or, when reached earlier
odometer reading_____

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Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
Changing brake fluid, rear brakes	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

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

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Oil change, engine, with filter	☐	☐
Renewing air cleaner insert	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Oil change in rear bevel gears	☐	☐
Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
Changing brake fluid, rear brakes	☐	☐

Notes

Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

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

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BMW Motorrad service	☐	☐
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Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
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Stamp, signature

BMW Motorrad service
carried out

on_____
odometer reading_____

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

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Renewing air cleaner insert	☐	☐
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carried out

on_____
odometer reading_____

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Notes

Stamp, signature

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carried out

on_____
odometer reading_____

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at the latest
on_____
or, when reached earlier
odometer reading_____

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Oil change, engine, with filter	☐	☐
Renewing air cleaner insert	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Oil change in rear bevel gears	☐	☐
Change gearbox oil	☐	☐
Changing brake fluid, front brakes	☐	☐
Changing brake fluid, rear brakes	☐	☐

Notes

Stamp, signature

SERVICE CONFIRMATIONS

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

Work performed	odometer reading	Date

Work performed	odometer reading	Date

DECLARATION OF CONFORMITY FOR DISTANCE CONTROL 191
CERTIFICATE FOR DISTANCE CONTROL 194
DECLARATION OF CONFORMITY FOR TFT INSTRUMENT CLUSTER 197
CERTIFICATE FOR TFT INSTRUMENT CLUSTER 200
DECLARATION OF CONFORMITY FOR AUDIO SYSTEM 203
CERTIFICATE FOR AUDIO SYSTEM 206
DECLARATION OF CONFORMITY FOR ANTI-THEFT ALARM SYSTEM 207
DECLARATION OF CONFORMITY FOR ELECTRONIC IMMOBILISER 210
CERTIFICATE FOR ELECTRONIC IMMOBILISER 213
DECLARATION OF CONFORMITY FOR KEYLESS RIDE 214
CERTIFICATE FOR KEYLESS RIDE 217
DECLARATION OF CONFORMITY FOR TYRE PRESSURE CONTROL (RDC) 219
CERTIFICATE FOR TYRE PRESSURE CONTROL (RDC) 222
DECLARATION OF CONFORMITY FOR INTELLIGENT EMERGENCY CALL 223

Declaration of Conformity

Mid Range Radar MRRe14FCR

Simplified EU Declaration of Conformity under RE-D (2014/53/EU).

CE

Technical information
Frequency band: 76 - 77 GHz
Nominal radiated power:
e.i.r.p. (peak detector): 32 dBm
Nominal radiated power:
e.i.r.p. (RMS detector): 27 dBm

Manufacturer and Address
Manufacturer: Robert Bosch GmbH
Address: Robert-Bosch-Platz 1,
70839 Gerlingen, Germany

Austria
Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp MRRe14FCR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://eu-doc.bosch.com

Belgium
Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type MRRe14FCR est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://eu-doc.bosch.com

Bulgaria
С настоящото Robert Bosch GmbH декларира, че този тип радиосъоръжение MRRe14FCR е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://eu-doc.bosch.com

Cyprus
Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός MRRe14FCR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://eu-doc.bosch.com

Czech Republic
Tímto Robert Bosch GmbH prohlašuje, že typ rádiového zařízení MRRe14FCR je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://eu-doc.bosch.com

Germany
Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp MRRe14FCR der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://eu-doc.bosch.com

Denmark
Hermed erklærer Robert Bosch GmbH, at radioudstyrstypen MRRe14FCR er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://eu-doc.bosch.com

Estonia
Käesolevaga deklareerib Robert Bosch GmbH, et käesolev raadioseadme tüüp MRRe14FCR vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://eu-doc.bosch.com

Spain
Por la presente, Robert Bosch GmbH declara que el tipo de equipo radioeléctrico MRRe14FCR es conforme con la Directiva 2014/53/UE. El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://eu-doc.bosch.com

Finland
Robert Bosch GmbH vakuuttaa, että radiolaitetyyppi MRRe14FCR on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimitt-ainen teksti on saatavilla seuraavassa internetosoitteessa: http://eu-doc.bosch.com

Croatia
Robert Bosch GmbH ovime izjavljuje da je radijska oprema tipa MRRe14FCR u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://eu-doc.bosch.com

Greece
Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός MRRe14FCR πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://eu-doc.bosch.com

Hungary
Robert Bosch GmbH igazolja, hogy a MRRe14FCR típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://eu-doc.bosch.com

Ireland
Hereby, Robert Bosch GmbH declares that the radio equipment type MRRe14FCR is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://eu-doc.bosch.com

Italy
Il fabbricante, Robert Bosch GmbH, dichiara che il tipo di apparecchiatura radio MRRe14FCR è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://eu-doc.bosch.com

Lithuania
Aš, Robert Bosch GmbH, patvirtinu, kad radijo įrenginių tipas MRRe14FCR atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://eu-doc.bosch.com

Luxembourg
Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type MRRe14FCR est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://eu-doc.bosch.com

Latvia
Ar šo Robert Bosch GmbH deklarē, ka radioiekārta MRRe14FCR atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://eu-doc.bosch.com

Malta
B'dan, Robert Bosch GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju MRRe14FCR huwa konformi mad-Direttiva 2014/53/UE. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://eu-doc.bosch.com

Netherlands
Hierbij verklaar ik, Robert Bosch GmbH, dat het type radioapparatuur MRRe14FCR conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://eu-doc.bosch.com

Poland
Robert Bosch GmbH niniejszym oświadcza, że typ urządzenia radiowego MRRe14FCR jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://eu-doc.bosch.com

Portugal
O(a) abaixo assinado(a) Robert Bosch GmbH declara que o presente tipo de equipamento de rádio MRRe14FCR está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://eu-doc.bosch.com

Romania
Prin prezenta, Robert Bosch GmbH declară că tipul de echipamente radio MRRe14FCR este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://eu-doc.bosch.com

Sweden
Härmed försäkrar Robert Bosch GmbH att denna typ av radioutrustning MRRe14FCR överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://eu-doc.bosch.com

Slovenia
Robert Bosch GmbH potrjuje, da je tip radijske opreme MRRe14FCR skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://eu-doc.bosch.com

Slovakia
Robert Bosch GmbH týmto vyhlasuje, že rádiové zariadenie typu MRRe14FCR je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://eu-doc.bosch.com

United Kingdom
Hereby, Robert Bosch GmbH declares that the radio equipment type MRRe14FCR is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: http://eu-doc.bosch.com

Declaration of Conformity

Mid Range Radar

For all Countries without EU

Model name: MRRe14FCR

Technical information
Frequency band: 76 - 77 GHz
Nominal radiated power:
e.i.r.p. (peak detector): 32 dBm
Nominal radiated power:
e.i.r.p. (RMS detector): 27 dBm

Manufacturer and Address
Manufacturer: Robert Bosch GmbH
Address: Robert-Bosch-Platz 1,
70839 Gerlingen, Germany

CLASS A
NBTC ID. A57003-17-0042

Complies with
IMDA Standards
DB03227

CCAE17LP0940T7

72726/SDPPI/2021
13349

TRA
REGISTERED No:
ER55421/17

DEALER No:
DA36758/14

CONATEL
2017-06-I-0000162

TA-2017/2013
ICASA
APPROVED

Complies with
IMDA Standards
DB 105658

AGREE PAR L'ANRT MAROC
Numéro d'agrément: MR 13900 ANRT 2017
Date d'agrément: 04/05/2017

024

M00517

CNC COMISIÓN NACIONAL DE COMUNICACIONES
C-20030

NTC
Type Approved
No. ESD-1716172C

MCMC
CIDF15000490

IFETEL: RCPBOMR17-0598

TRC No. TRC/LPD/2017/254

Japan
当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
Translation: This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
Translation: This radio device should not be modified (otherwise the granted designation number will become invalid)

Mexico
La operación de este equipo está sujeta a las siguientes dos condiciones:

(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Hong Kong
HKCA 1035: automotive radar: radio equipment exempted from licensing!

