



**BMW
MOTORRAD**

RIDER'S MANUAL

R 1300 GS



MAKE LIFE A RIDE

Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

YOUR BMW.

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

About this rider's manual

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

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

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

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

BMW Motorrad.

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QUICK & EASY REFERENCE


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 vehicle, please go to Chapter 2. All maintenance and servicing work on the vehicle 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.

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

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



Tightening torque.



Technical data.

NV

National-market version.

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

EQUIPMENT

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

If your motorcycle contains equipment that has not been described, its description can be found in a separate manual.

TECHNICAL DATA

All dimensions, weights and power ratings stated in the rider's manual are quoted to the standards and comply with the tolerance requirements of the Deutsches Institut für Normung e. V. (DIN).

Technical data and specifications in this rider's manual are guide values. The vehicle-specific data may deviate from these, for example as a result

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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 vehicle may differ from the information supplied in the rider's manual. Nor can BMW Motorrad entirely rule out errors and omissions. We hope you will appreciate that no claims can be entertained on the basis of the data, illustrations or descriptions in these operating instructions.

ADDITIONAL SOURCES OF INFORMATION

Authorised BMW Motorrad retailer

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

Internet

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

CERTIFICATES AND OPERATING LICENCES

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

DATA MEMORY

General

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

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

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

Personal reference

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

Data protection rights

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

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

These entities may include:

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

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

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

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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.

If required, data can be entered in the entertainment and communication system of the

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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

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system and its functions see (▮▮▮▮ 71).

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 Connected-Ride 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

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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.

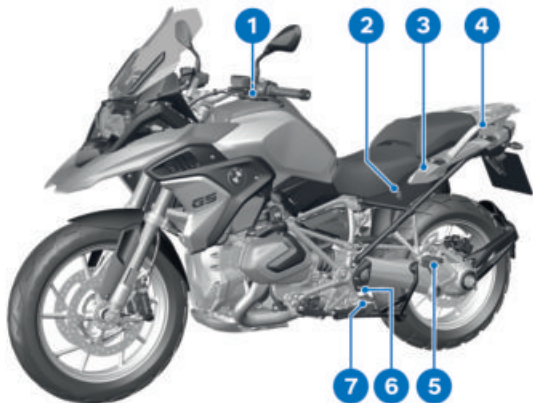
GENERAL VIEWS

02

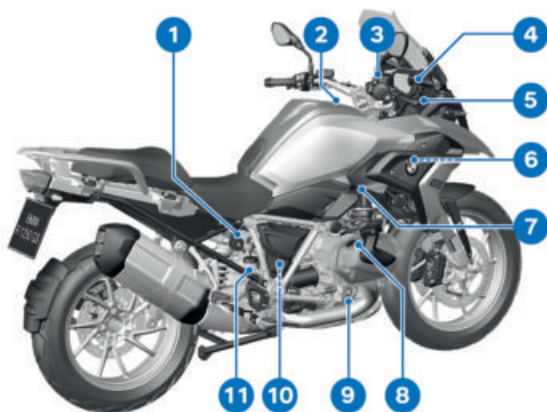
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GENERAL VIEW, LEFT SIDE



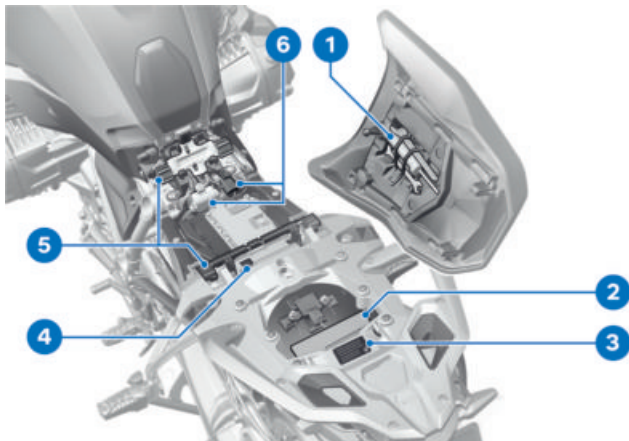
- 1 Fuel filler neck (▣▣▣ 159)
- 2 12 V socket
- 3 Seat lock (▣▣▣ 133)
- 4 Passenger grab handle
- 5 Rear footrest
- 6 Setting the rear damping
(down at the spring strut)
(▣▣▣ 139)
- 7 Rider footrest

GENERAL VIEW, RIGHT SIDE


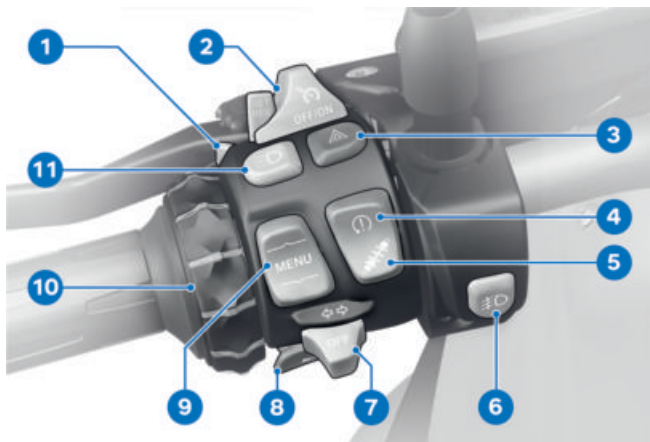
- | | |
|--|---|
| <p>1 Adjustment of spring preload for rear wheel (➡ 138)</p> <p>2 Air filter (under the centre trim panel) (➡ 208)</p> <p>3 Brake-fluid reservoir, front (➡ 196)</p> <p>4 Height adjustment of the windscreen (➡ 128)</p> <p>5 USB charging socket (➡ 227)</p> <p>6 Vehicle identification number (on steering-head bearing)
Type plate (on steering-head bearing)</p> | <p>7 Coolant-level indicator (➡ 198)
Coolant reservoir (➡ 199)</p> <p>8 Oil filler opening (➡ 193)</p> <p>9 Engine oil level indicator (➡ 191)</p> <p>10 Behind the side trim panel (bottom right frame tube):
Battery (➡ 215)
Remote positive terminal (➡ 214)
Diagnostic connector (➡ 221)</p> <p>11 Brake-fluid reservoir, rear (➡ 197)</p> |
|--|---|

20 GENERAL VIEWS

UNDERNEATH THE SEAT



- 1 Toolkit (☞ 190)
- 2 Rider's manual
- 3 Tyre pressures table
- 4 Payload table
- 5 Adjustment of rider's seat height (☞ 136)
- 6 Fuses (☞ 220)

MULTIFUNCTION SWITCH, LEFT

- 1 High-beam headlight and headlight flasher (➡ 74)
- 2 Cruise control (➡ 87)
- 3 Hazard warning lights (➡ 77)
- 4 DTC (➡ 78)
- 5 Dynamic ESA (➡ 79)
- 6 Auxiliary headlights (➡ 75)
- 7 Turn indicators (➡ 77)
- 8 Horn
- 9 MENU rocker button (➡ 103)
- 10 Multi-Controller (➡ 103)
- 11 Daytime riding light (➡ 75)

22 GENERAL VIEWS

MULTIFUNCTION SWITCH, RIGHT

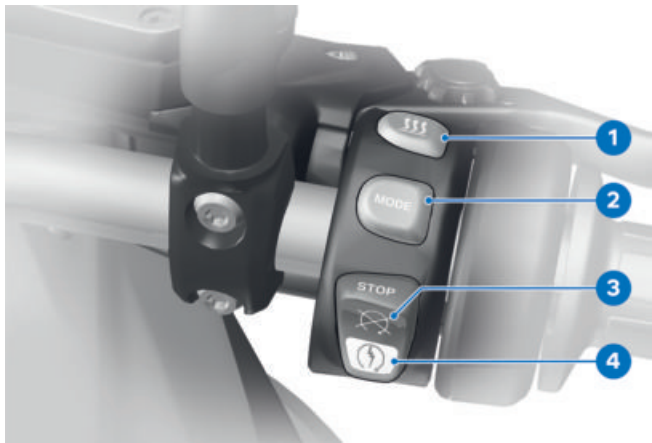
—with intelligent emergency call^{OE}



- 1 Heating (☞ 95)
- 2 Riding mode (☞ 82)
- 3 Emergency-off switch (kill switch) (☞ 70)
- 4 Starter button (☞ 148)
- 5 SOS button
Intelligent emergency call
(☞ 71)

MULTIFUNCTION SWITCH, RIGHT

—without intelligent emergency call^{OE}



- 1 Heating (➡ 95)
- 2 Riding mode (➡ 82)
- 3 Emergency-off switch (kill switch) (➡ 70)
- 4 Starter button (➡ 148)

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INSTRUMENT CLUSTER



- 1 Indicator and warning lights (➡ 28)
- 2 TFT display (➡ 29)
- 3 Indicator light DWA (➡ 93)
Keyless Ride (➡ 67)
- 4 Photosensor (for adapting the brightness of the instrument lighting)

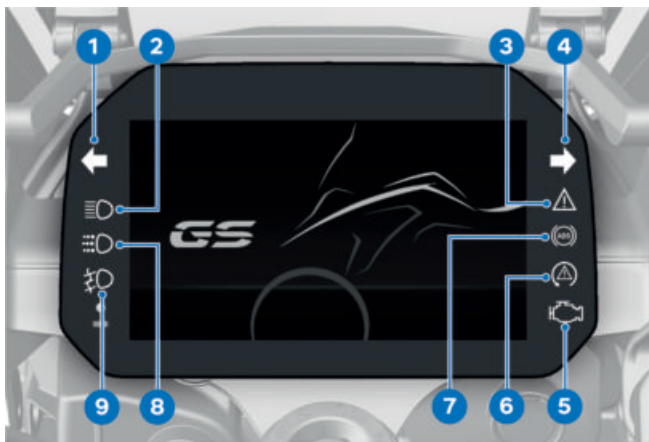
STATUS INDICATORS

03

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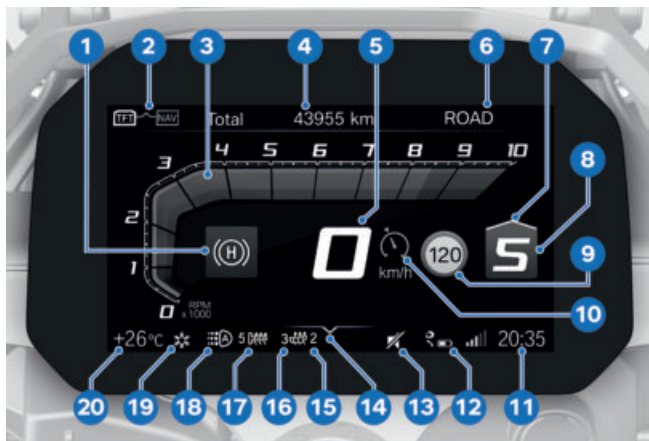
28 STATUS INDICATORS

INDICATOR AND WARNING LIGHTS



- 1 Turn indicators, left (➡ 77)
- 2 High-beam headlight (➡ 74)
- 3 General warning light (➡ 31)
- 4 Turn indicators, right (➡ 77)
- 5 Warning light, drive malfunction (➡ 47)
- 6 DTC (➡ 56)
- 7 ABS (➡ 55)
- 8 Daytime riding light (➡ 75)
- 9 Auxiliary headlights (➡ 75)

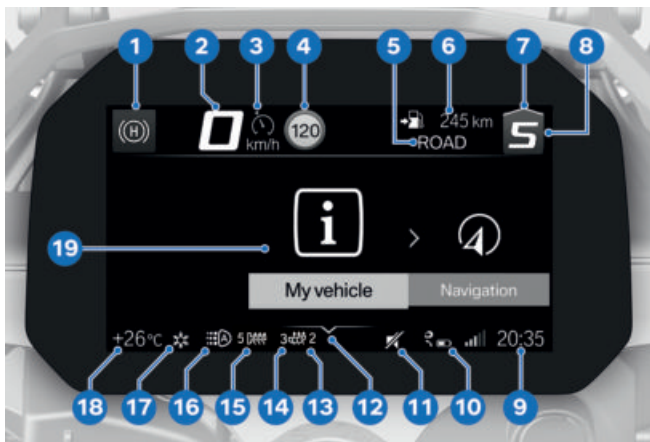
TFT DISPLAY IN PURE RIDE VIEW



- | | |
|---|---|
| 1 Hill Start Control (►►► 59) | 12 Connection status (►►► 113) |
| 2 Change of operating focus (►►► 107) | 13 Muting (►►► 110) |
| 3 Rev. counter (►►► 109) | 14 Operating help |
| 4 Rider info. status line (►►► 107) | 15 Passenger seat heating (►►► 97) |
| 5 Speedometer | 16 Rider's seat heating (►►► 96) |
| 6 Riding mode (►►► 82) | 17 Heated grips (►►► 95) |
| 7 Recommendation to up-shift (►►► 110) | 18 Automatic daytime riding light (►►► 76) |
| 8 Gear indicator | 19 Outside temperature warning (►►► 39) |
| 9 Speed Limit Info (►►► 109) | 20 Ambient temperature |
| 10 Cruise control (►►► 87) | |
| 11 Clock (►►► 111) | |

