

Retail Operator / General Manager	Sales – Motorcycles	Sales – Used Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
Date:	September 2015	Source: SI 17/2015				
Bulletin #:	13 002 15 (023) R	Name: Gordon McDonnell				
		Title: Manager – Service and Technical				



BMW Motorrad USA

Service Information Bulletin

****Notice of Recall 15V-537****

Subject: Engine idle unstable

Models: G 650 GS (R13/40, 0189) and G 650 GS Sertao (R13/40, 0146)

Details: BMW Motorrad has ascertained that the software of the BMS-E is incorrect. Idling is occasionally unstable (most often after long journeys); the engine stalls with the clutch lever pulled and the engine RPM's drop to idle. The engine may stall again after immediately being restarted.

Vehicles affected: In order to determine if a specific vehicle is affected by this Recall Campaign, it will be necessary to verify all vehicle VINs through a DCS Vehicle History Check. Based on the response of the system, either proceed with the repair or take no further action. Please note, affected VINs may not appear until 24-72 hours after the release of this bulletin.

NHTSA Statement: PERFORM THE PROCEDURE OUTLINED IN THIS SERVICE INFORMATION ON ALL AFFECTED VEHICLES BEFORE CUSTOMER DELIVERY OR THE NEXT TIME THE VEHICLE IS IN THE SHOP FOR MAINTENANCE OR REPAIRS.

BMW Motorcycle dealers must ensure recalls are completed after having been notified by BMW of North America, LLC (BMW Motorrad USA) that a safety-related defect or noncompliance exists in any motor vehicle or item of replacement equipment in the dealer's possession at the time of notification. In BMW NA's case, this notification would typically be made by the issuance of a recall notification in the form of a Service Information Bulletin (SIB) or transmission of a Dealer Communication System (DCS) recall message.

Under the National Traffic and Motor Vehicle Safety Act of 1966, as amended, if a recall campaign is announced by BMW NA, dealers must ensure that all recalls on vehicles and new items of replacement equipment are completed BEFORE delivery to the consumer. This means that dealers may not legally deliver new vehicles or new items of replacement equipment to consumers with an open recall.

The Safety Act also prohibits dealers from selling or leasing the vehicle or item of replacement equipment, unless and until the open recall has been completed BEFORE delivery. This also pertains to motorcycles in the Certified Pre-Owned program, and to items of replacement equipment.

Production Solution: As of August 03, 2015 motorcycles have optimized software for the BMS-E control units (integration level K01X-15-07-510) and correctly secured hose clamps (connection between intake stub and throttle body).

Service Solution: Check to ensure that the air intake is leak tight and update the BMS-E software with ISTA/P 3.56.3 (integration level K01X -15-07-510) or higher as described in the accompanying work item; 00 60 310 Updating DME software version and tightening clip on throttle body

Special Tools: Adapter cable (61 0 591) see figure 1. This adapter cable needs to be connected in line with the ICOM D cable, see Figure 2. When connected in line, you then turn the ignition switch to ON and turn the switch located on the side of the adapter cable to ON. (A green LED will light up)

Warranty processing

Defect code	Description
00 00 13 16 00	Measures for stabilizing engine running

FRU number	Description
00 60 310*	Updating DME software version and tightening clip on throttle body, 7 FRUs

*Main Work: The main labor operation (00 60 310) crediting 7 FRUs includes all repair procedures to complete the task with allowance for necessary ancillary tasks (e.g. visual inspection, lubrication, cleaning parts etc.) and administrative tasks. Only one main labor operation can be claimed per repair visit. All other labor operations for any other line(s) must be claimed using plus code labor operations.

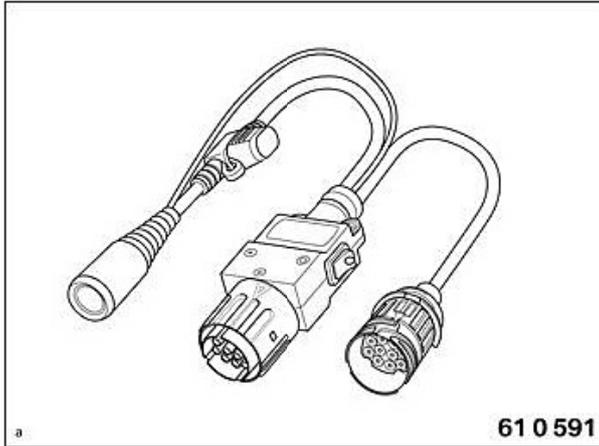
Please refer to the Warranty Policy and Procedures Manual regarding add-ons, proper support, documentation, claims submission and archiving requirements as applicable.