Canada
NOTICE:
This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions:

(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

Radiofrequency radiation exposure Information:
This equipment complies with FCC and IC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.
This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

(1) L'appareil ne doit pas produire de brouillage;
(2) L'utilisateur de l'appareil doit acceptor tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Informations sur l'exposition aux radiofréquences:
Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps. Ce transmetteur ne doit pas etre place au meme endroit ou utilise simultanement avec un autre transmetteur ou antenne.

United States (USA)
NOTICE:
This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications made to this equipment not expressly approved by Robert Bosch GmbH may void the FCC authorization to operate this equipment.
This equipment has been tested and found to comply with the limits for a Class A digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a commercial environment. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications. Operation of this equipment in a residential area is likely to cause harmful interference in which case the user will be required to correct the interference at his own expense.

Radiofrequency radiation exposure Information:
This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.
This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

South Korea

[Class B Equipment]

B급 기기 (가정용 방송통신기자재)이 기기는 가정용(B급) 전자파적합기기로서 주로 가정에서 사용하는 것을목적으로 하며,
모든 지역에서 사용할 수 있습니다.

Translation: This equipment has been approved under EMC Registration as a Class B device (for domestic use) and can be used in both residential and commercial areas.

[RF Warnings]

해당 무선 설비는 운용 중 전파혼신가능성이 있음

Translation: This radio equipment has potential for interference during operation.

Taiwan, Republic of

注意!

依據低功率電波輻射性電機管理辦法第十二條經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前項合法通信，指依電信規定作業之無線電信。低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Israel

10. תנאים מיוחדים והערות המשרד:

Mid-range Radar Sensor

לפני השיווק ידאג היבואן שעל אריזה חיצונית של המוצר יודבק מדבקה, בה יהיה רשום כי:

א. השימוש במכשיר הינו על בסיס "משני" ופטור מרשיון הפעלה אלחוטי.
כלומר - לא מוגן מהפרעות וללא הפרעה למערכות אחרות הפועלות כדין.

ב. רק "בפעולת בזק" לשימוש עצמי של הלקוח בלבד, הציוד פטור מרשיון הפעלה אלחוטי.
מתן "שרות בזק" לצד ג' מחייב רשיון מיוחד ממשרד התקשורת. ג. אסור להחליף את האנטנה המקורית של המכשיר ולא לעשות בו כל שינוי טכני אחר.

Thailand

เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามมาตรฐานหรือข้อกำหนดทางเทคนิคของกสทชเครื่องวิทยุคมนาคมนี้มีระดับการแผ่คลื่นแม่เหล็กไฟฟ้าสอดคล้องตามมาตรฐานความปลอดภัยต่อสุขภาพของมนุษย์จากการใช้เครื่องวิทยุคมนาคมที่คณะกรรมการกิจการกระจายเสียง กิจการโทรทัศน์และกิจการโทรคมนาคมแห่งชาติประ กาศกำหนด

Declaration of Conformity

Radio equipment TFT instrument cluster
Model name: ICC10in

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
The ICC10in can operate in one of two operating modes:
1. Normal mode, with Bluetooth and WLAN on, and
2. Radio off mode (only available during vehicle manufacturing).

BT operating frq. Range: 2402 – 2480 MHz
BT version: 4.2 (no BTLE)
BT output power: < +4 dBm (internal antenna)
WLAN operating frq. Range:
2402 - 2472 MHz
WLAN standards: IEEE 802.11 b/g/n
WLAN output power:
<+14 dBm (internal antenna)

Manufacturer and Address
Manufacturer: Robert Bosch GmbH
Address: Robert-Bosch-Platz 1,
70839 Gerlingen, Germany

Austria
Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp ICC10in der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://cert.bosch-carmultimedia.net

Germany
Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp ICC10in der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://cert.bosch-carmultimedia.net

Belgium
Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type ICC10in est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://cert.bosch-carmultimedia.net

Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp ICC10in der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://cert.bosch-carmultimedia.net

Hierbij verklaar ik, Robert Bosch GmbH, dat het type radioapparatuur ICC10in conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://cert.bosch-carmultimedia.net

Bulgaria
С настоящото Robert Bosch GmbH декларира, че този тип радиосъоръжение ICC10in е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://cert.bosch-carmultimedia.net

Cyprus
Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός ICC10in πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://cert.bosch-carmultimedia.net

Czech Republic
Tímto Robert Bosch GmbH prohlašuje, že typ rádiového zařízení ICC10in je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://cert.bosch-carmultimedia.net

Denmark
Hermed erklærer Robert Bosch GmbH, at radioudstyrstypen ICC10in er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://cert.bosch-carmultimedia.net

Estonia
Käesolevaga deklareerib Robert Bosch GmbH, et käesolev raadioseadme tüüp ICC10in vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://cert.bosch-carmultimedia.net

Spain
Por la presente, Robert Bosch GmbH declara que el tipo de equipo radioeléctrico ICC10in es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la direccin Internet siguiente: http://cert.bosch-carmultimedia.net

Finland
Robert Bosch GmbH vakuuttaa, että radiolaitetyyppi ICC10in on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://cert.bosch-carmultimedia.net

France
Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type ICC10in est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://cert.bosch-carmultimedia.net

Greece
Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός ICC10in πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://cert.bosch-carmultimedia.net

Croatia
Robert Bosch GmbH ovime izjavljuje da je radijska oprema tipa ICC10in u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljede ićon jtern etskoj adresi: http://cert.bosch-carmultimedia.net

Hungary
Robert Bosch GmbH igazolja, hogy a ICC10in típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://cert.bosch-carmultimedia.net

Ireland
Hereby, Robert Bosch GmbH declares that the radio equipment type ICC10in is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: http://cert.bosch-carmultimedia.net

Italy
Il fabbricante, Robert Bosch GmbH, dichiara che il tipo di apparecchiatura radio ICC10in è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://cert.bosch-carmultimedia.net

Lithuania
Aš, Robert Bosch GmbH, patvirtinu, kad radijo įrenginių tipas ICC10in atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://cert.bosch-carmultimedia.net