30 STATUS INDICATORS

TFT DISPLAY IN MENU VIEW




- | | |
|---|---|
| 1 Hill Start Control (►►► 59) | 13 Passenger seat heating (►►► 97) |
| 2 Speedometer | 14 Rider's seat heating (►►► 96) |
| 3 Cruise control (►►► 87) | 15 Heated grips (►►► 95) |
| 4 Speed Limit Info (►►► 109) | 16 Automatic daytime riding light (►►► 76) |
| 5 Riding mode (►►► 82) | 17 Outside temperature warning (►►► 39) |
| 6 Rider info. status line (►►► 107) | 18 Ambient temperature |
| 7 Recommendation to up-shift (►►► 110) | 19 Menu section |
| 8 Gear indicator | |
| 9 Clock (►►► 111) | |
| 10 Connection status | |
| 11 Muting (►►► 110) | |
| 12 Operating help | |

WARNING INDICATORS

Mode of presentation

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

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

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

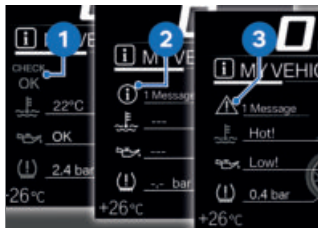


Values display

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

Colour of the symbol

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





Check Control display

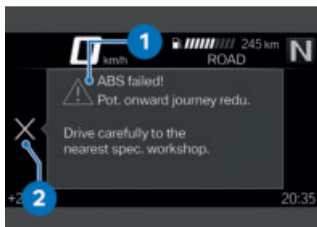
The messages differ in how they show on the display. Different colours and symbols are used depending on priority:

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- Red: (Hot!/High!) Current temperature or value is too high.
- White: (---) No valid value available. Dashes **5** are displayed instead of a numerical value.

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






















- 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 attached dynamically to the pages as additional tabs in the *My vehicle* menu ( 105). The message can be called up again as long as the fault persists.






















Check Control dialogue




















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

Warnings, overview




















Indicator and warning lights	Display text	Meaning
	 is displayed.	Outside temperature warning (►►► 39)
 lights up yellow.	 Remote key not in range.	Radio-operated key out of range (►►► 39)
 lights up yellow.	 Keyless Ride failure	Keyless Ride failed (►►► 40)
 lights up yellow.	 Remote key battery weak.	Replacing battery of radio-operated key (►►► 40)
	 is displayed in yellow.	Voltage of the vehicle electrical system too low (►►► 40)
	 Vehicle voltage low.	
 lights up yellow.	 is displayed in red.	Voltage of the vehicle electrical system critical (►►► 41)
	 Vehicle voltage critical!	
 flashes yellow.	 is displayed in red.	Charging voltage critical (►►► 42)
	 Vehicle voltage critical!	
 lights up yellow.	 The faulty bulb is displayed.	Bulb faulty (►►► 42)
 flashes yellow.	 The faulty bulb is displayed.	
 lights up yellow.	 Light control failure!	Light control failed (►►► 43)

















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Indicator and warning lights	Display text	Meaning
	 Alarm system batt. capacity weak.	Anti-theft alarm battery weak (→ 44)
	 Alarm system battery empty.	Anti-theft alarm battery flat (→ 44)
	 Alarm system failure	DWA failed (→ 44)
 lights up yellow.	 Engine oil level Check engine oil level.	Engine-oil level too low (→ 45)
 lights up yellow.	 Engine temp. high!	Engine temperature high (→ 45)
 lights up red.	 Engine overheating!	Engine overheated (→ 46)
 lights up.	 Engine!	Drive malfunction (→ 47)
 flashes red.	 Serious fault in the engine control!	Serious drive malfunction (→ 47)
 flashes.		
 lights up yellow.	 No communication with engine control.	Engine control failed (→ 47)
 shows.		
 lights up yellow.	 Fault in the engine control.	Engine in emergency-operation mode (→ 48)




Indicator and warning lights	Display text	Meaning
 flashes red.	 Serious fault in the engine control!	Serious fault in engine control (→ 48)
 lights up yellow.	 is displayed in yellow.  Tyre pressure does not match setpoint	Tyre pressure close to limit of permitted tolerance (→ 50)
 flashes red.	 is displayed in red.  Tyre pressure does not match setpoint	Tyre pressure outside permitted tolerance (→ 50)
	 Tyre press. control. Loss of pressure.	
	 "----"	Transmission fault (→ 51)
 lights up yellow.	 "----"	Sensor faulty or system fault (→ 52)
 lights up yellow.	 Tyre pressure check failure!	Tyre pressure monitoring (RDC) failed (→ 52)
 lights up yellow.	 RDC sensor battery weak.	Battery for tyre pressure sensor weak (→ 53)
	 Drop sensor faulty.	Drop sensor defective (→ 53)
 lights up yellow.	 Emergency call system restricted.	Emergency call function restricted (→ 53)

36 STATUS INDICATORS

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Emergency call system error.	Emergency call function failed (▣▣▣▣ 54)
 lights up yellow.	 Side stand monitoring faulty.	Side stand monitoring is faulty (▣▣▣▣ 54)
 flashes regularly.		ABS self-diagnosis not completed (▣▣▣▣ 54)
 lights up yellow.	 Limited ABS availability!	ABS fault (▣▣▣▣ 55)
 shows.		
 lights up yellow.	 ABS failure!	ABS failed (▣▣▣▣ 55)
 shows.		
 lights up yellow.	 ABS Pro failure!	ABS Pro failed (▣▣▣▣ 55)
 shows.		
 flashes irregularly.		ABS control at front wheel only (▣▣▣▣ 56)
 quick-flashes.		DTC intervention (▣▣▣▣ 56)
 slow-flashes.		DTC self-diagnosis not completed (▣▣▣▣ 56)
 shows.	 Off!	DTC switched off (▣▣▣▣ 57)

Indicator and warning lights	Display text	Meaning
	 Traction control deactivated.	DTC switched off (→ 57)
 lights up yellow.  shows.	 Traction control limited!	DTC restricted (→ 57)
 lights up yellow.  shows.	 Traction control failure!	DTC fault (→ 58)
 lights up yellow.	 Spring strut adjustment faulty!	D-ESA fault (→ 58)
	 Tank reserve level reached.	Fuel down to reserve (→ 59)
	 shows green.	Hill Start Control active (→ 59)
	 flashes yellow.	Hill Start Control automatically deactivated (→ 59)
	 is displayed.	Hill Start Control cannot be activated (→ 59)
	HSC not available. Engine not running.	
	 The gear indicator flashes.	Gear not trained (→ 60)
 flashes green.		Hazard warning lights system is switched on (→ 60)
 flashes green.		

38 STATUS INDICATORS

Indicator and warning lights	Display text	Meaning
	 is displayed in white. Service due!	Service due (▶ 61)
 lights up yellow.	 is displayed in yellow. Service over-due!	Service-due date has passed (▶ 61)

Ambient temperature

The outside temperature is displayed in the status line of the TFT display.

When the vehicle is at a standstill, the heat of the electrical machine can falsify the ambient-temperature reading. If the heat of the electrical machine 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 limit value of 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:

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



WARNING

Risk of black ice forming even when temperature is above approx. 3 °C

Risk of accident

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

- Ride carefully and think well ahead.

Radio-operated key out of range

—with Keyless Ride^{OE}



lights up yellow.



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

Possible cause:

Communication between R/C key and engine electronics is disrupted.

- Check the battery in the radio-operated key.
—with Keyless Ride^{OE}
- Replace the battery of the radio-operated key. (➔ 69)

40 STATUS INDICATORS

- Use the reserve key to continue your journey.
–with Keyless Ride^{OE}
- Battery of the radio-operated key is empty or loss of the radio-operated key. (▶▶▶ 68)
- If a check control dialogue box appears during the journey, remain calm. You can continue your journey; the engine will not switch off.
- Have the defective radio-operated key replaced by an authorised BMW Motorrad dealer.

Keyless Ride failed

–with Keyless Ride^{OE}



lights up yellow.



Keyless Ride failure
Do not stop the engine. It may not be possible 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.

Replacing battery of radio-operated key

–with Keyless Ride^{OE}



lights up yellow.



Remote key battery weak. Function limited. 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. (▶▶▶ 69)

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 (such as heated body warmers) are in operation, 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 red.



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 (such as heated body warmers) are in operation, 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.

42 STATUS INDICATORS

Charging voltage critical



flashes yellow.



is displayed in red.



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



WARNING

Failure of the vehicle systems

Risk of accident

- Do not continue your journey.

Battery is not being charged. If you continue to ride the motorcycle the on-board electronics will drain the battery.
Possible cause:

The alternator or alternator drive is faulty, battery is faulty or the fuse for the alternator regulator has blown.

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

Bulb faulty



lights up yellow.



The faulty bulb is displayed:



High beam faulty!



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



Low-beam headlight faulty!



Front side light faulty!

–with daytime riding light^{OE}



Daytime riding light faulty!◁

–with additional headlight^{OE}



Left additional headlight faulty!

or Right additional headlight faulty!◁




Tail light faulty!



Brake light faulty!




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


 Number plate light faulty!

–Have it checked by a specialist workshop.

 flashes yellow.

–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.

The vehicle lighting has partially or completely failed.

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.

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Anti-theft alarm battery weak

—with anti-theft alarm (DWA)^{OE}

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

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


Possible cause:


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

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

Anti-theft alarm battery flat

—with anti-theft alarm (DWA)^{OE}

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

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


Possible cause:

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

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

DWA failed

—with anti-theft alarm (DWA)^{OE}


 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.

Electronic oil-level check

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

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

- Rider is sitting on the vehicle and vehicle has just been ridden at a speed of at least min 10 km/h.
- Engine idling for at least 20 seconds.
- Engine is at operating temperature.
- Vehicle is standing upright on a smooth, level surface.
- Side stand is retracted and vehicle is not propped on its centre stand.
- The spring strut is appropriately set for the load status, or D-ESA is in Auto load mode.

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

Engine-oil level too low



lights up yellow.



Engine oil level
Check engine oil level.

Possible cause:

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

- Check the engine oil level. (▣▶ 191)

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

- Topping up the engine oil. (▣▶ 193)

When the oil level in the sight glass is correct:

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

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

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

Engine temperature high



lights up yellow.



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

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ATTENTION

Riding with overheated engine

Engine damage

- Compliance with the information set out below is essential.

Possible cause:

The coolant level is too low.

- Check the coolant level.
(198)

If the coolant level is too low:

- Leave the engine to cool down.
- Topping up coolant (199).
- Have the cooling system checked by a specialist workshop, preferably by a BMW Motorrad partner.

Possible cause:

The coolant temperature is too high.

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

If the coolant temperature is frequently too high:

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

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:

The coolant level is too low.

- Check the coolant level.
(198)

If the coolant level is too low:

- Leave the engine to cool down.
- Topping up coolant (199).
- Have the cooling system checked by a specialist workshop, preferably by a BMW Motorrad partner.

Possible cause:

Engine is overheated.

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

- 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 which affects the pollutant emissions.

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

Serious drive malfunction



flashes red.



flashes.



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 control failed



lights up yellow.



shows.



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


Possible cause:


Communication with the engine control unit has failed.

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

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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 which impairs the engine performance or throttle response. The engine is in emergency-operation mode. In exceptional cases, the engine stops and refuses to start.


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

» It is possible to continue riding, however the engine performance and engine speed

range may be impaired and not function as normal.

Serious fault in engine control

 flashes red.

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

WARNING

Engine damage when running in emergency-operation mode

Risk of accident

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

Possible cause:

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

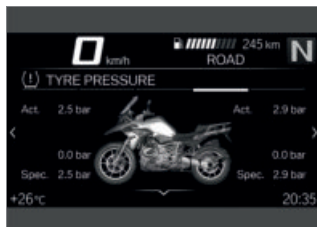
- It is possible to continue to ride but not recommended.
- Avoid high load and rpm ranges if possible.

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

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

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sensor is outside the permissible tolerance range.

For further information about the BMW Motorrad RDC, see the section entitled "Engineering details" from page (▣▣▣▣ 180) onward.

Tyre pressure close to limit of permitted tolerance

 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":

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

» Temperature compensation (▣▣▣▣ 181)◀

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

» Pressure adaptation (▣▣▣▣ 181)◀

» Find the correct tyre pressures in the following places:

-Back cover of the rider's manual


-Instrument cluster in the TYRE PRESSURE view


-Sign under the seat

Tyre pressure outside permitted tolerance

 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":

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

- » Temperature compensation (▣▣▣▣▶ 181)◀

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

- » Pressure adaptation (▣▣▣▣▶ 181)◀

» Find the correct tyre pressures in the following places:

- Back cover of the rider's manual
- Instrument cluster in the TYRE PRESSURE view
- Sign under the seat

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



The RDC warning messages can be deactivated for off-roading.