Contacts:

For technical inquires in relation to this bulletin	Please open a PuMA case
For warranty inquires in relation to this bulletin	Motorrad.Warranties@bmwna.com
For parts inquires in relation to this bulletin	Michael.Kagan@bmwnaext.com
Motorcycle Service and Technical Manager	Gordon.McDonnell@bmwna.com

Figure 1

Special tool



No. - Designation

61 0 591 Adapter cable

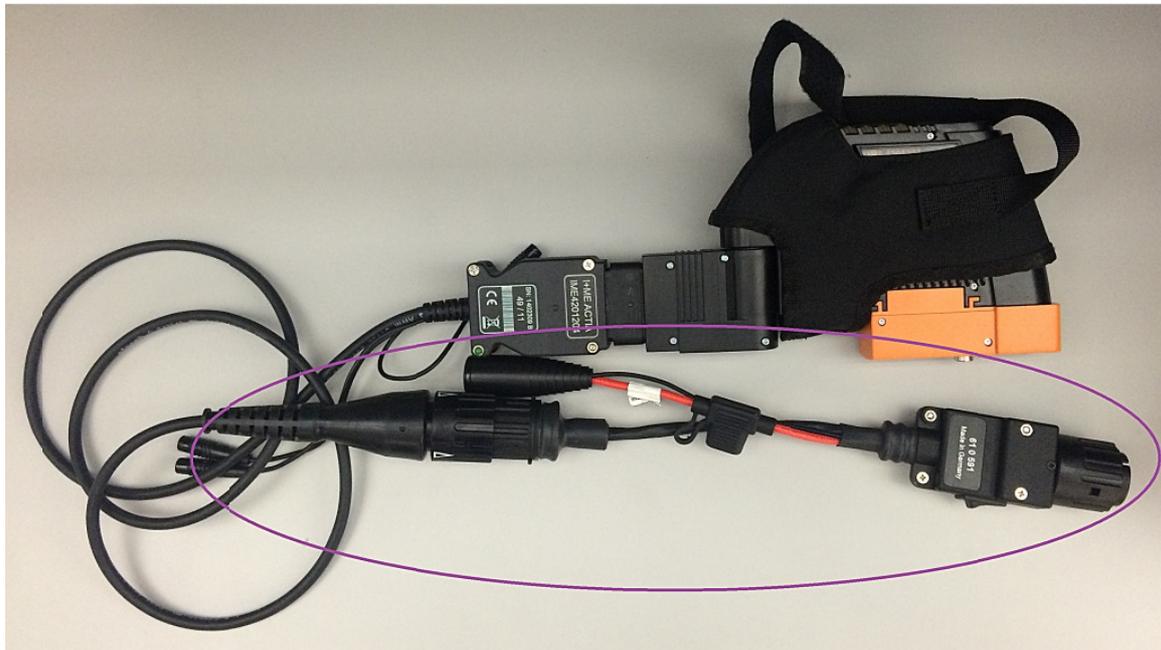
Function

Power supply for diagnosis

Order No.