Luxembourg
Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type ICC10in est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://cert.bosch-carmultimedia.net

Latvia
Ar šo Robert Bosch GmbH deklarē, ka radioiekārta ICC10in atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://cert.bosch-carmultimedia.net

Malta
B'dan, Robert Bosch GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju ICC10in huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://cert.bosch-carmultimedia.net

Netherlands
Hierbij verklaar ik, Robert Bosch GmbH, dat het type radioapparatuur ICC10in conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://cert.bosch-carmultimedia.net

Poland
Robert Bosch GmbH niniejszym oświadcza, że typ urządzenia radiowego ICC10in jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://cert.bosch-carmultimedia.net

Portugal
O(a) abaixo assinado(a) Robert Bosch GmbH declara que o presente tipo de equipamento de rádio ICC10in está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://cert.bosch-carmultimedia.net

Romania
Prin prezenta, Robert Bosch GmbH declară că tipul de echipamente radio ICC10in este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://cert.bosch-carmultimedia.net

Sweden
Härmed försäkrar Robert Bosch GmbH att denna typ av radioutrustning ICC10in verensstmmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-frskran om verensstmmelse finns pf ljande webbadress: http://cert.bosch-carmultimedia.net

Slovenia
Robert Bosch GmbH potrjuje, da je tip radijske opreme ICC10in skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://cert.bosch-carmultimedia.net

Slovakia
Robert Bosch GmbH týmto vyhlasuje, že rádiové zariadenie typu ICC10in je v súlade so smernicou 2014/53/EÚ.
pln E vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://cert.bosch-carmultimedia.net

United Kingdom
Hereby, Robert Bosch GmbH declares that the radio equipment type ICC10in is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://cert.bosch-carmultimedia.net

Declaration of Conformity

Radio equipment TFT instrument cluster

For all Countries without EU

Model name: ICC10in

Technical information The ICC10in can operate in one of two operating modes:

1. Normal mode, with Bluetooth and WLAN on, and
2. Radio off mode (only available during vehicle manufacturing).

BT operating frq. Range: 2402 – 2480 MHz
BT version: 4.2 (no BTLE)
BT output power: < +4 dBm (internal antenna)
WLAN operating frq. Range:
2402 - 2472 MHz
WLAN standards: IEEE 802.11 b/g/n
WLAN output power:
< +14 dBm (internal antenna)

Manufacturer and Address
Manufacturer: Robert Bosch GmbH
Address: Robert-Bosch-Platz 1,
70839 Gerlingen, Germany

Turkey
Robert Bosch GmbH, ICC10in tipi telsiz sisteminin 2014/53/EU nolu yönetmeliğe uygun olduğunu beyan eder. AB Uygunluk Beyanı'nın tam metni, aşağıdaki internet adresinden görülebilir: http://cert.bosch-carmultimedia.net

Brazil
Este equipamento não tem direito proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados.
Para maiores informações, consulte o site da ANATEL www.anatel.gov.br

Thailand
เครื่องโทรคมนาคมและอุปกรณ์นี้
มีความสอดคล้องตามข้อกำหนดของ กทช.
(This telecommunication equipments is in compliance with NTC requirements)

Argentina

RAMATEL
C-25636

Japan
This device is granted pursuant to the Japanese Radio Law（電波法) and the Japanese Telecommunications Business Law
(電気通信事業法)
本製品は、電波法と電気通信事業法に基づく適合証明を受けております。
This device should not be modified (otherwise the granted designation number will become invalid)
本製品の改造は禁止されています。（適合証明番号などが無効となります。）

R 201-200559
T 20 0138 201

Korea
Equipment Name: BMW A-Kombi
Basic model number: ICC10in
Manufacturer/Country of Origin:
Robert Bosch GmbH / 포르투갈
Zertifikatsnummer: R-R-BO2-ICC10in

Serbia

ID: И011 20

Mexico
La operación de este equipo está sujeta a las siguientes dos condiciones:

(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

NOM NYCE IFETEL

Canada
This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:

(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

Radiofrequency radiation exposure Information: This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 centimeters between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Informations sur l'exposition aux radiofréquences:
Cet équipement est conforme aux limites d'exposition aux radiations fixées par le Canada pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec une distance minimale de 20 centimètres entre le radiateur et votre corps. Cet émetteur ne doit pas être co-localisée ou opérant en conjonction avec autre antenne ou émetteur.

United States (USA)
This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications made to this equipment not expressly approved by Robert Bosch GmbH may void the FCC authorization to operate this equipment.
NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Taiwan, Republic of

取得審驗證明之低功率射頻器材，非經核准，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。低功率射頻器材之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前述合法通信，指依電信管理法規定作業之無線電通信。低功率射頻器材須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Declaration of Conformity

Radio equipment audio system

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Austria
Hiermit erklärt ALPS ALPINE CO., LTD., dass der Funkanlagentyp MCR001 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: http://www.alpine.com/e/research/doc/

Belgium
Le soussigné, ALPS ALPINE CO., LTD., déclare que l'équipement radioélectrique du type MCR001 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.alpine.com/e/research/doc/

Bulgaria
С настоящото ALPS ALPINE CO., LTD., декларира, че този тип радиосъоръжение MCR001 е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://www.alpine.com/e/research/doc/

Slovakia
ALPS ALPINE CO., LTD., týmto vyhlasuje, že rádiové zariadenie typu MCR001 je v súlade so smernicou 2014/53/EÚ.
Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://www.alpine.com/e/research/doc/

Cyprus
Με την παρούσα ο/η ALPS ALPINE CO., LTD., δηλώνει ότι ο ραδιοεξοπλισμός MCR001 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://www.alpine.com/e/research/doc/

Czech Republic
Tímto ALPS ALPINE CO., LTD., prohlašuje, že typ rádiového zařízení MCR001 je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://www.alpine.com/e/research/doc/

Germany
Hiermit erklärt ALPS ALPINE CO., LTD., dass der Funkanlagentyp MCR001 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: http://www.alpine.com/e/research/doc/

Denmark
Hermed erklærer ALPS ALPINE CO., LTD., at radioudstyrstypen MCR001 er i overensstemmelse med direktiv 2014/53/EU.
EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://www.alpine.com/e/research/doc/

Estonia
Käesolevaga deklareerib ALPS ALPINE CO., LTD.,et käesolev raadioseadme tüüp MCR001 vastab direktiivi 2014/53/EL nõuetele.
ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://www.alpine.com/e/research/doc/

Spain
Por la presente, ALPS ALPINE CO., LTD., declara que el tipo de equipo radioeléctrico MCR001 es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://www.alpine.com/e/research/doc/

Finland
ALPS ALPINE CO., LTD., vakuuttaa, että radiolaitetyyppi MCR001 on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://www.alpine.com/e/research/doc/

France
Le soussigné, ALPS ALPINE CO., LTD., déclare que l'équipement radioélectrique du type MCR001 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.alpine.com/e/research/doc/