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

"---"

Possible cause:

The vehicle has not reached the minimum speed (▣▣▣▣▶ 180).

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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.)

- Observe the RDC display at higher speeds.



Assume that a permanent fault has not occurred unless the 'General' warning light comes on to accompany the symptoms.

Under these circumstances:

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

Possible cause:

The radio link to the RDC sensors is faulty. Radio systems are located in the surrounding area which are interfering with the transmission between the RDC control unit and the sensors.

- Observe the RDC displays in other surrounding areas.



Assume that a permanent fault has not occurred unless the 'General' warning light comes on to accompany the symptoms.

Under these circumstances:

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

Sensor faulty or system fault



lights up yellow.



"----"

Possible cause:

Vehicle is fitted with wheels not equipped with RDC sensors.

- Fit wheels and tyres equipped with RDC sensors.

Possible cause:

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

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

Tyre pressure monitoring (RDC) failed



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.

Battery for tyre pressure sensor weak



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 control system can remain operational.

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

Drop sensor defective



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

Possible cause:

The drop sensor is not available.

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

Emergency call function restricted

—with intelligent emergency call^{OE}



lights up yellow.



Emergency call system restricted. If this occurs again, have the vehicle checked by a specialist workshop.

Possible cause:

The emergency call cannot be made automatically or via BMW.

- Observe information on operating the intelligent emergency call from page (➔ 71).
- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

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Emergency call function failed

—with intelligent emergency call^{OE}



lights up yellow.



Emergency call system error. Make an appointment at a specialist workshop.

Possible cause:

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

- Bear in mind that an emergency call cannot be made.
- 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 will stop if stationary! Have checked by workshop.

Possible cause:



Side-stand switch or wiring damaged

The engine will switch off when speed drops below the minimum threshold. You cannot resume your journey.

min 5 km/h

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

ABS self-diagnosis not completed



flashes regularly.

Possible cause:



ABS self-diagnosis not completed

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

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

ABS fault

lights up yellow.



shows.



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

Possible cause:

The ABS control unit has detected a fault. The partially 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 (▶▶▶ 170).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS failed

lights up yellow.



shows.



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 (▶▶▶ 170).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS Pro failed

lights up yellow.



shows.



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

56 STATUS INDICATORS

Possible cause:

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

- You can continue to ride. Bear in mind the more detailed information on certain situations that can lead to an ABS Pro fault message (▮▮▮▮ 170).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

ABS control at front wheel only

–with riding modes Pro^{OE}



flashes irregularly.

Possible cause:

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

- Check the settings of the riding mode.
- For more information on setting up the riding modes, see

the section entitled "Engineering details" (▮▮▮▮ 175).

DTC intervention



quick-flashes.

Possible cause:

The DTC 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 duration of the DTC. This affords the rider visual feedback on control intervention even after the critical situation has been dealt with.

- You can continue to ride. Ride carefully and think well ahead.

DTC self-diagnosis not completed



slow-flashes.

Possible cause:



DTC self-diagnosis not completed

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

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

DTC switched off



shows.



Off!



Traction control deactivated.

Possible cause:

The rider has switched off the DTC system.

- Switch on DTC. (➡ 79)

DTC restricted



lights up yellow.



shows.



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

Possible cause:

The DTC control unit has detected a fault.



ATTENTION


Damaged components

Damage to sensors, for example, which causes malfunctions


- Do not transport any objects underneath the driver or passenger seat.
- Secure the toolkit.
- Do not damage the angular rate sensor.
- Bear in mind that the DTC function is restricted.
- You can continue to ride. Bear in mind the more detailed information on situations that can lead to a DTC fault (➡ 172).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

58 STATUS INDICATORS

DTC fault

 lights up yellow.

 shows.

 Traction control failure! Onward journey possible. Ride carefully to next specialist workshop.
Possible cause:
The DTC control unit has detected a fault.

ATTENTION

Damaged components


Damage to sensors, for example, which causes malfunctions


- Do not transport any objects underneath the driver or passenger seat.
 - Secure the toolkit.
- Do not damage the angular rate sensor.
 - Bear in mind that the DTC function is not available or the functionality is subject to certain restrictions.
 - You can continue to ride. Bear in mind the more detailed information on situations that can lead to a DTC fault (➡ 172).

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

D-ESA fault

—with Dynamic ESA^{OE}

 lights up yellow.

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

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

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

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.



Reserve fuel

approx. 4 l

- Refuel. (▮▮▮ 159)

Hill Start Control active

shows green.

Possible cause:

The driver has activated Hill Start Control (▮▮▮ 183).

- Switch off Hill Start Control.
- Operate Hill Start Control. (▮▮▮ 90)

Hill Start Control automatically deactivated

flashes yellow.

Possible cause:

Hill Start Control has been automatically deactivated.

- Side stand has been folded out.
 - » Hill Start Control is deactivated when the side stand is folded out.
- Engine has been switched off.
 - » Hill Start Control is deactivated when the engine is switched off.
- Operate Hill Start Control. (▮▮▮ 90)

Hill Start Control cannot be activated

is displayed.

HSC not available. Engine not running.

Possible cause:

Hill Start Control cannot be activated.

- Retract the side stand.
 - » Hill Start Control functions only when the side stands are folded in.
- Start the engine.
 - » Hill Start Control functions only when the engine is running.

60 STATUS INDICATORS

Gear not trained

–with shift assistant Pro^{OE}

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

Possible cause:


–with shift assistant Pro^{OE}

The gearbox sensor is not fully trained.

- Select neutral **N** and allow the engine to idle for at least 10 seconds to teach the neutral position.
- Use clutch control to engage each gear in turn and ride for a minimum of 10 seconds in each gear.
 - » The gear indicator stops flashing when the gearbox sensor has been trained successfully.
- When the gearbox sensor is fully trained, the Gear Shift Assistant Pro functions as described (▶▶▶ 182).
- If teaching is not successful, have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.

Hazard warning lights system is switched on

 flashes green.


 flashes green.

Possible cause:


The driver has switched on the hazard warning lights system.

- Operate the hazard warning flashers. (▶▶▶ 77)

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 Check Control 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 the driving performance or the date.

- Have your motorcycle serviced regularly by a specialist workshop, preferably by an authorised BMW Motorrad retailer.
- » The operational and road safety of the motorcycle remain intact.
- » The motorcycle's value is maintained as best as possible.

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 by an authorised BMW Motorrad retailer.
- » The operational and road safety of the motorcycle remain intact.
- » The motorcycle's value is maintained as best as possible.

OPERATION

04

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64 OPERATION

IGNITION SWITCH/STEERING LOCK

Keys

You receive 2 vehicle keys.
If a key is lost or mislaid, consult the notes on the electronic immobiliser (EWS) (➡ 65).
Ignition switch/steering lock, fuel filler cap lock and seat lock are all operated with the same ignition key.

If you wish you can arrange to have the cases and the topcase fitted with locks that can be opened with the ignition key as well. Consult a specialist workshop, preferably an authorised BMW Motorrad retailer.

Engaging steering lock

- Turn the handlebars all the way to the left.



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

- » Ignition, lights and all function circuits switched off.
- » Handlebars are locked.
- » Vehicle key can be removed.

Switching on ignition



- Insert the vehicle key into the ignition switch and turn it to position **1**.
 - » Side lights and all function circuits are switched on.
 - » Pre-Ride-Check is performed. (➡ 149)
 - » ABS self-diagnosis is in progress. (➡ 149)
 - » DTC self-diagnosis is in progress. (➡ 150)


Switching off ignition



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

Electronic immobiliser (EWS)

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

 A second ignition key attached to the same ring as the ignition key used to start the engine could "irritate" the electronics, in which case the enabling signal for starting is not issued.

Always keep the ignition keys separate from each other.

If you lose your 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 ignition key, but an ignition key that has been barred can subsequently be reactivated.

You can obtain extra keys only through an authorised BMW Motorrad retailer. The ignition keys are part of an integrated security system,


66 OPERATION

so the retailer is under an obligation to check the legitimacy of all applications for replacement/extra keys.

IGNITION WITH KEYLESS RIDE


—with Keyless Ride^{OE}

Keys

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

You receive one radio-operated key and one spare key. If a key is lost or mislaid, consult the notes on the electronic immobiliser (EWS) (➡ 65).


Ignition, fuel filler cap and anti-theft alarm system all work with the radio-operated key. Seat lock, topcase and cases can be locked and unlocked manually.

 The vehicle cannot be started if the radio control key is not within range (e.g.

key inside one of the cases or the topcase).

If the radio-operated key remains out of range the ignition is switched off after about 90 seconds 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
—with Keyless Ride ^{OE}	
approx. 1 m ◁	

Engaging steering lock Requirement

The handlebars are turned towards the left. Radio-operated key is within range.



- Press and hold down button **1**.
- » The steering lock engages with an audible click.

- » Ignition, lights and all function circuits switched off.
- Short-press button **1** to disengage the steering lock.

Switching on ignition Requirement

Radio-operated key is within range.



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

Version 1:

- Short-press button **1**.
 - » Side lights and all function circuits are switched on.
 - with daytime riding light^{OE}
 - » Daytime riding light is switched on.◁
 - with additional headlight^{OE}
 - » Auxiliary headlights are switched on.◁
 - » Pre-Ride-Check is performed. (▮▮▮ 149)
 - » ABS self-diagnosis is in progress. (▮▮▮ 149)

Version 2:

- Steering lock is engaged; press and hold down button **1**.
 - » The steering lock disengages.
 - » Side lights and all function circuits switched on.
 - with daytime riding light^{OE}
 - » Daytime riding light is switched on.◁
 - with additional headlight^{OE}
 - » Auxiliary headlights are switched on.◁
 - » Pre-Ride-Check is performed. (▮▮▮ 149)
 - » ABS self-diagnosis is in progress. (▮▮▮ 149)

Switching off ignition Requirement

Radio-operated key is within range.



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

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Version 1:


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

Version 2:

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

Electronic immobiliser EWS

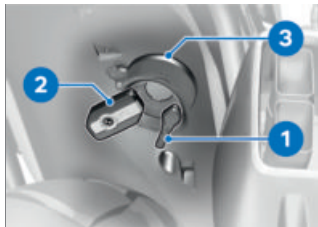
The on-board electronics access the data saved in the radio-operated key via a ring aerial in the R/C ignition lock. The ignition is not enabled for starting until the engine control unit has recognised the radio-operated key as "authorised" for your motorcycle.

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

If you lose a radio-operated 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.

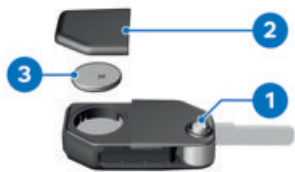
The engine cannot be started by a barred radio-operated key, but a radio-operated key that has been barred can subsequently be reactivated. You can obtain extra keys only through an authorised BMW Motorrad retailer. The radio-operated keys are part of an integrated security system, so the retailer is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

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**).

70 OPERATION



- 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.

EMERGENCY-OFF SWITCH (KILL SWITCH)



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

WARNING

Operation of the kill switch while riding

Risk of fall due to rear wheel locking

- Do not operate the kill switch when riding.

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



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

INTELLIGENT EMERGENCY CALL

—with intelligent emergency call^{OE}

Emergency call via BMW

Press the SOS button in an emergency only.

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.

During an emergency call, the location of the vehicle, the choice of language and, if applicable, accident-related data are transmitted to BMW (11). Under unfavourable

conditions, data transfer can be restricted or delayed. This can lead to delayed processing of the emergency call.

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.

Language for emergency call

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

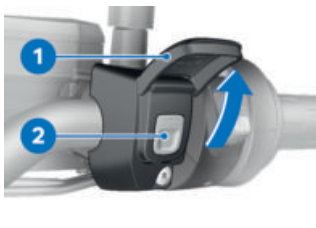


The language for the emergency call can only be changed by the BMW Motorrad partner. The language assigned to the vehicle differs from the display languages that can be selected by the rider in the TFT display.

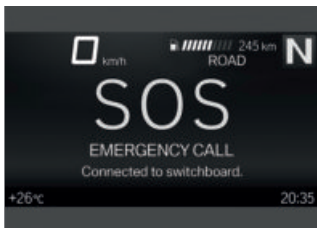
Manual emergency call Requirement

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

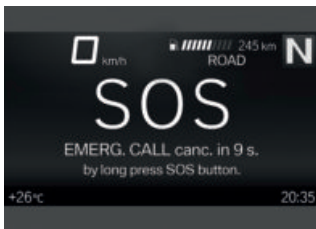
72 OPERATION



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

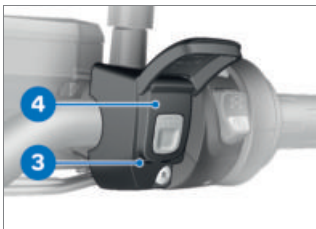


The connection was established.