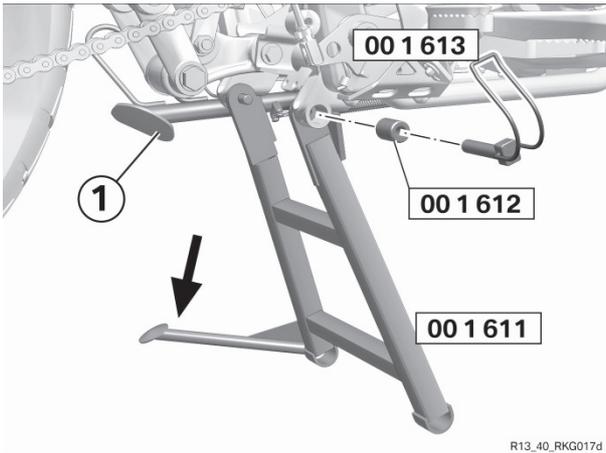
83 30 0 444 273

Figure 2



00 60 310 Updating DME software version and tightening clip on throttle body

1

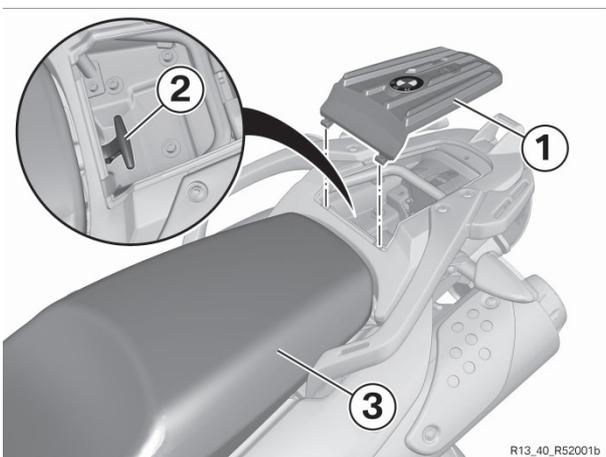


– without centre stand^{OE} (0636)

► Installing auxiliary stand

- Place the motorcycle on its side stand **(1)**.
- Insert sleeves (00 1 612) into the frame.
- Position stand (00 1 611) at the frame and secure it with pin (00 1 613).
- Lift the vehicle on to the auxiliary stand: do not apply leverage to the auxiliary-stand lever (**arrow**) in this process; instead, **lift the vehicle**.
- Retract side stand **(1)**.◇

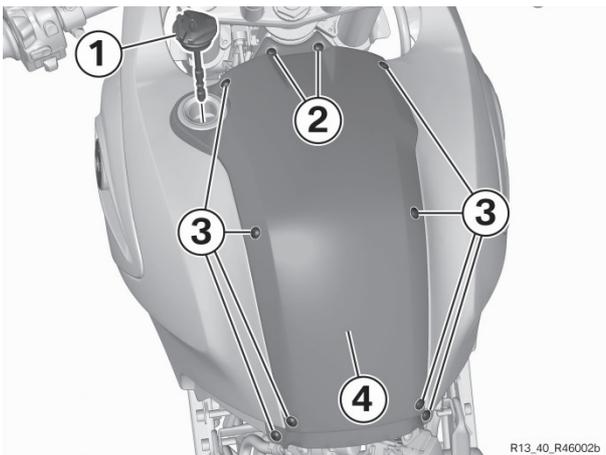
2



► Removing seat

- Remove stowage-compartment lid **(1)**.
- Pivot lever **(2)** and remove seat **(3)**.

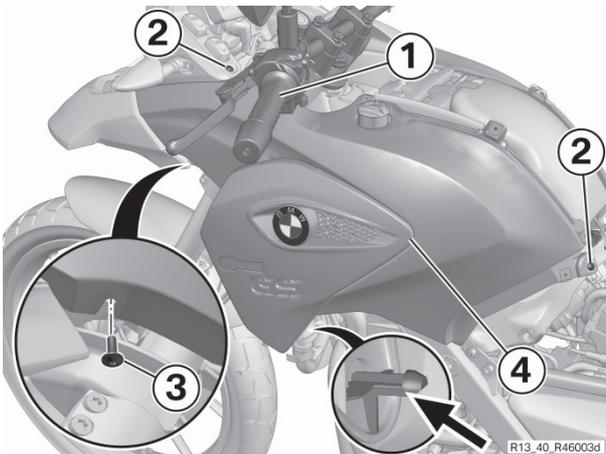
3



► Removing centre trim panel

- Remove the following components:
 - Oil-tank cap **(1)**
 - Screws **(2)**
 - Screws **(3)**
 - Centre trim panel **(4)**
- Install oil-tank cap **(1)**

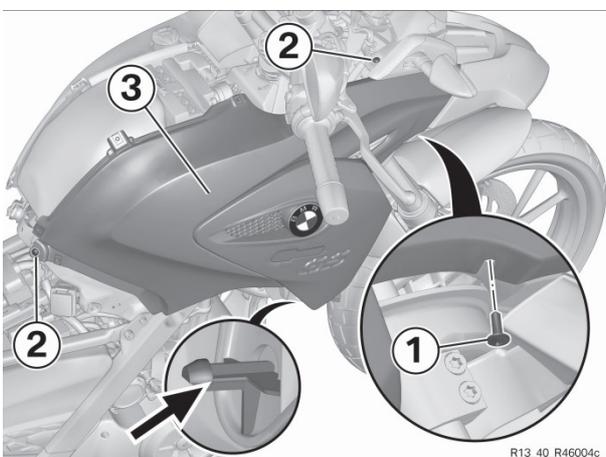
4



► Removing left side panel

- Turn handlebars **(1)** to the right.
- Remove the following components:
 - Screws **(2)**
 - Screw **(3)**
 - Disengage side panel **(4)** at the bottom **(arrow)** and remove.