United Kingdom
Hereby, ALPS ALPINE CO., LTD., declares that the radio equipment type MCR001 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://www.alpine.com/e/research/doc/

Greece
Με την παρούσα ο/η ALPS ALPINE CO., LTD., δηλώνει ότι ο ραδιοεξοπλισμός MCR001 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://www.alpine.com/e/research/doc/

Croatia
ALPS ALPINE CO., LTD., ovime izjavljuje da je radijska oprema tipa MCR001 u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://www.alpine.com/e/research/doc/

Hungary
ALPS ALPINE CO., LTD., igazolja, hogy a MCR001 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://www.alpine.com/e/research/doc/

Ireland
Hereby, ALPS ALPINE CO., LTD., declares that the radio equipment type MCR001 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://www.alpine.com/e/research/doc/

Italy
Il fabbricante, ALPS ALPINE CO., LTD., dichiara che il tipo di apparecchiatura radio MCR001 è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://www.alpine.com/e/research/doc/

Lithuania
Aš, ALPS ALPINE CO., LTD., patvirtinu, kad radijo įrenginių tipas MCR001 atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://www.alpine.com/e/research/doc/

Luxembourg
Le soussigné, ALPS ALPINE CO., LTD., déclare que l'équipement radioélectrique du type MCR001 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.alpine.com/e/research/doc/

Latvia
Ar šo ALPS ALPINE CO., LTD., deklarē, ka radioiekārta MCR001 atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://www.alpine.com/e/research/doc/

Malta
B'dan, ALPS ALPINE CO., LTD., niddikjara li dan it-tip ta' tagħmir tar-radju MCR001 huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://www.alpine.com/e/research/doc/

Netherlands
Hierbij verklaar ik, ALPS ALPINE CO., LTD., dat het type radioapparatuur MCR001 conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteits-verklaring kan worden geraadpleegd op het volgende internetadres: http://www.alpine.com/e/research/doc/

Poland
ALPS ALPINE CO., LTD., niniejszym oświadcza, że typ urządzenia radiowego MCR001 jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://www.alpine.com/e/research/doc/

Portugal
O(a) abaixo assinado(a) ALPS ALPINE CO., LTD., declara que o presente tipo de equipamento de rádio MCR001 está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://www.alpine.com/e/research/doc/

Romania
Prin prezenta, ALPS ALPINE CO., LTD., declară că tipul de echipamente radio MCR001 este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://www.alpine.com/e/research/doc/

Sweden
Härmed försäkrar ALPS ALPINE CO., LTD., att denna typ av radioutrustning MCR001 överensstämmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://www.alpine.com/e/research/doc/

Slovenia
ALPS ALPINE CO., LTD., potrjuje, da je tip radijske opreme MCR001 skladen z Direktivo 2014/53/EU.
Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://www.alpine.com/e/research/doc/

Declaration of Conformity

Radio equipment audio system

Model name: MCR001

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

FCC CAUTION
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Cet appareil est conforme à la partie 15 des règles FCC. Son fonctionnement est soumis aux deux conditions suivantes :

(1) Cet appareil ne doit pas causer d'interférences nuisibles, et
(2) cet appareil doit accepter toute interférence reçue, y compris les interférences pouvant entraîner un fonctionnement indésirable.

ATTENTION FCC
Les changements ou modifications non expressément approuvés par la partie responsable de la conformité peuvent annuler le droit de l'utilisateur à faire fonctionner l'équipement.

Declaration of Conformity

Radio equipment anti-theft alarm (DWA)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Frequency Band: 433.05-434.79 MHz
Output Power: 10 mW e.r.p.

Manufacturer and Address
Manufacturer: Meta System S.p.A.
Address: Via Galimberti 5,
42124 Reggio Emilia, Italy

Austria
Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp TXBMWMR der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: https://docs.metasystem.it/

Belgium
Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMR est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://docs.metasystem.it/

Bulgaria
С настоящото Meta System S.p.A. декларира, че този тип радиосъоръжение TXBMWMR е в съответствие с Директива 2014/53/ЕС.
Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: https://docs.metasystem.it/

Cyprus
Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMR πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://docs.metasystem.it/

Czech Republic
Tímto Meta System S.p.A. prohlašuje, že typ rádiového zařízení TXBMWMR je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: https://docs.metasystem.it/

Germany
Hiermit erklärt Meta System S.p.A., dass der Funkanlagentyp TXBMWMR der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: https://docs.metasystem.it/

Denmark
Hermed erklærer Meta System S.p.A., at radioudstyrstypen TXBMWMR er i overensstemmelse med direktiv 2014/53/EU.
EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: https://docs.metasystem.it/

Estonia
Käesolevaga deklareerib Meta System S.p.A., et käesolev raadioseadme tüüp TXBMWMR vastab direktiivi 2014/53/EL nõuetele.
ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: https://docs.metasystem.it/

Spain
Por la presente, Meta System S.p.A. declara que el tipo de equipo radioeléctrico TXBMWMR es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: https://docs.metasystem.it/

Finland
Meta System S.p.A. vakuuttaa, että radiolaitetyyppi TXBMWMR on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: https://docs.metasystem.it/

France
Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMR est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://docs.metasystem.it/

United Kingdom
Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMR is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: https://docs.metasystem.it/

Greece
Με την παρούσα ο/η Meta System S.p.A., δηλώνει ότι ο ραδιοεξοπλισμός TXBMWMR πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://docs.metasystem.it/

Croatia
Meta System S.p.A. ovime izjavljuje da je radijska oprema tipa TXBMWMR u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: https://docs.metasystem.it/

Hungary
Meta System S.p.A. igazolja, hogy a TXBMWMR típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: https://docs.metasystem.it/

Ireland
Hereby, Meta System S.p.A. declares that the radio equipment type TXBMWMR is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: https://docs.metasystem.it/

Italy
Il fabbricante, Meta System S.p.A., dichiara che il tipo di apparecchiatura radio TXBMWMR è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: https://docs.metasystem.it/

Lithuania
Aš, Meta System S.p.A., patvirtinu, kad radijo įrenginių tipas TXBMWMR atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: https://docs.metasystem.it/

Luxembourg
Le soussigné, Meta System S.p.A., déclare que l'équipement radioélectrique du type TXBMWMR est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://docs.metasystem.it/

Latvia
Ar šo Meta System S.p.A. deklarē, ka radioiekārta TXBMWMR atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: https://docs.metasystem.it/

Malta
B'dan, Meta System S.p.A., niddikjara li dan it-tip ta' tagħmir tar-radju TXBMWMR huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: https://docs.metasystem.it/

Netherlands
Hierbij verklaar ik, Meta System S.p.A., dat het type radioapparatuur TXBMWMR conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteits-verklaring kan worden geraadpleegd op het volgende internetadres: https://docs.metasystem.it/

Poland
Meta System S.p.A. niniejszym oświadcza, że typ urządzenia radiowego TXBMWMR jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: https://docs.metasystem.it/

Portugal
O(a) abaixo assinado(a) Meta System S.p.A. declara que o presente tipo de equipamento de rádio TXBMWMR está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: https://docs.metasystem.it/