The time until transmission of the emergency call is displayed. During that time, it is possible to cancel the emergency call.

- 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.



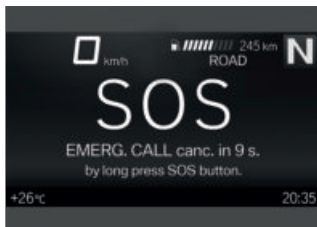
- Provide information to the emergency services using the microphone **3** and speaker **4**.

Automatic emergency call

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

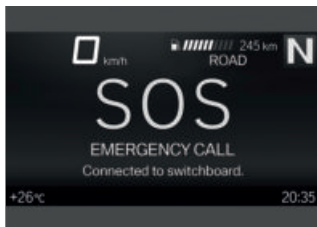
Emergency call in the event of a light fall

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

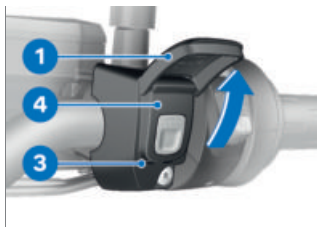


The time until transmission of the emergency call is displayed. During that time, it is possible to cancel the emergency call.

- If possible, remove helmet and stop engine.
- » A voice contact connection 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 and sidelights

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

-  The side lights place a strain on the battery; leave the ignition switched on for a limited time only.


74 OPERATION

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

—with daytime riding light^{OE}

In daytime the daytime riding light can be switched on as an alternative to the low-beam headlight.

High-beam headlight and headlight flasher

- Switch on the ignition.
( 64)



- 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.



- 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.
( 65)



- Immediately after switching off the ignition, push but-

ton **1** to the left and hold it in that position until the parking lights come on.


- Switch the ignition on and off again to switch off the parking lights.

Auxiliary headlights

—with additional headlight^{OE}

Requirement

The auxiliary headlights are active only when the low-beam headlight is active.

 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.

- Start the engine. (➡ 148)



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

 shows.

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

Manual daytime riding light

—with daytime riding light^{OE}

Requirement


Automatic daytime riding light is switched off.

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.

- Start the engine. (➡ 148)
- Navigate to Settings, Vehicle settings, Lights and switch off the Auto. daytime light function.

76 OPERATION




- Press button **1** to switch on the daytime riding light.




shows.

- » The low-beam headlight and the front side lights are switched off.
- In the dark or in tunnels: Press button **1** again to switch off the daytime riding light and switch on the low-beam headlight and the front side lights.

 If the high-beam headlight is switched on while the daytime riding light is on, the daytime riding light is switched off after approx. two seconds and the high-beam headlight, low-beam headlight and front side light are switched on. If the high beam headlight is switched off again, the daytime running light is not automatically reactivated, but must be switched on again if required.

Automatic daytime riding light —with daytime riding light^{OE}

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



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.
- Navigate to *Settings*, *Vehicle settings*, *Lights* and switch on the *Auto. daytime light* function.



is displayed.

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



shows.

Manual operation of the light when the automatic system is switched on

- with daytime riding light^{OE}
- If you press the button for the daytime riding light the daytime riding light is switched off and the low-beam headlight and front side lights are switched on (e. g. when you ride into a tunnel, and the response of the automatic daytime riding light to the change in ambient brightness is delayed).
- If you press the button again the daytime riding light is reactivated, in other words the daytime riding light is switched on again when ambient light is bright enough.

Hazard warning lights

- Switch on the ignition.
(64)

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



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

Turn indicators


- Switch on the ignition.
(64)
- Navigate to **Settings**, **Vehicle settings** and select **Lights**.
- Switch **Comfort turn indicator** on or off.

Switch on DTC




- Press and hold down button **1** until the DTC indicator light changes status.

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

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

Possible DTC system status **ON** is displayed.

- Release button **1** once the status has changed.

 remains off or continues to flash.

Possible DTC system status **ON** is displayed.

- » The DTC function is switched on.
- For more information on Dynamic Traction Control (DTC) see the section entitled "Engineering details" (▮▮▮▮▶ 172).

ELECTRONIC SUSPENSION ADJUSTMENT (D-ESA)

Possibilities for adjustment, Dynamic ESA

—with Dynamic ESA^{OE}

Dynamic ESA is an electronic system that enables your motorcycle's suspension to adjust automatically to suit the load the vehicle is carrying. When spring preload is set to **Auto**, the rider does not have to adjust the suspension to suit the load.

For more information on Dynamic ESA see the section headed "Engineering details" (▮▮▮▶ 175).

Viewing suspension settings

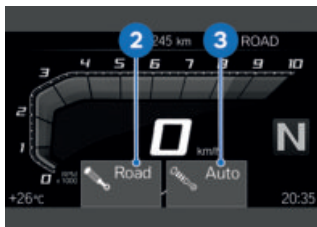
—with Dynamic ESA^{OE}

- Switch on the ignition. (▮▮▮▶ 64)



- Short-press button **1** to view the current setting.

80 OPERATION



Immediately after button **1** is pressed, the settings for damping **2** and spring preload **3** are displayed.

» The setting shows briefly, then disappears automatically.

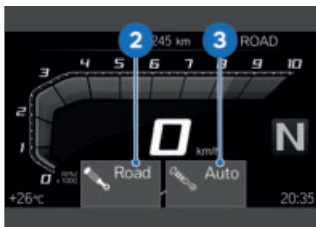
Adjusting suspension damping

—with Dynamic ESA^{OE}

- Switch on the ignition.
(▶▶ 64)




- Short-press button **1** to view the current setting.



Immediately after button **1** is pressed, the settings for damping **2** and spring preload **3** are displayed.

To adjust damping:

- Repeatedly short-press button **1** until the setting you want to use is displayed.

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



Selection arrow **4** is displayed.


» The selection arrow **4** disappears after the status is changed.

The following settings are available:

- Road: Damping for comfortable on-road riding
- Dynamic: Damping for dynamic on-road riding
- Enduro: Damping for off-road riding. Available only in ENDURO or ENDURO Pro riding mode and cannot be adjusted in either of these riding modes.

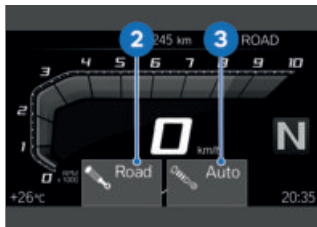
The following message is displayed if it is not possible to adjust a setting in the selected riding mode: In ENDURO riding mode damp. not adjustable.

Adjusting spring preload

- Switch on the ignition.
( 64)





- Short-press button **1** to view the current setting.




Immediately after button **1** is pressed, the settings for damping **2** and spring preload **3** are displayed.

To adjust spring preload:

- Start the engine. ( 148)
- Repeatedly long-press button **1** until the setting you want to use is displayed.

 BMW Motorrad recommends the Auto setting. Min can be used for better ground accessibility and Max, for example, for the off-road mode.

 The Min, Auto and Max settings can be chosen only when the vehicle is stationary.

The following message is displayed if it is not possible to adjust a setting: Load adjustment only avail. stopped.

82 OPERATION



Selection arrow **4** is displayed.

» The selection arrow **4** disappears after the status is changed.

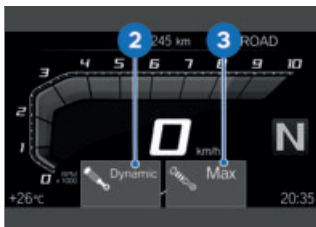
The following settings are available:

-Min: Minimum spring preload

-Auto: Automatic adjustment of spring preload

-Max: Maximum spring preload

» The settings for damping and spring preload shown on the display are automatically accepted if you allow a certain length of time to pass without pressing button **1**.



The new settings for damping **2** and spring preload **3** appear briefly on the display.

• If the temperature is very low, take the weight off the motorcycle before increasing spring preload; if applicable, have your passenger dismount.

» The chassis and suspension settings disappear once adjustment is complete.

» In *Auto* loading mode, the spring preload is adjusted only once the motorcycle is driven off.

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:

Standard

- ECO: Range-optimised riding.
 - RAIN: Riding on rain-wet roads.
 - ROAD: Riding on dry roads.
 - with riding modes Pro^{OE}
- #### with riding modes Pro
- ENDURO: Riding off-road with road tyres.
 - DYNAMIC: Dynamic riding on dry roads.
 - ENDURO PRO: For riding off road with off-road tyres with large tread blocks while taking into account the settings made by the rider.
 - DYNAMIC PRO: For dynamic riding on dry roadways while taking into account the settings made by the rider.

The optimum interplay of engine characteristic, DTC, ABS and MSR is provided for each of these scenarios.

- with Dynamic ESA^{OE}
- The chassis and suspension adjustment can also be adjusted in the scenario selected. For more information on the riding modes, see the section entitled "Engineering details" (▣▶ 175).

Riding-mode preselection

You can preselect riding modes so that you can switch from one to the other while on the move. Between two and four riding modes can be preselected at any given time.

Factory setting:

ECO, RAIN and ROAD

-with riding modes Pro

additionally: ENDURO, DYNAMIC, ENDURO PRO and DYNAMIC PRO

Preselect a riding mode

- Switch on the ignition. (▣▶ 64)
- Navigate to Settings, Vehicle settings, Driving mode preselection.
- Select riding modes.

The following riding modes can be selected:

- ECO: For range-optimised riding.
- RAIN: For riding on rain-wet roads.
- ROAD: For riding on dry roads.

-with riding modes Pro^{OE}

The following riding modes are additionally available for selection:

- DYNAMIC: For dynamic riding on dry roads.

84 OPERATION

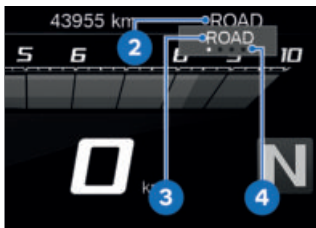
- ENDURO: For off-roading with road tyres.
- DYNAMIC PRO: For dynamic riding on dry roads with provision for the rider's custom settings.
- ENDURO PRO: For off-roading with cleated off-road tyres with provision for the rider's custom settings.◀

Select the riding mode

- Switch on the ignition.
(▶▶▶ 64)
- Preselect a riding mode.
(▶▶▶ 83)



- Press button **1**.



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



ATTENTION


Activation of the off-road mode (ENDURO and ENDURO PRO) for on-road riding

Risk of crash due to lack of stability when the vehicle brakes in the control range of ABS or accelerates in that of DTC.


- Activate off-road mode (ENDURO and ENDURO PRO) only for riding off-road.

- Repeatedly press button **1** until the riding mode you want is displayed.

–with riding modes Pro^{OE}

 The default setting is ABS deactivated for the rear wheel when the ENDURO PRO riding mode is active.<

–with riding modes Pro^{OE}

 The intervention of riding dynamics control systems can be restricted, depending on which riding mode is selected and how the selected mode is configured.

Possible restrictions are indicated by a pop-up message, for example *Warning! ABS setting..*

The ABS indicator light flashes irregularly.

See the section entitled "Engineering details" for more information on riding dynamics control systems such as ABS.<

- » With the motorcycle at a standstill, the selected mode is activated after approximately two seconds.
- » The following conditions must be satisfied for activation of a new riding mode while riding:
 - Throttle grip is in idle position.
 - Brake is not applied.
 - Adaptive cruise control is not active.
- » The selected riding mode is retained with the engine-characteristic, DTC, ABS and MSR adaptation settings even after the ignition has been switched off.

86 OPERATION

RIDING MODE PRO

—with riding modes Pro^{OE}

Adjustment option

The Pro riding modes can be set up individually only after being selected in riding mode preselection.

Selecting Pro riding mode

- Switch on the ignition.
(64)
- Navigate to Settings, Vehicle settings, Driving mode preselection.
- Select ENDURO PRO riding mode or DYNAMIC PRO riding mode.
- Call up Configuration.

Setting up Enduro Pro

—with riding modes Pro^{OE}

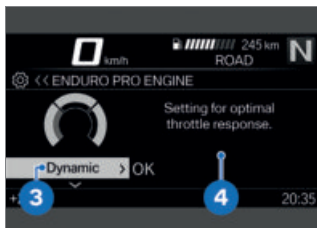
- Select Pro riding mode.
(86)



The Engine system has been selected. The current setting is displayed as a diagram **1** with

explanatory texts relating to the system **2**.

- Select system and confirm.



You can browse through the available settings **3** and the corresponding explanations **4**.

- Set up the system.
 - » The Engine, DTC and ABS systems can be set up in the same way.
- The settings can be reset to the factory settings:
- Reset the riding mode settings. (86)

Setting up Dynamic Pro

- Select Pro riding mode.
(86)
- Set up the systems in the same way as with ENDURO PRO riding mode.

Resetting riding mode settings

- Select Pro riding mode.
(86)
- Select Reset and confirm.