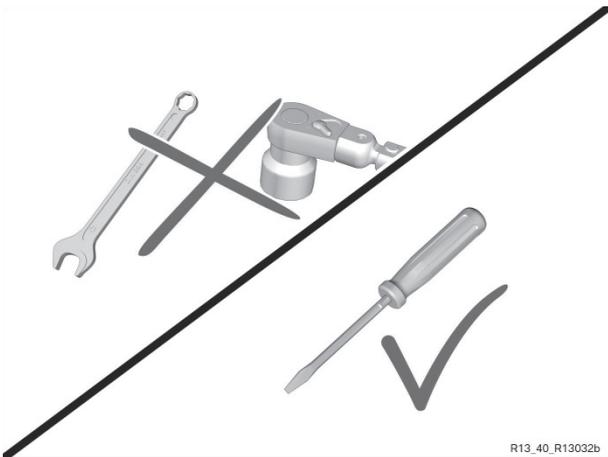
5



► Remove the right side panel

- Remove the following components:
 - Screw **(1)**
 - Screws **(2)**
 - Disengage side panel **(3)** at the bottom **(arrow)**.
 - Remove side panel **(3)**.

6



► Tightening clamp at throttle body

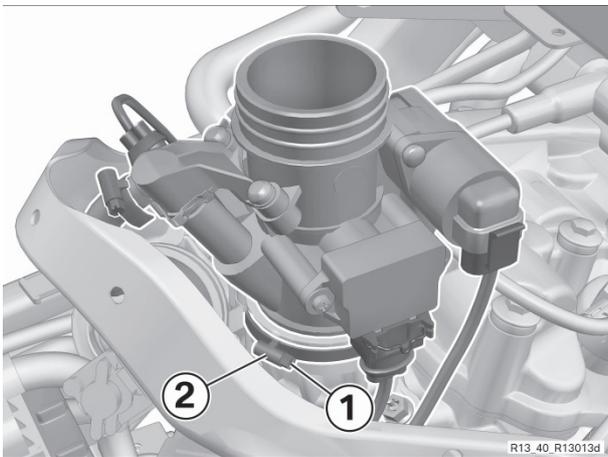
ATTENTION

Tightening the screw clamp of the throttle body with excessive force or unsuitable tools.

Impaired engine running due to deformed intake stub.

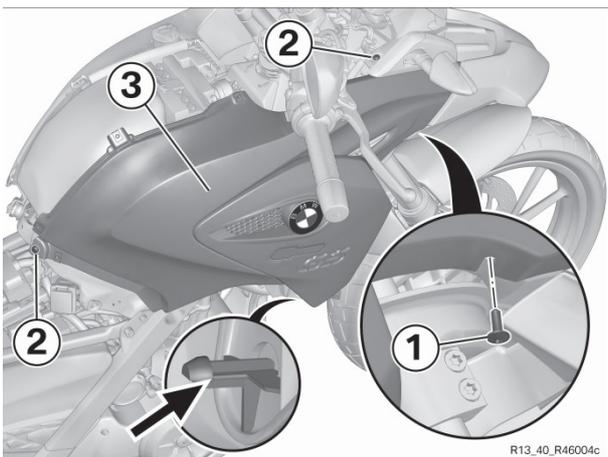
- Use only a plain slotted screwdriver to tighten the screw clamp, without using additional tools.
- Do not use torque-amplifying tools such as an open-end spanner or a reversible ratchet for extra leverage.

- Use only a plain slotted screwdriver.



- Slacken screw **(1)**.
- Position clamp **(2)**.
- Tighten screw **(1)**.