Romania
Prin prezenta, Meta System S.p.A. declară că tipul de echipamente radio TXBMWMR este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: https://docs.metasystem.it/

Sweden
Härmed försäkrar Meta System S.p.A. att denna typ av radioutrustning TXBMWMR överensstämmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: https://docs.metasystem.it/

Slovenia
Meta System S.p.A. potrjuje, da je tip radijske opreme TXBMWMR skladen z Direktivo 2014/53/EU.
Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: https://docs.metasystem.it/

Slovakia
Meta System S.p.A. týmto vyhlasuje, že rádiové zariadenie typu TXBMWMR je v súlade so smernicou 2014/53/EÚ.
Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: https://docs.metasystem.it/

Declaration of Conformity

Radio equipment electronic immobiliser (EWS)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Frequency Band: 134 kHz
(Transponder: TMS37145 / TypeDST80, TMS3705 Transponder Base Station IC)
Output Power: 50 dBµV/m

Manufacturer and Address
Manufacturer: BECOM Electronics GmbH
Address: Technikerstraße 1,
A-7442 Hochstraß

Austria
Hiermit erklärt BECOM Electronics GmbH, dass der Funkanlagentyp EWS4 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: http://www.becom.at/de/download/

Belgium
Le soussigné, BECOM Electronics GmbH, déclare que l'équipement radioélectrique du type EWS4 est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.becom.at/de/download/

Bulgaria
С настоящото BECOM Electronics GmbH декларира, че този тип радиосъоръжение EWS4 е в съответствие с Директива 2014/53/ЕС.
Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://www.becom.at/de/download/

Cyprus
Με την παρούσα ο/η BECOM Electronics GmbH, δηλώνει ότι ο ραδιοεξοπλισμός EWS4 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://www.becom.at/de/download/

Czech Republic
Tímto BECOM Electronics GmbH prohlašuje, že typ rádiového zařízení EWS4 je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://www.becom.at/de/download/

Germany
Hiermit erklärt BECOM Electronics GmbH, dass der Funkanlagentyp EWS4 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: http://www.becom.at/de/download/

Denmark
Hermed erklærer BECOM Electronics GmbH, at radioudstyrstypen EWS4 er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://www.becom.at/de/download/

Estonia
Käesolevaga deklareerib BECOM Electronics GmbH, et käesolev raadioseadme tüüp EWS4 vastab direktiivi 2014/53/EL nõuetele.
ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://www.becom.at/de/download/

Spain
Por la presente, BECOM Electronics GmbH declara que el tipo de equipo radioeléctrico EWS4 es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://www.becom.at/de/download/

Finland
BECOM Electronics GmbH vakuuttaa, että radiolaitetyyppi EWS4 on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://www.becom.at/de/download/

France
Le soussigné, BECOM Electronics GmbH, déclare que l'équipement radioélectrique du type EWS4 est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.becom.at/de/download/

United Kingdom
Hereby, BECOM Electronics GmbH declares that the radio equipment type EWS4 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://www.becom.at/de/download/

Greece
Με την παρούσα ο/η BECOM Electronics GmbH, δηλώνει ότι ο ραδιοεξοπλισμός EWS4 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://www.becom.at/de/download/

Croatia
BECOM Electronics GmbH ovime izjavljuje da je radijska oprema tipa EWS4 u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://www.becom.at/de/download/

Hungary
BECOM Electronics GmbH igazolja, hogy a EWS4 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://www.becom.at/de/download/

Ireland
Hereby, BECOM Electronics GmbH declares that the radio equipment type EWS4 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://www.becom.at/de/download/

Italy
Il fabbricante, BECOM Electronics GmbH, dichiara che il tipo di apparecchiatura radio EWS4 è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://www.becom.at/de/download/

Lithuania
Aš, BECOM Electronics GmbH, patvirtinu, kad radijo įrenginių tipas EWS4 atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://www.becom.at/de/download/

Luxembourg
Le soussigné, BECOM Electronics GmbH, déclare que l'équipement radioélectrique du type EWS4 est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.becom.at/de/download/

Latvia
Ar šo BECOM Electronics GmbH deklarē, ka radioiekārta EWS4 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://www.becom.at/de/download/

Malta
B'dan, BECOM Electronics GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju EWS4 huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://www.becom.at/de/download/

Netherlands
Hierbij verklaar ik, BECOM Electronics GmbH, dat het type radioapparatuur EWS4 conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteits-verklaring kan worden geraadpleegd op het volgende internetadres: http://www.becom.at/de/download/

Poland
BECOM Electronics GmbH niniejszym oświadcza, że typ urządzenia radiowego EWS4 jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://www.becom.at/de/download/

Portugal
O(a) abaixo assinado(a) BECOM Electronics GmbH declara que o presente tipo de equipamento de rádio EWS4 está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://www.becom.at/de/download/

Romania
Prin prezenta, BECOM Electronics GmbH declară că tipul de echipamente radio EWS4 este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://www.becom.at/de/download/

Sweden
Härmed försäkrar BECOM Electronics GmbH att denna typ av radioutrustning EWS4 överensstämmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://www.becom.at/de/download/

Slovenia
BECOM Electronics GmbH potrjuje, da je tip radijske opreme EWS4 skladen z Direktivo 2014/53/EU.
Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://www.becom.at/de/download/

Slovakia
BECOM Electronics GmbH týmto vyhlasuje, že rádiové zariadenie typu EWS4 je v súlade so smernicou 2014/53/EÚ.
Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese:
http://www.becom.at/de/download/

FCC Approval

Ring aerial in the ignition switch



To verify the authorization of the ignition key, the electronic immobilizer exchanges information with the ignition key via the ring aerial.
This device complies with Part 15 of the FCC rules.
Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. ◀

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage



Pour vérifier l'autorisation de la clé de contact, le système d'immobilisation électronique échange des informations avec la clé de contact via l'antenne annulaire.
Le présent dispositif est conforme à la partie 15 des règles de la FCC. Son utilisation est soumise aux deux conditions suivantes :

(1) Le dispositif ne doit pas produire d'interférences nuisibles, et
(2) le dispositif doit pouvoir accepter toutes les interférences extérieures, y compris celles qui pourraient provoquer une activation inopportune.