» The following factory settings apply for ENDURO PRO RIDING MODE:

-ENGINE: Road

-DTC: Enduro Pro

-ABS: Enduro Pro

» The following factory settings apply for DYNAMIC PRO RIDING MODE:

-ENGINE: Dynamic

-DTC: Dyna Pro

-ABS: Dynamic

CRUISE CONTROL

-with cruise control^{OE}

Display when adjusting settings (Speed Limit Info not active)



Symbol **1** for cruise control is displayed in the Pure Ride view and in the top status line.


Display when adjusting settings (Speed Limit Info active)



Symbol **1** for cruise control is displayed in the Pure Ride view and in the top status line.

Switching on cruise control Requirement

ECO, RAIN, ROAD or DYNAMIC riding mode is selected.

 In ENDURO and ENDURO PRO riding modes, cruise control is not available.




- Slide switch **1** to the right.
- » Button **2** is operational.

88 OPERATION

Setting road speed



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

	Adjustment range for adaptive cruise control (gear-dependent)
20...210 km/h	

 is displayed.

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

Accelerating



- Short-push button **1** forward.
 - » Speed is increased by approx. 1 km/h each time you push the button.

- Push button **1** forward and hold it in this position.
 - » The vehicle accelerates smoothly.
 - » The current speed is maintained and saved if button **1** is not pushed again.


Decelerating





- Short-push button **1** back.
 - » Speed is reduced by approx. 1 km/h each time you push the button.
- Push button **1** back and hold it in this position.
 - » The vehicle decelerates smoothly.
 - » The current speed is maintained and saved if button **1** is not pushed again.

Deactivating cruise control

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

 For safety reasons, adaptive cruise control is automatically deactivated when Gear Shift Assistant Pro downshifts.


 For safety reasons, adaptive cruise control is automatically deactivated whenever ABS or DTC intervention occurs. If DTC is deactivated by the rider, adaptive cruise control is deactivated as well.


 disappears.

Resuming former cruising speed

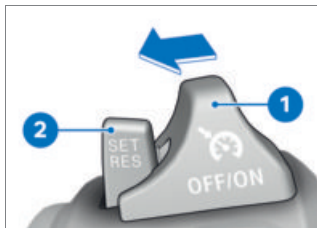


• Short-push button **1** back to return to the speed saved beforehand.


 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 cruise control



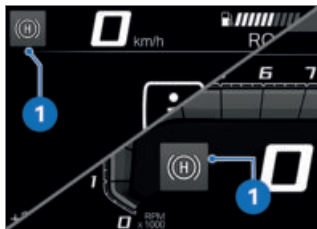
• Slide switch **1** to the left.
» The system is deactivated.

 disappears.

» Button **2** is disabled.

HILL START CONTROL

Display



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

90 OPERATION

Operating Hill Start Control Requirement


Vehicle stationary and upright, engine running.

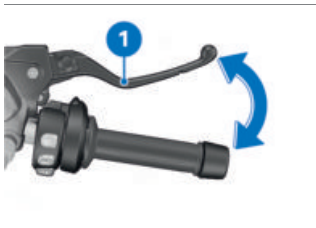
ATTENTION

Failure of Hill Start Control

Risk of accident

- Apply the brakes manually to hold the vehicle.

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




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


 shows green.


- » Hill Start Control is activated.
- To switch off Hill Start Control, operate handbrake

lever **1** or the footbrake lever again.

 disappears.

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

 In order for the motor-cycle to pull away from rest with Hill Start Control, the throttle grip has to be turned to open the throttle for pullaway.

 disappears.

» Hill Start Control is deactivated.

- For more information on Hill Start Control see the section headed "Engineering details" (▮▮▮▮ 183).

Switch Hill Start Control on or off

- Switch on the ignition. (▮▮▮▮ 64)
- Navigate to *Settings*, *Vehicle settings*.
- Switch Hill Start Control on or off.

Operating Hill Start Control Pro

—with riding modes Pro^{OE}

Requirement

Vehicle stationary and upright, engine running.

**ATTENTION****Failure of Hill Start Control**

Risk of accident

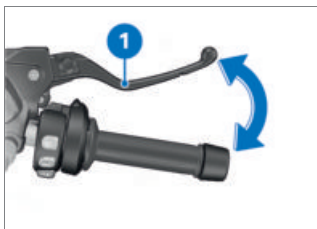
- Apply the brakes manually to hold the vehicle.



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



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



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

- Alternatively, apply the brake for about one second beyond the vehicle reaching a standstill on an incline of at least 3 %.



shows green.

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



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



disappears.

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



In order for the motorcycle to pull away from rest with Hill Start Control Pro, the throttle grip has to be turned to open the throttle for pullaway.



disappears.

- » Hill Start Control Pro is deactivated.
- For more information on Hill Start Control Pro see the sec-

92 OPERATION

tion headed "Engineering details" (▣▣▣ 183).

Adjust Hill Start Control Pro

—with riding modes Pro^{OE}

- Switch on the ignition. (▣▣▣ 64)
- Navigate to *Settings*, *Vehicle settings*.
- Select *HSC Pro*.
- To switch off Hill Start Control Pro, select *Off*.
 - » Hill Start Control Pro is deactivated.
- To switch on manual Hill Start Control Pro, select *Manual*.
 - » Hill Start Control Pro can be activated by forcefully operating the handbrake or foot-brake lever.
- To switch on automatic Hill Start Control Pro, select *Auto*.
 - » Hill Start Control Pro can be activated by forcefully operating the handbrake or foot-brake lever.
 - » If the brake is actuated for approximately one second after the vehicle has come to a standstill and the motorcycle is on a gradient of at least 3%, Hill Start Control Pro is automatically activated.
 - » The selected setting remains stored even after the ignition is switched off.

ANTI-THEFT ALARM (DWA)

—with anti-theft alarm (DWA)^{OE}

Activation

- Switch on the ignition. (▣▣▣ 64)
 - Customise the anti-theft alarm settings. (▣▣▣ 95)
 - Switch off the ignition. (▣▣▣ 65)
 - » If the alarm system is activated, then the alarm system will be automatically activated when the ignition is switched off.
 - » Activation takes approximately 30 seconds to complete.
 - » Turn indicators flash twice.
 - » Confirmation tone sounds twice (if programmed).
 - » Anti-theft alarm is active.
- with Keyless Ride^{OE}



- Switch off the ignition. (▣▣▣ 65)
- 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 is active.




- To deactivate the motion 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).
- » Motion sensor has been deactivated.◀

Alarm signal

A DWA alarm can be triggered by:

- Motion sensor
- Switch-on attempt with an unauthorised vehicle key.
- Disconnection of the DWA anti-theft alarm from the vehicle'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 vehicle'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 acoustic alarm tone can be set by an authorised BMW Motorrad retailer.

94 OPERATION

—with Keyless Ride^{OE}



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

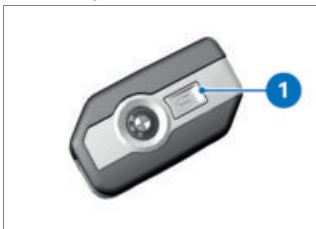
If an alarm was triggered while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when the ignition is switched on. The DWA LED then indicates the reason for the alarm for one minute.

Light signals issued by the DWA LED:


- Flashes 1x: Motion sensor 1
- Flashes 2x: Motion sensor 2
- Flashes 3x: Ignition switched on with unauthorised key
- Flashes 4x: Disconnection of the DWA anti-theft alarm from the motorcycle's battery
- Flashes 5x: Motion sensor 3

Deactivation



- Kill switch in operating position (run).
 - Switch on the ignition.
(▶▶▶ 64)
 - » Turn indicators flash once.
 - » Confirmation tone sounds once (if programmed).
 - » DWA has been switched off.
- with Keyless Ride^{OE}



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

-  If the alarm function is deactivated by the radio-operated key and the ignition is not subsequently switched on, the alarm function is automatically reactivated after approx. 30 seconds if *Arm automatically* is switched on.
- » Turn indicators flash once.
 - » Confirmation tone sounds once (if programmed).
 - » DWA has been switched off.◀


Customise the anti-theft alarm settings

- Switch on the ignition.
( 64)
- Navigate to Settings, Vehicle settings, Alarm system.
- » The following settings are available:
 - Adapting Warning signal
 - Switch Tilt sensor on or off
 - Switch Arming tone on or off
 - Switch Arm automatically on or off
- » Possible settings ( 95)

Possible settings

Warning signal: set the increasing and decreasing or intermittent alarm tone.

Tilt sensor: activate inclination sensor to monitor the inclination of the vehicle. The DWA responds, for example, to wheel theft or being towed away.

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

Arming tone: confirmation alarm tone after having activated/deactivated the DWA

in addition to flashing turn indicators.

Arm automatically: automatic activation of the alarm function when switching off the ignition.

TYRE PRESSURE MONITORING (RDC)

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


Switch the target-pressure warning on or off

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


HEATING

Operating heated handlebar grips

- with heated grips^{OE}
- without seat heating^{OE}

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

96 OPERATION


 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. (▶▶▶ 148)



- Repeatedly press button **1** until desired heating stage **2** appears in front of heated grip symbol **3**.

The handlebar grips have two-stage heating.

 Low heating power

 High heating power

- » The high stage is for heating the grips quickly: it is advisable to switch back to stage


1 as soon as the grips are warm.

- » The selected heating stage will be saved if you allow a certain length of time to pass without making further changes.

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

Operate the heating

- with heated grips^{OE}
- with seat heating^{OE}


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

- Start the engine. (▶▶▶ 148)



- Press button **1**.
- » HEATING menu opens.
- Select Grip heating or Seat heating.


- Select the desired heating stage and confirm your choice.
- » The selected heating stage appears on the left beside heating symbol **2**.
- Press button **1** to close the HEATING menu.
- To switch the heating off, or on again with the heating stage selected beforehand, long-press button **1**.

 The selected heating-stage settings are retained in memory when the ignition is switched off.

Operating passenger-seat heating

- with heated grips^{OE}
- with seat heating^{OE}

- Start the engine. (▮▮▮ 148)

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



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



The rear 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.

98 OPERATION



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

TFT DISPLAY

05

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GENERAL NOTES

TFT display



WARNING

Operation of a smartphone while riding the vehicle

Risk of accident

- Always comply with the road traffic regulations in force where you are riding.
- Do not use a smartphone while riding. This applies with the exception of applications without operation, such as hands-free telephony.



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 when the TFT display is paired with a mobile end device and a helmet (▶▶▶ 112). 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 contains usage and vehicle information. For some functions, such as navigation, the app must be installed on the mobile end device and connected to the TFT display. The app is used to start route guidance and adjust the navigation.

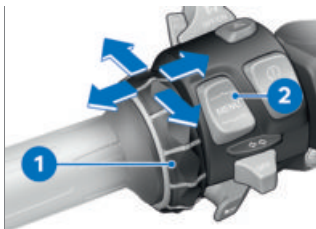
 On some mobile devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.

Currency

Updates of the TFT display subsequent to the date of publication are possible. Because of this, your vehicle 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 Multi-Controller **1** and MENU rocker button **2**. Depending on the context, the following functions are possible.

Functions of the Multi-Controller

Turn the Multi-Controller up:

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

Turn the Multi-Controller down:

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

Tilt the 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 Menu view: Change up one level.
- In the *My vehicle* menu: Advance one menu screen.


Tilt the 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.

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- In the *My vehicle* menu:
Advance one menu screen.

MENU rocker button functions

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

Short-press the top section of the MENU button:

- In 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: Open the Pure Ride view.
- In Pure Ride view: Switch the operating focus to the Navigator.

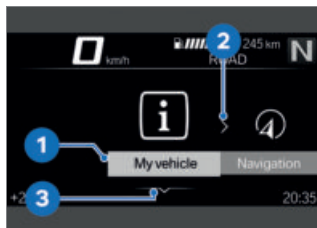
Short-press the bottom section of the MENU button:

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

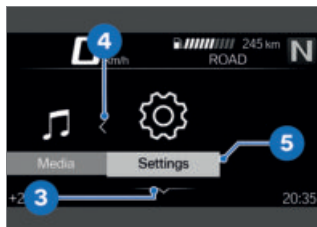
Long-press the bottom section of the MENU button:

- 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.



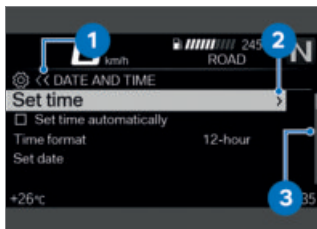
Meaning of the operating pointers:

- 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:

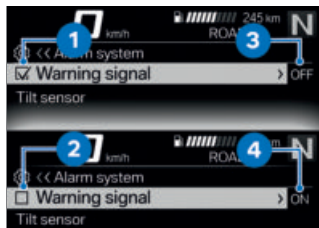
- Operating pointer **1**: The current display is in a hierarchical menu. One symbol represents one submenu level. Two symbols represent two or more submenu levels. The colour of the symbol changes, depending on whether you can return to a higher level.

- Operating pointer **2**: One more submenu level can be accessed.
- Operating pointer **3**: There are more entries than can be displayed.