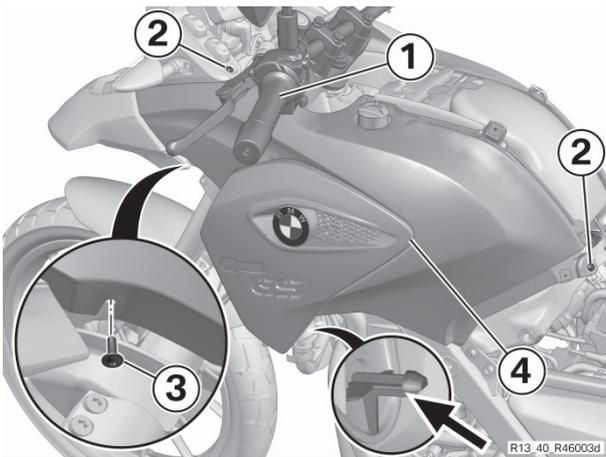
7



► Install the right side panel

- Install the following components:
 - Side panel **(3)**, noting the fastener **(arrow)**.
 - Screws **(2)**
 - Screw **(1)**

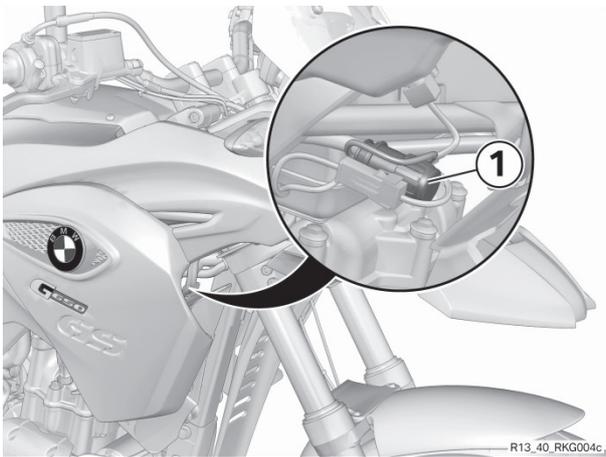
8



► Install the left side panel

- Turn handlebars **(1)** to the right.
- Install the following components:
 - Side panel **(4)**, noting the fastener **(arrow)**.
 - Screw **(3)**
 - Screws **(2)**

9



► Connecting BMW Motorrad diagnostic system to vehicle

- Connect the BMW Motorrad battery charger by connecting the red lead to the battery positive terminal or the battery-positive adapter point first and then connect the black lead to the battery negative terminal or ground, as applicable.

NOTICE

When carrying out diagnosis and programming, use a battery charger with 30 A approved by BMW Motorrad that ensures an **on-board system voltage of 13 V**.

- Remove cap **(1)**.
- Connect the BMW Motorrad diagnostic system.

NOTICE

See the information about the BMW Motorrad diagnostic system for all further instructions.

10

► Programming engine-management control unit

Requirement

Engine switched off.

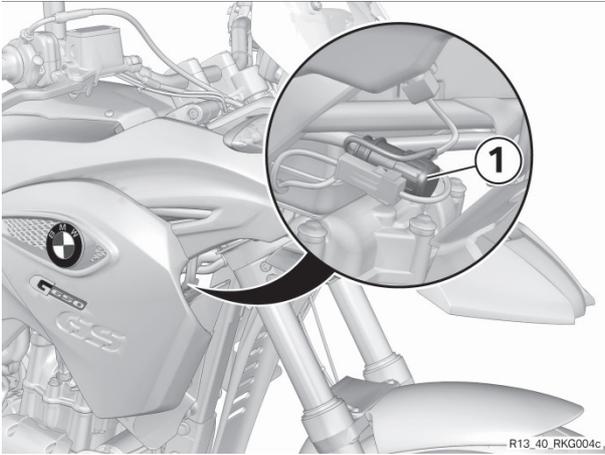
Prop the motorcycle in such a way that it cannot move while programming is in progress.

Motorcycle's battery is fully charged.

- Switch off all electrical consumers.
- Perform diagnosis. Rectify faults, if found, **before** starting programming.

- Start the programming routine for the control unit and follow the instructions issued by the BMW Motorrad diagnostic system.