Toute modification qui n'aurait qui n'aurait pas été approuvée expressément par l'organisme responsable de l'homologation peut annuler l'autorisation accordée à l'utilisateur pour utiliser le dispositif. ◀

Declaration of Conformity

Radio equipment Keyless Ride

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Frequency band: 434,42 MHz Maximum Transmission Power: 10 mW

Manufacturer and Address
Manufacturer: Huf Hülsbeck & Fürst GmbH & Co. KG
Address: Steeger Str. 17, 42551 Velbert, Germany

Bŭlgarski
С настоящото Huf Hülsbeck & Fürst GmbH & Co. KG декларира, че този тип радиосъоръжение HUF5750 е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://www.huf-group.com/eudoc/

Česky
Tímto Huf Hülsbeck & Fürst GmbH & Co. KG prohlašuje, že typ rádiového zařízení HUF5750 je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://www.huf-group.com/eudoc

Dansk
Hermed erklærer Huf Hülsbeck & Fürst GmbH & Co. KG, at radioudstyrstypen HUF5750 er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://www.huf-group.com/eudoc

Germany
Hiermit erklärt Huf Hülsbeck & Fürst GmbH & Co. KG, dass der Funkanlagentyp HUF5750 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://www.huf-group.com/eudoc

Eesti
Käesolevaga deklareerib Huf Hülsbeck & Fürst GmbH & Co. KG, et käesolev raadioseadme tüüp HUF5750 vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://www.huf-group.com/eudoc

English
Hereby, Huf Hülsbeck & Fürst GmbH & Co. KG declares that the radio equipment type HUF5750 is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: http:// www.huf-group.com/eudoc

Español
Por la presente, Huf Hülsbeck & Fürst GmbH & Co. KG declara que el tipo de equipo radioeléctrico HUF5750 es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://www.huf-group.com/eudoc

Français
Le soussigné, Huf Hülsbeck & Fürst GmbH & Co. KG, déclare que l'équipement radioélectrique du type HUF5750 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://www.huf-group.com/eudoc

Hrvatski
Huf Hülsbeck & Fürst GmbH & Co. KG ovime izjavljuje da je radijska oprema tipa HUF5750 u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://www.huf-group.com/eudoc

Íslenska
Hér Hülsbeck & Fürst GmbH & Co. KG að radíóbúnaður gerð HUF5750 tilskipunar 2014/53/EB samsvarandi.
The fullur texti af ESB-samræmisyfirlýsing er í boði á eftirfarandi veffang: http://www.huf-group.com/eudoc

Italiano
Il fabbricante, Huf Hülsbeck & Fürst GmbH & Co. KG, dichiara che il tipo di apparecchiatura radio HUF5750 è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://www.huf-group.com/eudoc

Latviski
Ar šo Huf Hülsbeck & Fürst GmbH & Co. KG deklarē, ka radioiekārta HUF5750 atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://www.huf-group.com/eudoc

Lietuvių
Aš, Huf Hülsbeck & Fürst GmbH & Co. KG, patvirtinu, kad radijo įrenginių tipas HUF5750 atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://www.huf-group.com/eudoc

Magyar
Huf Hülsbeck & Fürst GmbH & Co. KG igazolja, hogy a HUF5750 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://www.huf-group.com/eudoc

Malti
B'dan, Huf Hülsbeck & Fürst GmbH & Co. KG, niddikjara li dan it-tip ta' tagħmir tar-radju HUF5750 huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://www.huf-group.com/eudoc

Nederlands
Hierbij verklaar ik, Huf Hülsbeck & Fürst GmbH & Co. KG, dat het type radioapparatuur HUF5750 conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://www.huf-group.com/eudoc

Norsk
Herved Huf Hülsbeck & Fürst GmbH & Co. KG at radioutstyrstype HUF5750 i direktiv 2014/53/EU tilsvarende.
Den fullstendige teksten i EU-erklæring er tilgjengelig på følgende internettadresse: http://www.huf-group.com/eudoc

Polski
Huf Hülsbeck & Fürst GmbH & Co. KG niniejszym oświadcza, że typ urządzenia radiowego HUF5750 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://www.huf-group.com/eudoc

Português
O(a) abaixo assinado(a) Huf Hülsbeck & Fürst GmbH & Co. KG declara que o presente tipo de equipamento de rádio HUF5750 está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://www.huf-group.com/eudoc

Românesc
Prin prezenta, Huf Hülsbeck & Fürst GmbH & Co. KG declară că tipul de echipamente radio HUF5750 este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://www.huf-group.com/eudoc

Slovensko
Huf Hülsbeck & Fürst GmbH & Co. KG potrjuje, da je tip radijske opreme HUF5750 skladen z Direktivo 2014/53/EU.
Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://www.huf-group.com/eudoc

Slovensky
Huf Hülsbeck & Fürst GmbH & Co. KG týmto vyhlasuje, že rádiové zariadenie typu HUF5750 je v súlade so smernicou 2014/53/EÚ.
Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://www.huf-group.com/eudoc

Suomi
Huf Hülsbeck & Fürst GmbH & Co. KG vakuuttaa, että radiolaitetyyppi HUF5750 on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://www.huf-group.com/eudoc

Svenska
Härmed försäkrar Huf Hülsbeck & Fürst GmbH & Co. KG att denna typ av radioutrustning HUF5750 överensstämmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://www.huf-group.com/eudoc

Ελληνική
Με την παρούσα ο/η Huf Hülsbeck & Fürst, δηλώνει ότι ο ραδιοεξοπλισμός HUF5750 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://www.huf-group.com/eudoc

Certifications

BMW Keyless Ride ID Device



USA, Canada:

Product name: BMW Keyless Ride ID Device FCC ID: YGOHUF5750 IC: 4008C-HUF5750

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Canada:
Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

USA:
This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Argentina:

CNC COMISIÓN NACIONAL DE COMUNICACIONES
H-17115

Declaration Of Conformity

We declare under our responsibility that the product

BMW Keyless Ride ID Device (Model: HUF5750)

camplies with the appropriate essential requirements of the article 3 of the R&TIE and the other relevant provisions, when used for its intended purpose. Applied Standards:

1. Health and safety requirements contained in article 3 (1) a)
   - EN 60950-1:2006+A11:2009+A1:2010+A12:2011; Information technology equipment-Safety
2. Protection requirements with respect to electromagnetic compatibility article 3 (1) b)
   - EN 301 489-1 (V1 .9.2, 09/2011), Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services;
     Part 1: Common technical requirements
   - EN 301 489-3 (V1.4.1, 08/2002) Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 3: Specific conditions for short range devices (SRD) operating on frequencies between 9 kHz and 40 GHz
3. Means of the efficient use of the radio frequency spectrum article 3 (2)
   - EN 300 220-1 & -2 (V2.4.1, 05/2012), electromagnetic compatibility and radio spectrum matters (ERM); Short range devices (SRD); Radio equipment tobe used in the 25 MHz to 1000 MHz frequency range with power leveis ranging up to 500 mW;
     Part 1: Technical characteristics and test methods.
     Part 2: Harmonized EN covering essential requirements under article 3.2 ofthe R&TIE directive

The product is labeted with the CE marking:

CE

Velbert, October 15th, 2013

Benjamin A. Müller

Product Development Systems
Car Access and Immobilization - Electronics
Huf Hülsbeck & Fürst GmbH & Co. KG
Steeger Straße 17, D-42551 Velbert

Declaration of Conformity

Radio equipment tyre pressure control (RDC)

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Frequency Band: 433.92 MHz
Maximum Effective Radiated Power: 16.75 dBm

Manufacturer and Address
Manufacturer: LDL Technology S.A.S.
Address: Parc Technologique du Canal, 3 rue Giotto, 31520 Ramonville, France

Austria
Hiermit erklärt LDL Technology S.A.S., dass der Funkanlagentyp Wus Moto gen 3 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: bmw-motorrad.com/certification