Display Pure Ride view

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

Switching functions on and off



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

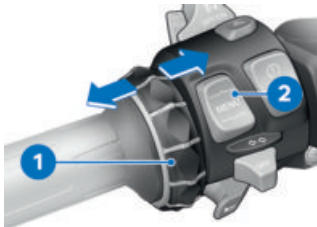
Examples for switching on and off:

- Symbol **1** shows that the function is switched on.
- Symbol **2** shows that the function is switched off.

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

Calling up menu




- Display the Pure Ride view. (▣▣▣▣ 105)
- Short-press the bottom section of button **2**.

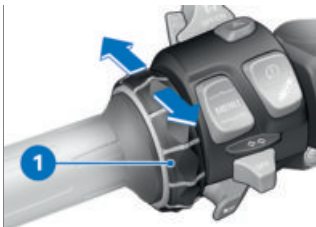
The following menus can be called up:

- My vehicle
- 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**.

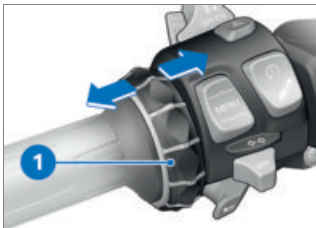
 The Settings menu can only be called up when the vehicle is stationary.

Moving cursor in lists



- Call up a menu. (▣▣▣▣ 106)
- 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: Long-press the bottom section of the MENU rocker button.
- » The last menu used is called up. The last entry highlighted is selected.

Change of operating focus

–with preparation for navigation system^{OE}

If the Navigator is connected, it is possible to switch between operation of the Navigator and the TFT display.

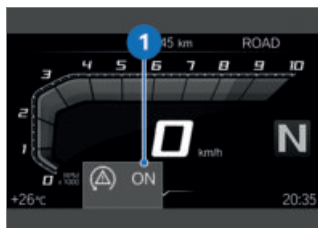
Change the operating focus

–with preparation for navigation system^{OE}

- Secure the navigation device. (▮▮▮▮▶ 237)
- Display the Pure Ride view. (▮▮▮▶ 105)
- Long-press the top section of the MENU rocker button.
- » Operating focus switches to the Navigator or the TFT display, as applicable. The active device is highlighted on the left in the top status line. Operator actions affect the currently active device until the operating focus is changed again.
- » Operating navigation system (▮▮▮▶ 238)

System status displays

The system status is displayed in the lower area of the menu if a function is switched on or off.



Example of what the system statuses mean:

–System status 1: DTC function is switched on.

Changing display for rider info. status line Requirement

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

- Switch on the ignition. (▮▮▮▶ 64)
- » The TFT display shows all the information necessary for riding on public roads from the on-board computer (e.g. TRIP 1) and the trip computer (e.g. TRIP 2). The information can be displayed in the top status line.

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






» Information from the tyre pressure monitoring can also be displayed.<


- Select the content of the rider info. status line. (▶▶ 108)




- 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<

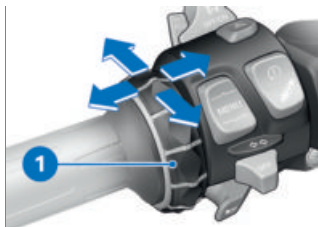
 Range

 Fuel tank level

Select the content of the rider info. status line

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

Adjusting 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.

Switch Speed Limit Info on or off

Requirement

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

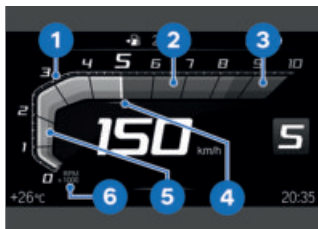
- `Speed Limit Info` shows the maximum speed permitted at the time, if this information is made available by the

publisher of the map material in the navigation system.


- Navigate to `Settings`, `Display`.
- Switch `Speed Limit Info` on or off.

PURE RIDE VIEW

Rev. counter



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

 The red engine speed range changes depending on the coolant temperature: The colder the engine, the lower the engine speed at which the red engine speed range starts.

110 TFT DISPLAY

The warmer the engine, the higher the speed at which the red engine speed range starts. When operating temperature is reached, the display of the red engine speed range no longer changes.

Range



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

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

GENERAL SETTINGS

Adjusting volume

- Connect the rider's and passenger's helmets. (114)
- Increase volume: Turn the Multi-Controller up.
- Reduce volume: Turn the Multi-Controller down.
- Mute: Turn the Multi-Controller all the way down.


Set the date

- Switch on the ignition.
( 64)
- 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.

Set the clock

- Switch on the ignition.
( 64)
- Navigate to Settings, System settings, Date and time, Set time.
- Set Hour and Minute.


Set the time format

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

Set 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
- Consumption

Set the language

- Navigate to Settings, System settings, Language.
- The following languages can be set:

- German
- English (UK)
- English (US)
- Spanish
- French
- Italian
- Dutch
- Polish
- Portuguese (Brazil)
- Portuguese (Portugal)
- Turkish
- Romanian
- Russian
- Ukrainian
- Thai
- Chinese
- Japanese
- Korean

Adjusting brightness

- Navigate to Settings, Display, Brightness.
- Adjust display brightness.
- » When ambient brightness drops below a defined

112 TFT DISPLAY

threshold, the display is dimmed to the brightness set here.

Reset 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

The Bluetooth function might not be available in certain countries.

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...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 must detect each other before they can create a connection with each other. This process of mutual recognition is known as pairing. When two devices have paired they remember

each other, so the pairing process is conducted only once, on initial contact.

 On some mobile devices, e.g. 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 Bluetooth function of the device must be activated
- The device must be "visible" to others
- The device must support the A2DP profile
- Other Bluetooth-compatible devices must be OFF (e.g. mobile phones and navigation systems).

Please consult the operating instructions for your communication system.

Pairing

- Navigate to **Settings, Connections**.
- » Bluetooth connections can be established, managed and

deleted in the **CONNECTIONS** menu. The following Bluetooth connections are displayed:

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

The connection status for mobile end devices is displayed.

Connect mobile device

- Perform pairing. (▶▶▶ 113)
- 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 end devices are being searched for.



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

Mobile end devices found are displayed.

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

114 TFT DISPLAY

- » 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". (▣▣▣ 254)
- » Depending on the mobile device, telephone data is transferred to the vehicle automatically.
- » Telephone data (▣▣▣ 122)
- » If the phonebook is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 255)
- » If the Bluetooth connection does not work as expected, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 255)

Connect rider's and passenger's helmet

- Perform pairing. (▣▣▣ 113)
- 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.



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

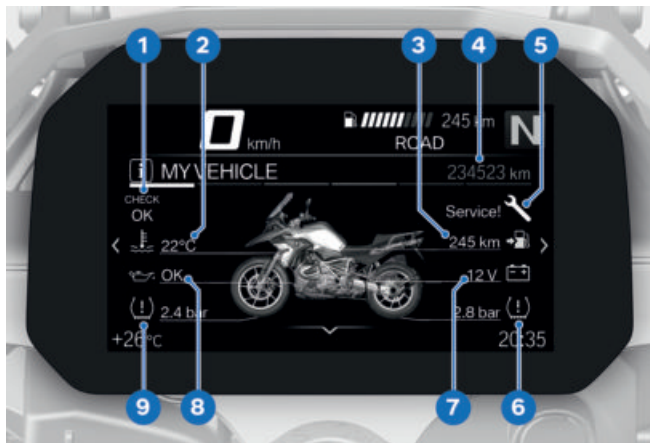
Helmets found are displayed.

- Select and confirm helmet.
- » The connection is established and the connection status updated.
- » If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 254)
- » If the Bluetooth connection does not work as expected, consult the troubleshooting chart in the section entitled "Technical data". (▣▣▣ 255)

Delete connections

- Navigate to **Settings, Connections.**
- Select **Delete connections.**
- To delete an individual connection, select the connection and confirm.
- To delete all connections, select **Delete all connections** and confirm.

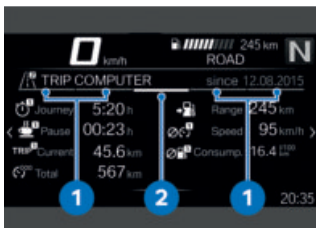
MY VEHICLE START SCREEN



- 1 Check Control display
Mode of presentation
(⇒ 31)
- 2 Coolant temperature
(⇒ 45)
- 3 Range (⇒ 110)
- 4 Odometer
- 5 Service display (⇒ 60)
- 6 Tyre pressure, rear
(⇒ 49)
- 7 On-board voltage
(⇒ 216)
- 8 Engine oil level (⇒ 45)
- 9 Tyre pressure, front
(⇒ 49)

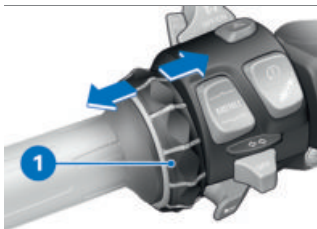
116 TFT DISPLAY

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-press Multi-Controller 1 to the right.

- To scroll to the left, short-press 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
- For more information on tyre pressures and Check Control messages, see the section on displays (▶▶ 31).

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

On-board computer and trip computer

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

Call up the on-board computer

- Call up the My vehicle menu.

- Scroll to the right until the ON-BOARD COMPUTER menu screen is displayed.

Reset the on-board computer

- Call up the on-board computer. (▶▶▶ 116)
- Press down the MENU rocker button.
- Select Reset all values or Reset individual values and confirm.

The following values can be reset:



Break



Journey



Current



Speed



Consump.

Call up the trip computer

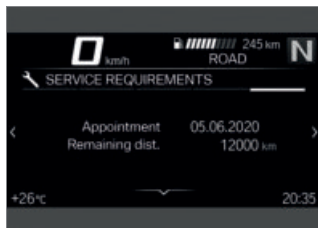
- Call up the on-board computer. (▶▶▶ 116)
- Scroll to the right until the TRIP COMPUTER menu screen is displayed.

Reset the trip computer

- Call up the trip computer. (▶▶▶ 117)

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

Service requirements



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

NAVIGATION

TFT display



WARNING

Operation of a smartphone while riding the vehicle

Risk of accident

- Always comply with the road traffic regulations in force where you are riding.
- Do not use a smartphone while riding. This applies with the exception of applications without operation, such as hands-free telephony.



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.

Enter the destination address

- Connect a mobile device. (▶▶▶▶ 113)
- Call up the BMW Motorrad Connected app and start the route guidance.
- Call up the *Navigation* menu in the TFT display.
 - » Active route guidance is displayed.
 - » If active route guidance is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (▶▶▶▶ 255)

Select destination from recent destinations

- Navigate to *Navigation*, *Recent destinations*.
- Select and confirm destination.

- Select Start route guidance.

Select destination from favourites

- The FAVOURITES menu shows all the destinations saved as favourites in the BMW Motorrad Connected app. No new favourites can be added using the TFT display.
- Navigate to Navigation, Favourites.
- Select and confirm destination.
- Select Start guidance.

Enter special destinations

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

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.

Set route criteria

- Navigate to Navigation, Route criteria.

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.

View the route information

- Navigate to Navigation, Settings and select Route info.

You can choose between the following options:

- Dest.
- Waypoint

- Select the desired option.
- » Countdown distance and time are displayed.

Edit route guidance

- Navigate to Navigation, New destination.

You can choose from the following destinations:

- Recent destinations
- Favourites
- POIs

120 TFT DISPLAY

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

End route guidance

- Navigate to **Navigation, Active route guidance**.
- Select **End route guidance** and confirm.

Switch spoken instructions on or off

- Connect the rider's and passenger's helmets. (►► 114)
- The navigation can be read out by a computer voice. For this purpose, **Spoken instruction** must be switched on.
- Navigate to **Navigation, Active route guidance**.
- Switch **Spoken instruction** on or off.

Repeat last spoken instruction

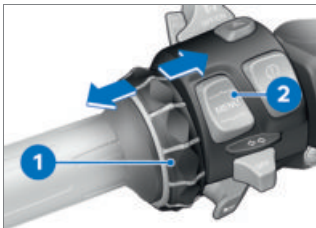
- Navigate to **Navigation, Active route guidance**.
- Select **Current instruction** and confirm.

MEDIA


Precondition

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


Controlling 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 volume. (►► 110)
- Next track: Short-tilt Multi-Controller **1** to the right.
- Preceding track or start of current track: Short-tilt Multi-Controller **1** to the left.
- Fast forward: Long-tilt Multi-Controller **1** to the right.
- Rewind: Long-tilt Multi-Controller **1** to the left.
- Call up context menu: Press bottom section of button **2**.

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

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

You can adjust the following settings in the **Audio settings** submenu:

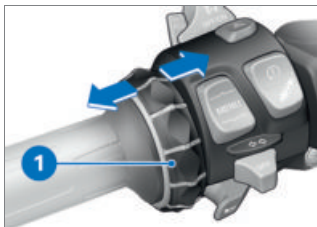
- Switch **Shuffle** on or off.
- Select **Repeat: Off**, **One (current track)** or **All**.