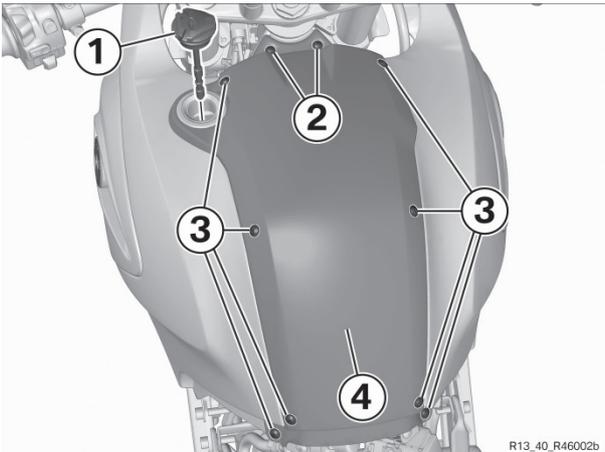
11



► Disconnecting BMW Motorrad diagnostic system from motorcycle

- Close all diagnostic programs and switch off the ignition.
- Disconnect the BMW Motorrad diagnostic system from the motorcycle and secure cap **(1)**.
- Disconnect the BMW Motorrad battery charger from the motorcycle.

12



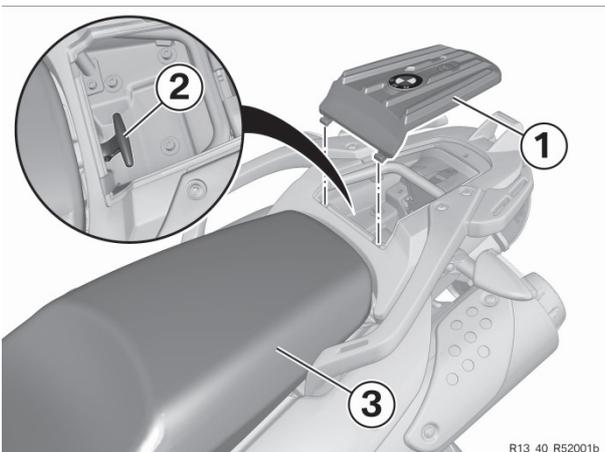
► Installing centre trim panel

- Remove oil-tank cap **(1)**.
- Hold centre trim panel **(4)** in position.
- Install screws **(3)** and **(2)**.

Tightening torques		
Trim panels		
M5	2 Nm	

- Install oil-tank cap **(1)**

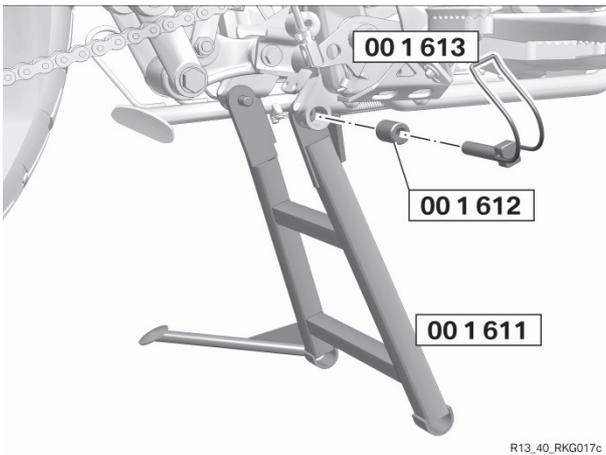
13



► Installing seat

- Place seat **(3)** in position.
- Push down on seat **(3)** until lever **(2)** latches.
- Install stowage-compartment lid **(1)**.

14



– without centre stand^{OE} (0636)

► Removing auxiliary stand

- Place the motorcycle on its side stand.
- Remove pin (00 1 613) and remove stand (00 1 611).
- Remove sleeves (00 1 612).◊

15

► Final check of work performed

- Check that
 - the work as performed achieved the intended purpose.
 - all reservoirs and containers have been filled and that all fluids and lubricants are at their correct levels.
 - all threaded fasteners released beforehand have been correctly retightened.
 - the fuel system is free of leaks.
 - the lights and signalling equipment are fully operational and that the motorcycle is roadworthy.
 - the brake pads of the front and rear brakes are bedded against the brake discs.

▷ Function test, engine start suppression

Requirement

Kill switch not pressed.

Side stand retracted.

Check

- Select neutral.
 - » Neutral telltale light "N" lights up.
- Select a gear.
 - » Neutral indicator light "N" goes out.
- Press the starter button.
 - » Starter does **not** operate.
- Extend the side stand.
- Pull the clutch lever.
- Press the starter button.
 - » Starter turns, but engine **does not** fire.
- Retract the side stand.

- Press the starter button without releasing the clutch lever.
- » Starter turns and engine fires.

Result

Engine start suppression faulty

Measure

- Check the appropriate parts with the BMW Motorrad diagnostic system.