Belgium
Le soussigné, LDL Technology S.A.S., déclare que l'équipement radioélectrique du type Wus Moto gen 3 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: bmw-motorrad.com/certification

Cyprus
Με την παρούσα ο/η LDL Technology S.A.S., δηλώνει ότι ο ραδιοεξοπλισμός Wus Moto gen 3 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: bmw-motorrad.com/certification

Czech Republic
Tímto LDL Technology S.A.S. prohlašuje, že typ rádiového zařízení Wus Moto gen 3 je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: bmw-motorrad.com/certification

Germany
Hiermit erklärt LDL Technology S.A.S., dass der Funkanlagentyp Wus Moto gen 3 der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitäts-erklärung ist unter der folgenden Internet-adresse verfügbar: bmw-motorrad.com/certification

Denmark
Hermed erklærer LDL Technology S.A.S., at radioudstyrstypen Wus Moto gen 3 er i overensstemmelse med direktiv 2014/53/EU.
EU-overensstemmelses-erklæringens fulde tekst kan findes på følgende internet-adresse: bmw-motorrad.com/certification

Estonia
Käesolevaga deklareerib LDL Technology S.A.S., et käesolev raadioseadme tüüp Wus Moto gen 3 vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: bmw-motorrad.com/certification

Spain
Por la presente, LDL Technology S.A.S. declara que el tipo de equipo radioeléctrico Wus Moto gen 3 es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: bmw-motorrad.com/certification

Finland
LDL Technology S.A.S. vakuuttaa, että radiolaitetyyppi Wus Moto gen 3 on direktiivin 2014/53/EU mukainen.
EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: bmw-motorrad.com/certification

France
Le soussigné, LDL Technology S.A.S., déclare que l'équipement radioélectrique du type Wus Moto gen 3 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: bmw-motorrad.com/certification

United Kingdom
Hereby, LDL Technology S.A.S. declares that the radio equipment type Wus Moto gen 3 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: bmw-motorrad.com/certification

Greece
Με την παρούσα ο/η LDL Technology S.A.S., δηλώνει ότι ο ραδιοεξοπλισμός Wus Moto gen 3 πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: bmw-motorrad.com/certification

Croatia
LDL Technology S.A.S. ovime izjavljuje da je radijska oprema tipa Wus Moto gen 3 u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: bmw-motorrad.com/certification

Hungary
LDL Technology S.A.S. igazolja, hogy a Wus Moto gen 3 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: bmw-motorrad.com/certification

Ireland
Hereby, LDL Technology S.A.S. declares that the radio equipment type Wus Moto gen 3 is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: bmw-motorrad.com/certification

Italy
Il fabbricante, LDL Technology S.A.S., dichiara che il tipo di apparecchiatura radio Wus Moto gen 3 è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: bmw-motorrad.com/certification

Lithuania
Aš, LDL Technology S.A.S., patvirtinu, kad radijo įrenginių tipas Wus Moto gen 3 atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: bmw-motorrad.com/certification

Luxembourg
Le soussigné, LDL Technology S.A.S., déclare que l'équipement radioélectrique du type Wus Moto gen 3 est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: bmw-motorrad.com/certification

Latvia
Ar šo LDL Technology S.A.S. deklarē, ka radioiekārta Wus Moto gen 3 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: bmw-motorrad.com/certification

Malta
B'dan, LDL Technology S.A.S., niddikjara li dan it-tip ta' tagħmir tar-radju Wus Moto gen 3 huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: bmw-motorrad.com/certification

Netherlands
Hierbij verklaar ik, LDL Technology S.A.S., dat het type radioapparatuur Wus Moto gen 3 conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteits-verklaring kan worden geraadpleegd op het volgende internetadres: bmw-motorrad.com/certification

Poland
LDL Technology S.A.S. niniejszym oświadcza, że typ urządzenia radiowego Wus Moto gen 3 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: bmw-motorrad.com/certification

Portugal
O(a) abaixo assinado(a) LDL Technology S.A.S. declara que o presente tipo de equipamento de rádio Wus Moto gen 3 está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: bmw-motorrad.com/certification

Romania
Prin prezenta, LDL Technology S.A.S. declară că tipul de echipamente radio Wus Moto gen 3 este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: bmw-motorrad.com/certification

Sweden
Härmed försäkrar LDL Technology S.A.S. att denna typ av radioutrustning Wus Moto gen 3 överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: bmw-motorrad.com/certification

Slovenia
LDL Technology S.A.S. potrjuje, da je tip radijske opreme Wus Moto gen 3 skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: bmw-motorrad.com/certification

Slovakia
LDL Technology S.A.S. týmto vyhlasuje, že rádiové zariadenie typu Wus Moto gen 3 je v súlade so smernicou 2014/53/EÚ.
Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: bmw-motorrad.com/certification

Bulgaria
С настоящото LDL Technology S.A.S. декларира, че този тип радиосъоръжение Wus Moto gen 3 е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: bmw-motorrad.com/certification

Declaration of Conformity

Radio equipment tyre pressure control (RDC)

For all Countries without EU

Model name: Wus moto gen 3

Technical information
Frequency Band: 433.92 MHz
Maximum Effective Radiated Power:
16.75 dBm

Manufacturer and Address
Manufacturer: LDL Technology S.A.S.
Address: Parc Technologique du Canal,
3 rue Giotto, 31520 Ramonville, France

TA-2019/1178
ICASA
APPROVED

CNC COMISIÓN NACIONAL DE COMUNICACIONES
H-23422

IFETEL: IFT/223/UCS/DG-AUSE/2418/2019

AGREE PAR L'ANRT MAROC
Numéro d'agrément: MR 20577 ANRT 2019
Date d'agrément: 26/07/2019

MCMC

Complies with
IMDA Standards
N3305-19

TRA
REGISTERED No:
ER73792/19

United States (USA), 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 harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the manufacturer could void the user's authority to operate the equipment.

Taiwan, Republic of
第十二條 經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。 第十四條 低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。 前項合法通信，指依電信法規定作業之無線電通信。 低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。
The "WARNINGS" translate to English is as below,
Article 12
Without permission, any company, firm or user shall not alter the frequency, increase the power, or change the characteristics and functions of the original design of the certified lower power frequency electric machinery.
Article 14
The application of low power frequency electric machineries shall not affect the navigation safety nor interfere a legal communication, if an interference is found, the service will be suspended until improvement is made and the interference no longer exists.