TELEPHONE

Precondition

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

Telephone calls



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

Muting

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

Phone calls with multiple participants

A second call can be accepted while you are on a call. The first phone call is put on hold. The number of active telephone calls is shown in the **Telephone** menu. It is possible to switch between two phone calls.

122 TFT DISPLAY

Telephone data

Depending on the mobile end device, telephone data may be transmitted to the vehicle automatically once pairing is complete (☎→ 112).

Phone book: list of contacts saved on the mobile end device

Call list: list of calls with the mobile end device

Favourites: list of favourites saved on the mobile end device

DISPLAY SOFTWARE

VERSION

- Navigate to Settings, Information, Software version.

DISPLAY LICENCE INFORMATION

- Navigate to Settings, Information, Licences.

ADJUSTMENT

06

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126 ADJUSTMENT

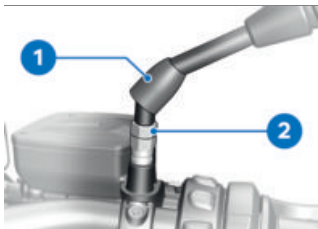
MIRRORS

Adjusting mirrors



- Turn the mirror to the correct position.

Adjusting mirror arm



- Push protective cap **1** over the threaded fastener of the mirror arm up to expose the threaded fastener.
- Slacken nut **2**.
- Turn the mirror arm to the appropriate position.
- Tighten the nut to the specified torque, while holding the mirror arm to ensure that it does not move out of position.



Mirror (locknut) to adapter

M10 x 1.25

22 Nm (Left-hand thread)

- Push protective cap **1** over the threaded fastener.

Adjusting mirrors

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

or

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

or

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



- Turn the mirror **1** to the correct position.

Adjusting mirror arm


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

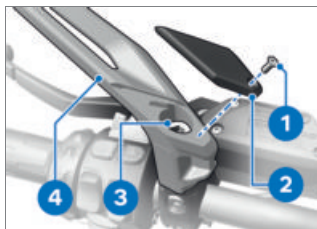
or

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


or


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

 A small and a large angle screwdriver is supplied with the vehicle for adjusting the mirror arm.



- Remove bolt **1** and cover **2**.
- Loosen adjusting screw **3** and turn the mirror arm **4** to the desired position.
- Tighten adjusting screw **3**, while holding the mirror arm.
- Attach cover **2** and fit bolt **1**.

 Mirror on handlebars
M10 x 30
25 Nm
–with hand protector ^{OE}

 Mirror on handlebars

M10 x 50


25 Nm 

HEADLIGHT

Headlight beam throw and spring preload

Headlight beam throw is generally kept constant when spring preload is adjusted to suit load.

Spring preload adjustment might not suffice only if the motorcycle is very heavily loaded. Under these circumstances, headlight beam throw has to be adjusted to suit the weight carried by the motorcycle.

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

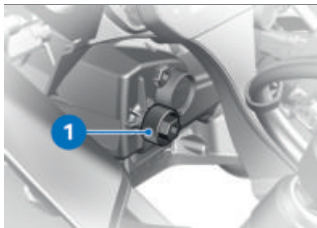
Adjusting headlight beam throw

Requirement

When the motorcycle is heavily loaded, spring preload adjustment is not enough to prevent the vehicle's headlight from dazzling oncoming traffic.

128 ADJUSTMENT

—without control for headlight^{OE}



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

—with control for headlight^{OE}



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

- Turn adjuster knob **1** counter-clockwise to shorten the headlight beam throw.

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. ◁

WINDSCREEN

Adjusting windscreen



WARNING

Adjusting the windscreen while riding

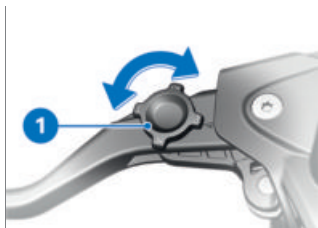
Risk of falling

- Do not attempt to adjust the windscreen unless the motorcycle is at a standstill.
- Turn adjuster knob **1** clockwise to lower the windscreen.
- Turn adjuster knob **1** counter-clockwise to raise the windscreen.


CLUTCH**Adjusting clutch lever****WARNING****Adjusting the clutch lever while riding**

Risk of accident

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



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

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

» Adjustment options:

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

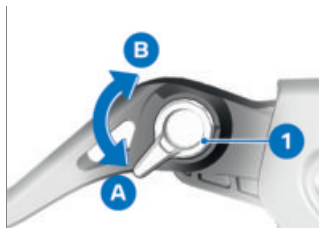
-with Option 719 Billet Pack Classic II^{OE}

or

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

or

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



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

130 ADJUSTMENT

GEARSHIFT LEVER

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

or

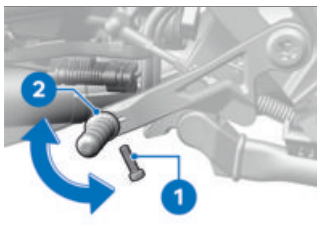
–with Option 719 Billet Pack
Storm II^{OE}

or


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

Adjusting gearshift lever peg

- Foot clearance and height relative to peg **2** can be adjusted by turning to different positions.
- Remove screw **1**.




- Clean the threads.
- Turn peg **2** to the desired position.
- Install **new** screw **1**.

 Peg to gearshift lever

M6 x 20

Thread-locking compound:
micro-encapsulated

 Peg to gearshift lever

10 Nm

BRAKES

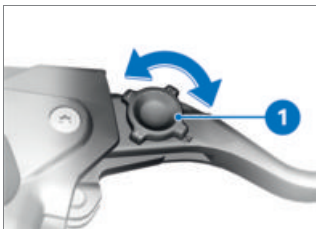
Adjusting handbrake lever

 **WARNING**


Adjusting the handbrake lever while riding

Risk of accident

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



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

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

» Adjustment options:

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

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

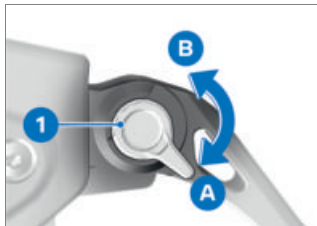
-with Option 719 Billet Pack Classic II^{OE}

or

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

or

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



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

» Adjustment options:

-From position **A**: Narrowest span between handlebar grip and handbrake lever.

-In 5 steps toward position **B** to increase the span between handlebar grip and handbrake lever.◁

Adjust the footbrake lever peg

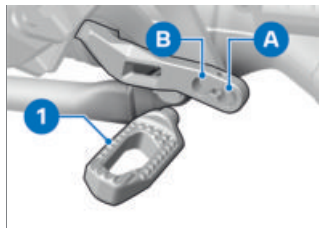
-with Option 719 Billet Pack Classic II^{OE}

or

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

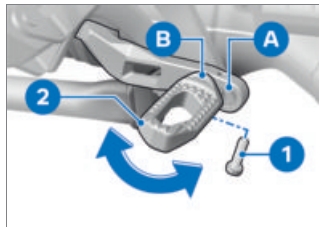
or

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



• Foot distance and height to peg **1** can be adjusted by turning through 180° and installation in position **A** or **B**.

• Remove screw **1**.



• Clean the threads.

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- Install peg **2** in desired position **A** or **B**.
- Turn peg **2** to the desired position.
- Install **new** screw **1**.

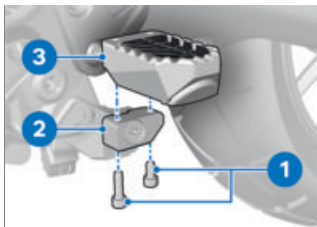


Peg to footbrake lever

M6 x 20

Thread-locking compound:
micro-encapsulated

10 Nm



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

FOOTRESTS

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

or

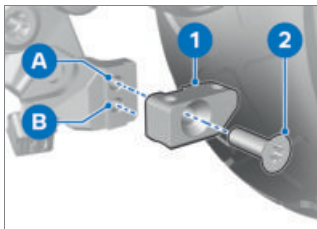
–with Option 719 Billet Pack
Storm II^{OE}

or

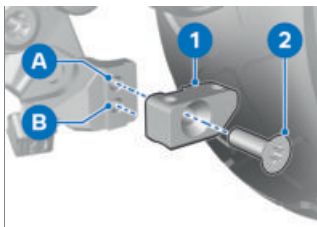
–with Option 719 Billet Pack
Shadow II^{OE}

Adjust the footrests


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



- Remove screw **2**.
- Remove clamping block **1**.

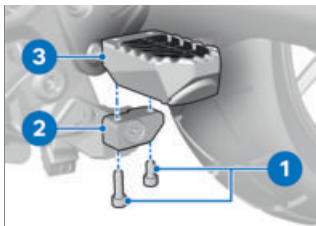


- Install clamping block **1** in required position **A** or **B** and tighten bolt **2**.


 Clamping block on footrest hinge

M8 x 25

20 Nm



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

 Footrest on clamping block

M6 x 20 / M6 x 12


10 Nm

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

HANDLEBARS


Adjustable handlebars

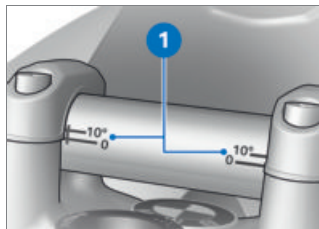
Have the handlebars adjusted by a specialist workshop, preferably an authorised BMW Motorrad retailer.

 When adjusting the handlebars, make sure that the mirrors do not come into contact with the windscreen.

If necessary, adjust the mirror arm accordingly.

–with handlebar extension ^{OE}

 Installing handlebar risers might restrict the free movement of cables and lines. If handlebar risers are installed, BMW Motorrad recommends setting the handlebars to the top position (**10°** mark).◀



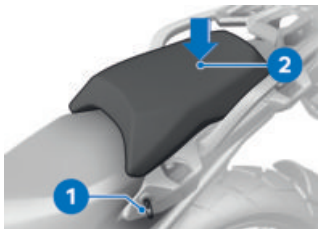
The tilt of the handlebars is adjustable within the range indicated by mark **1**.

SEATS

Removing passenger seat

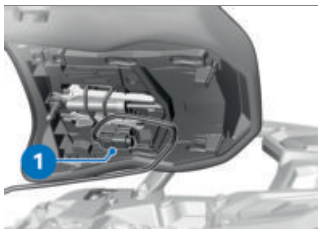
- Make sure the ground is level and firm and place the motorcycle on its stand.

134 ADJUSTMENT



- Turn ignition key **1** clockwise and hold it in this position, while pressing down on the rear part **2** of the passenger seat.
- Slightly raise the passenger seat at the front and release the ignition key.
- Rear seat position: Push the passenger seat forward.
- Front seat position: Push the passenger seat to the rear.

–with seat heating^{OE}



- Disconnect plug connection **1** of the seat heating.◁

- Place the passenger seat, up-holstered side down, on a clean, dry surface.

Installing passenger seat

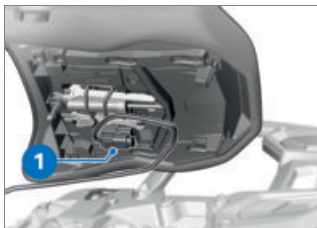
ATTENTION

Damaged components

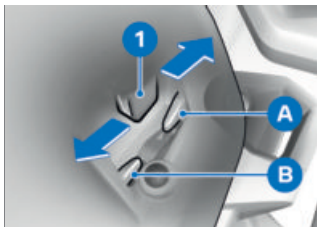
Damage to sensors, for example, which causes malfunctions

- Do not transport any objects underneath the driver or passenger seat.
- Secure the toolkit.

–with seat heating^{OE}



- Connect plug connection **1** of the seat heating.◁



- Bear in mind the position of the rider's seat with regard to the direction for adjustment of the passenger seat.
- The passenger seat can be set to either of 2 different positions.
- Set passenger seat with both lugs **1** centrally in the mounting.
- Rear seat position: Push the passenger seat to the rear **A**.
- Front seat position: Push the passenger seat forward **B**.
- » Lugs **1** of the passenger seat are correctly located.

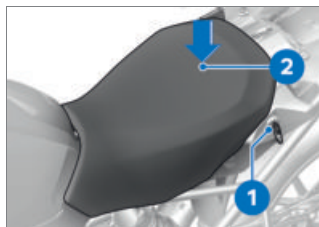


- Press down firmly on passenger seat **1** at the front.

» The passenger seat engages with an audible click.

Removing rider's seat

- Remove the rear seat. (→ 133)



- Turn ignition key **1** clockwise and hold it in this position, while pressing down on the rear part **2** of the rider's seat.
- Slightly raise the rider's seat at the rear and release the ignition key.



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

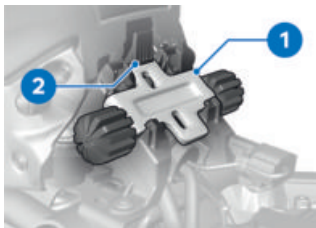
136 ADJUSTMENT

—with seat heating^{OE}

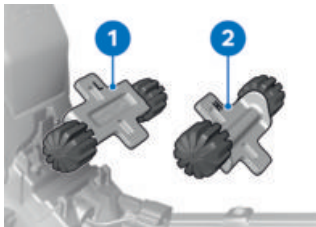
- Disconnect plug connection **2** for the seat heating.◁
- Place the rider's seat, up-holstered side down, on a clean, dry surface.

Adjust the height and angle of tilt of the rider's seat

- Remove the front seat. (▶▶▶ 135)



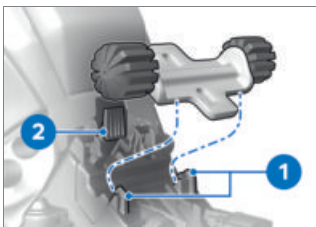
- To remove front height adjuster **1**, push locking mechanism **2** forward and lift out the height adjuster.



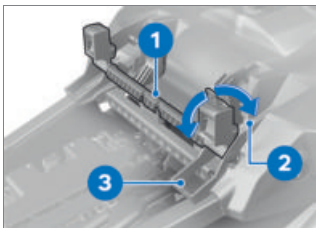
- To set the seat to the low position, install front height ad-

juster turned in direction **1** (**L** mark for "Low").

- To set the seat to the high position, install front height adjuster turned in direction **2** (**H** mark for "High").



- First push the front height adjustment under the mounting **1** then push it into the locking mechanism **2** until it engages.



- To set the seat to the low position, move rear height adjuster **1** to position **3** (**L** mark for "Low").

- To set the seat to the high position, move rear height

adjuster **1** to position **2** (H mark for "High").

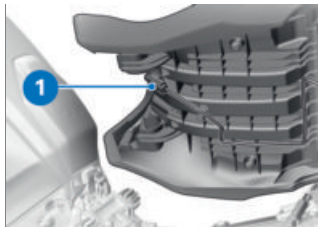
To change the angle of seat tilt:

- Position front and rear height adjusters differently.

Installing rider's seat

- Remove the rear seat. (▶▶▶ 133)
- Adjust the height and angle of tilt of the rider's seat. (▶▶▶ 136)

—with seat heating^{OE}



- Connect plug connection **1** of the seat heating.◀



- Engage the rider's seat in mounts **2** on left and right

and lower it on to the motorcycle.

- Applying pressure to the rear of the seat, push the rider's seat slightly forward and then press it firmly down until the lock engages.

RALLYE SEAT

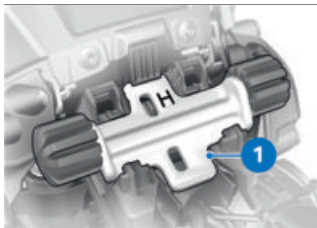
Removing Rallye seat



- Unlock seat lock **1** with the ignition key by turning the key clockwise and holding the key in this position.
- Lift seat **2** at the rear and release the ignition key.
- Remove the seat and place it, upholstered side down, on a clean surface.

138 ADJUSTMENT

Correctly positioning height adjusters



- Front height adjuster **1** must always be set to the high position (letter H).



- Rear height adjuster **1** must always be set to the low position (letter L).

Installing Rallye seat



- Engage Rallye seat **1** in mounts **2** on left and right, then apply pressure to the rear of the seat to push it forward and down until the lock engages with an audible click.



See the rider's manual of the vehicle for instructions on how to remove and install the seats with Comfort package optional equipment.

SPRING PRELOAD

—without Dynamic ESA^{OE}

Adjustment

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

Adjusting spring preload for rear wheel

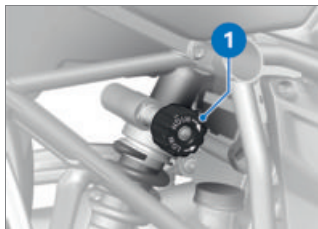


WARNING

Adjusting spring preload while riding.

Risk of accident

- Do not attempt to adjust spring preload unless the motorcycle is at a standstill.
- Make sure the ground is level and firm and place the motorcycle on its stand.



WARNING

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

Impaired handling.

- Adjust spring-strut damping to suit spring preload.
- To increase spring preload, turn adjuster knob **1** in the

direction indicated by the **HIGH** arrow.

- To reduce spring preload, turn adjuster knob **1** in the direction indicated by the **LOW** arrow.



Basic setting of spring preload, rear

Turn the adjuster as far as it will go in the **LOW** direction (One-up riding without luggage)

Turn the adjuster knob as far as it will go in the **LOW** direction, then back it off 15 turns in the **HIGH** direction (One-up with luggage)

Turn the adjuster knob as far as it will go in the **LOW** direction, then back it off 30 turns in the **HIGH** direction (Two-up with luggage)

DAMPING

—without Dynamic ESA^{OE}

Setting

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

140 ADJUSTMENT


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

Adjusting damping for rear wheel

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



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

 Basic setting of rear-suspension damping characteristic

Turn the knob as far as it will go in the clockwise direction, then back it off 8 clicks in the counter-clockwise direction (One-up riding without luggage)

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

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

RIDING

07

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SAFETY INFORMATION

Rider's equipment

Do not ride without the correct clothing! Always wear:

- Helmet
- Motorcycling jacket and trousers
- Gloves
- Boots

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

Restricted angle of heel

-with low-slung^{OE}

A motorcycle with lowered suspension has less ground clearance and cannot corner at angles of heel as extreme as those achievable by a counterpart motorcycle with standard-height suspension.



WARNING

When a motorcycle with lowered suspension is cornering, certain components can come into contact with the surface at a bank angle less than that to which the rider is accustomed.

Risk of falling

- Carefully try out the limits of the motorcycle's bank angle and adapt your style of riding accordingly.

Test your motorcycle's angle of heel in situations that do not involve risk. When riding over kerbs and similar obstacles, bear in mind that your motorcycle's ground clearance is limited.

Lowering the motorcycle's suspension shortens suspension travel (see the section entitled "Technical data"). Ride comfort might be restricted as a result. Be sure to adjust spring preload accordingly, particularly for riding two-up.

Load



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.
 - Adjusting spring preload setting and damping to the total weight.
- with case^{OA}
- Ensure that the case volumes on the left and right are equal.
 - Make sure that the weight is uniformly distributed between right and left.
 - Pack heavy items at the bottom and toward the inboard side.
 - Note the maximum permissible payload and maximum permissible speed, see also the section entitled "Accessories" (▶▶▶ 230).◀
- with topcase^{OA}
- Note the maximum permissible payload and maximum permissible speed, see also the section entitled "Accessories" (▶▶▶ 234).◀

–with tank bag^{OA}

- Note the maximum permissible payload of the tank bag.



Payload of tank rucksack

max 5 kg◀

Speed

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

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

Maximum speed with knobbly tyres or 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

146 RIDING

mind when riding a motor-cycle fitted with knobbly tyres or winter tyres.

Affix a label stating the maximum permissible speed to the instrument panel in the rider's field of vision.

Risk of poisoning

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

WARNING

Exhaust gases adversely affecting health

Risk of asphyxiation

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

WARNING

Inhalation of harmful vapours

Health hazard

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

Risk of burning

CAUTION

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

Risk of burn injury

- When you park the vehicle make sure that no-one and no objects can come into contact with the hot engine and exhaust system.

WARNING

Opening radiator cap

Risk of burning

- Do not open the radiator cap when the system is hot.
- Check and, if necessary, top up the coolant in the expansion tank only.

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 (▣▣▣ 193).
- Check operation of the lights and signalling equipment.
- Check operation of the clutch (▣▣▣ 198).
- Check the tyre tread depth (▣▣▣ 201).
- Check the tyre pressures (▣▣▣ 200).
- Check security of cases and luggage.

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Every 3rd refuelling stop

- Check the engine oil level (➡ 191).
- Check the brake pad thickness, front brakes (➡ 194).
- Check the brake pad thickness, rear brakes (➡ 195).
- Check the brake-fluid level, front brakes (➡ 196).
- Check the brake-fluid level, rear brakes (➡ 197).
- Check the coolant level (➡ 198).

STARTING

Starting engine


- Switch on the ignition. (➡ 64)
 - » Pre-Ride-Check is performed. (➡ 149)
 - » ABS self-diagnosis is in progress. (➡ 149)
 - » DTC self-diagnosis is in progress. (➡ 150)
- Select neutral or, if a gear is engaged, pull the clutch lever.

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

- Cold starts and low temperatures: Pull the clutch lever.
 - with M Lightweight battery^{OE}
 - » Low temperatures can impact on the starting response. Repeated, brief application of load on the battery causes battery temperature to rise, so more battery power is available for starting the engine. ◁



- Press starter button **1**.
 - » The engine starts.
 - » If the engine refuses to start, consult the troubleshooting chart in the section entitled "Technical data" (➡ 254)
- Recharge the battery before you try again to start the engine, or use jump leads and a donor battery to start:
- Charge the battery when connected. (➡ 216)
 - Jump-start. (➡ 214)

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

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.

—with riding modes Pro^{OE}



The intervention of riding dynamics control systems can be restricted, depending on which riding mode is selected and how the selected mode is configured.

Possible restrictions are indicated by a pop-up message, for example *Warning! ABS setting..*

The ABS indicator light flashes irregularly.

See the section entitled "Engineering details" for more information on riding dynamics control systems such as ABS.◀

ABS self-diagnosis

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

Phase 1

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



flashes regularly.

150 RIDING

Phase 2

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



flashes regularly.

ABS self-diagnosis completed

» The ABS indicator and warning light goes out.



ABS self-diagnosis not completed

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

If an indicator showing an ABS fault appears when ABS self-diagnosis completes:

- You can continue to ride. Bear in mind that neither the ABS function nor the integral braking function is available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

DTC self-diagnosis

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

Phase 1

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



slow-flashes.

Phase 2

» Pullaway test of the diagnosis-compatible system components.



slow-flashes.

DTC self-diagnosis completed

» The DTC symbol no longer shows.

- Check all the indicator lights.



DTC self-diagnosis not completed

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

If an indicator showing a DTC fault appears when DTC self-diagnosis completes:

- You can continue to ride. Bear in mind that the DTC function is not available or the functionality might be subject to certain restrictions.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.

RUNNING IN

Engine

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



Running-in speeds

<5000 min⁻¹ (Odometer reading 0...1000 km)

No full load (Odometer reading 0...1000 km)

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



Mileage until the running-in check

500...1200 km

Brake pads

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



WARNING

New brake pads

Longer stopping distance, risk of accident

- Apply the brakes in good time.

Tyres

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



WARNING

New tyres losing grip on wet roads and at extreme bank angles

Risk of accident

- Ride carefully and avoid extremely sharp inclines.

OFF-ROAD USE

For off-riding Rims



ATTENTION

Off-riding more severe than riding on unsurfaced tracks

Damage to standard cast-aluminium rims

- Use the cross-spoked wheels available as optional extras for severe off-riding.

After off-riding Tyre pressure



WARNING

Lower tyre pressure for off-riding in operation on smooth roads

Risk of accident due to impaired driving characteristics.

- Always check that the tyre pressures are correct.

Brakes



WARNING

Driving on unpaved or dirt roads

Delayed braking efficiency due to soiled brake disks and brake pads.

- Brake early until the brakes are clean.



ATTENTION

Riding on unsurfaced or dirty roads

Increased brake pad wear

- Check the thickness of the brake pads more frequently and replace the brake pads in good time.

Spring preload and shock-absorber settings



WARNING

Changed values for spring preload and spring strut damping for off-roading

Impaired driving characteristics on paved roads

- Before leaving the off-road terrain, set the correct spring preload and shock absorption.

Wheel rims

BMW Motorrad recommends checking the rims for damage after off-roading.

Air filter element



ATTENTION

Dirty air filter element

Engine damage

- If you ride in dusty terrain check the air filter element for clogging at shorter intervals; clean or replace as necessary.

Operation in very dusty conditions (desert, steppes, or the like) necessitates the use of air filter elements specially designed for conditions of this nature.

Rallye style variant

The Rallye style variant highlights the sporty character of the R 1250 GS as a machine designed and built for enhanced off-road performance. For more information on equipment and the supplementary manual, go to bmw-motorrad.com/manuals.

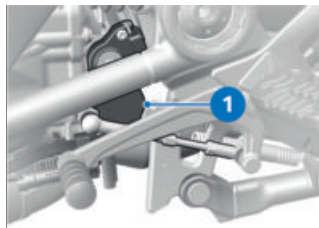
SHIFTING GEAR

—with shift assistant Pro^{OE}

Gear Shift Assistant Pro



For safety reasons, adaptive cruise control is automatically deactivated when Gear Shift Assistant Pro downshifts.



- Select the gears in the usual way by using the foot-operated gearshift lever.
- » The shift assistant assists upshifts and downshifts without the rider having to pull the clutch or close the throttle.