Declaration of Conformity

Radio equipment intelligent emergency call

Simplified EU Declaration of Conformity acc. Radio Equipment Directive 2014/53/EU after 12.06.2016 and during transition period

CE

Technical information
Antenna internal:
Frequency Band: 880 MHz - 915 MHz
Radiated Power [TRP]: < 22 dBm
Not acessable by user:
Frequency Band: 1710 MHz - 1785 MHz
Radiated Power [TRP]: < 26 dBm
Frequency Band: 1920 MHz - 1980 MHz
Radiated Power [TRP]: < 22 dBm
Frequency Band: 880 MHz - 915 MHz
Radiated Power [TRP]: < 23 dBm

Manufacturer and Address
Manufacturer:
Robert Bosch Car Multimedia GmbH
Address: Robert Bosch Str. 200,
31139 Hildesheim, Germany

Austria
Hiermit erklärt Robert Bosch Car Multimedia GmbH, dass der Funkanlagentyp TPM E-CALL EU der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://cert.bosch-carmultimedia.net/

Belgium
Le soussigné, Robert Bosch Car Multimedia GmbH, déclare que l'équipement radioélectrique du type TPM E-CALL EU est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://cert.bosch-carmultimedia.net/

Cyprus
Με την παρούσα ο/η Robert Bosch Car Multimedia GmbH, δηλώνει ότι ο ραδιοεξοπλισμός TPM E-CALL EU πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://cert.bosch-carmultimedia.net/

Czech Republic
Tímto Robert Bosch Car Multimedia GmbH, prohlašuje, že typ rádiového zařízení TPM E-CALL EU je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://cert.bosch-carmultimedia.net/

Germany
Hiermit erklärt Robert Bosch Car Multimedia GmbH, dass der Funkanlagentyp TPM E-CALL EU der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://cert.bosch-carmultimedia.net/

Denmark
Hermed erklærer Robert Bosch Car Multimedia GmbH, at radioudstyrstypen TPM E-CALL EU er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://cert.bosch-carmultimedia.net/

Estonia
Käesolevaga deklareerib Robert Bosch Car Multimedia GmbH, et käesolev raadioseadme tüüp TPM E-CALL EU vastab direktiivi 2014/53/EL nõuetele.
ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://cert.bosch-carmultimedia.net/

Spain
Por la presente, Robert Bosch Car Multimedia GmbH, declara que el tipo de equipo radioeléctrico TPM E-CALL EU es conforme con la Directiva 2014/53/UE.
El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://cert.bosch-carmultimedia.net/

Finland
Robert Bosch Car Multimedia GmbH, vakuuttaa, että radiolaitetyyppi TPM E-CALL EU on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://cert.bosch-carmultimedia.net/

France
Le soussigné, Robert Bosch Car Multimedia GmbH, déclare que l'équipement radioélectrique du type TPM E-CALL EU est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://cert.bosch-carmultimedia.net/

United Kingdom
Hereby, Robert Bosch Car Multimedia GmbH, declares that the radio equipment type TPM E-CALL EU is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://cert.bosch-carmultimedia.net/

Greece
Με την παρούσα ο/η Robert Bosch Car Multimedia GmbH, δηλώνει ότι ο ραδιοεξοπλισμός TPM E-CALL EU πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://cert.bosch-carmultimedia.net/

Croatia
Meta System S.p.A. ovime izjavljuje da je radijska oprema tipa TPM E-CALL EU u skladu s Direktivom 2014/53/EU.
Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://cert.bosch-carmultimedia.net/

Hungary
Robert Bosch Car Multimedia GmbH, igazolja, hogy a TPM E-CALL EU típusú rádióberendezés megfelel a 2014/53/EU irányelvnek.
Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://cert.bosch-carmultimedia.net/

Ireland
Hereby, Robert Bosch Car Multimedia GmbH, declares that the radio equipment type TPM E-CALL EU is in compliance with Directive 2014/53/EU.
The full text of the EU declaration of conformity is available at the following internet address: http://cert.bosch-carmultimedia.net/

Italy
Il fabbricante, Robert Bosch Car Multimedia GmbH, dichiara che il tipo di apparecchiatura radio TPM E-CALL EU è conforme alla direttiva 2014/53/UE.
Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://cert.bosch-carmultimedia.net/

Lithuania
Aš, Robert Bosch Car Multimedia GmbH, patvirtinu, kad radijo įrenginių tipas TPM E-CALL EU atitinka Direktyvą 2014/53/ES.
Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://cert.bosch-carmultimedia.net/

Luxembourg
Le soussigné, Robert Bosch Car Multimedia GmbH, déclare que l'équipement radioélectrique du type TPM E-CALL EU est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://cert.bosch-carmultimedia.net/

Latvia
Ar šo Robert Bosch Car Multimedia GmbH, deklarē, ka radioiekārta TPM E-CALL EU atbilst Direktīvai 2014/53/ES.
Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://cert.bosch-carmultimedia.net/

Malta
B'dan, Robert Bosch Car Multimedia GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju TPM E-CALL EU huwa konformi mad-Direttiva 2014/53/UE.
It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://cert.bosch-carmultimedia.net/

Netherlands
Hierbij verklaar ik, Robert Bosch Car Multimedia GmbH, dat het type radioapparatuur TPM E-CALL EU conform is met Richtlijn 2014/53/EU.
De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://cert.bosch-carmultimedia.net/

Poland
Robert Bosch Car Multimedia GmbH, niniejszym oświadcza, że typ urządzenia radiowego TPM E-CALL EU jest zgodny z dyrektywą 2014/53/UE.
Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://cert.bosch-carmultimedia.net/

Portugal
O(a) abaixo assinado(a) Robert Bosch Car Multimedia GmbH, declara que o presente tipo de equipamento de rádio TPM E-CALL EU está em conformidade com a Diretiva 2014/53/UE.
O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://cert.bosch-carmultimedia.net/

Romania
Prin prezenta, Meta System S.p.A. declară că tipul de echipamente radio TPM E-CALL EU este în conformitate cu Directiva 2014/53/UE.
Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://cert.bosch-carmultimedia.net/

Sweden
Härmed försäkrar Robert Bosch Car Multimedia GmbH, att denna typ av radioutrustning TPM E-CALL EU överensstämmer med direktiv 2014/53/EU.
Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://cert.bosch-carmultimedia.net/

Slovenia
Robert Bosch Car Multimedia GmbH, potrjuje, da je tip radijske opreme TPM E-CALL EU skladen z Direktivo 2014/53/EU.
Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://cert.bosch-carmultimedia.net/

Slovakia
Robert Bosch Car Multimedia GmbH, týmto vyhlasuje, že rádiové zariadenie typu TPM E-CALL EU je v súlade so smernicou 2014/53/EÚ.
Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://cert.bosch-carmultimedia.net/

Bulgaria
С настоящото Robert Bosch Car Multimedia GmbH, декларира, че този тип радиосъоръжение TPM E-CALL EU е в съответствие с Директива 2014/53/ЕС.
Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://cert.bosch-carmultimedia.net/

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

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Original rider's manual, printed in Germany.

Important data for refuelling:

Fuel	
Recommended fuel grade	E5 Super unleaded (max. 15% ethanol, E15) 95 ROZ/RON E10 90 AKI
Alternative fuel grade	E5 Regular, unleaded (max. 15% ethanol, E15) 91 ROZ/RON E10 87 AKI
Usable fuel capacity	approx. 24 l
Fuel reserve	approx. 4 l
Tyre pressures	
Tyre pressure, front	2.9 bar, with cold tyre; one-up and two-up riding
Tyre pressure, rear	3.2 bar, with cold tyre; one-up and two-up riding

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

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