

# The new BMW R 18 Transcontinental and the new BMW R 18 B.



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## 1. Overall concept. Short version.



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### **The new BMW R 18 Transcontinental and R 18 B: "The Big Boxer" as the Grand American Tourer for luxurious travelling and as Bagger for cool American highway cruising.**

With the new R 18 Transcontinental, BMW Motorrad is adding a Grand American Tourer to the R 18 family as well as the R 18 B "Bagger", which is particularly popular in the USA. As with the previous R 18 models, the new R 18 Transcontinental and R 18 B combine the thrilling power of the "Big Boxer" with a classic chassis concept based on historical models, exclusive equipment and a stylish design.

This makes the R 18 Transcontinental ideal for travelling and long-distance rides in American riding style - both for riding solo and with a pillion and luggage. The R 18 B, on the other hand, is designed as a "rider's machine" delivering emotional driving pleasure and ideal for cool touring and cruising.

Special features of the new R 18 Transcontinental include:  
Front fairing with high wind shield, wind deflector and flaps.  
Cockpit with four analogue round instruments and  
10.25 inch TFT colour display, additional headlamp,  
Marshall sound system, engine protection bars, cases, top case,  
seat heating, chrome trim and an engine in Silver metallic.

In contrast, the new R 18 B does without a top case and, in the style of a "bagger", offers a low windshield, a slimmer seat and a matt black metallic engine among other things.

**The most powerful BMW boxer engine of all time with full torque.**

The heart of the new R 18 Transcontinental and R 18 B is a 2-cylinder boxer engine, the "Big Boxer", which is a completely newly development for the R 18 models. Not only its impressive appearance, but also its technical specifications show its ties to the traditional air-cooled boxer engines that have provided inspiring riding experiences for more than seven decades since BMW Motorrad began manufacturing motorcycles in 1923. The most powerful 2-cylinder flat twin engine ever built in motorbike series production boasts an engine capacity of 1,802 cc. It generates an output of 67 kW (91 hp) at 4 750 rpm. In the 2,000 to 4,000 rpm range, it delivers more than 150 Nm of torque at all times as well as elemental pulling power and sonorous sound.

**Double-loop tube frame made of steel and a backbone made of sheet metal formed parts and rear swinging arm with enclosed axle drive in rigid-frame design.**

The heart of the chassis of the new R 18 Transcontinental and R 18 B is a double-loop tube steel frame made of steel with a backbone of sheet metal formed parts. Its design perpetuates the longstanding BMW Motorrad tradition of this frame type. The particularly high manufacturing quality and attention to detail are also evident in barely perceptible details such as the welded joints between steel tubes and cast or forged parts. Like the legendary BMW R 5, the rear swinging arm, which is manufactured in a similar design, encloses the rear axle drive in the same style using bolted connections.

**Telescopic fork with fork sleeves, cantilever suspension strut, light alloy cast wheels and disc brakes in combination with BMW Motorrad Full Integral ABS.**

The suspension elements of the new R 18 Transcontinental and R 18 B deliberately dispense with any adjustment options that the rider has to make. Instead, a telescopic fork and a directly swinging-arm mounted cantilever suspension strut with travel-dependent damping and automatically adjustable spring preload ensure superior light-alloy cast wheel control and responsive suspension comfort. In order to achieve the best possible ride response even when riding with a pillion and fully loaded, the rear suspension strut features travel-dependent damping and automatic load compensation. As in the legendary BMW R 5, the tubes of the telescopic fork are encased in fork sleeves. The fork tube diameter is 49 mm, suspension travel is 120 mm at the front and rear. The new R 18 Transcontinental and R 18 B are decelerated by a double disc brake at the front and a single disc brake at the rear in conjunction with four-piston fixed callipers and BMW Motorrad Full Integral ABS.

**Dynamic Cruise Control (DCC) as standard.**

**Active Cruise Control (ACC) – cruise control with integrated distance control for relaxed touring as an ex works option.**

The R 18 Transcontinental and R 18 B are already equipped as standard with DCC electronic cruise control (Dynamic Cruise Control). DCC automatically regulates the riding speed set by the rider. Dynamic means that the pre-selected speed is kept constant even when riding downhill. Active Cruise Control (ACC) allows relaxed gliding with distance control – without the rider having to adjust the speed to the vehicle in front. With the aid of radar sensors integrated in the front fairing, the motorcycle is either accelerated automatically to adjust the speed or the new, standard full integral braking system is applied for deceleration purposes, depending on the situation on the road. ACC also ensures particularly safe cornering. Where necessary, the cornering control system automatically reduces the speed, giving the rider the right speed for a comfortable and safe banking angle.

**Coherent ergonomics for best possible motorcycle control.**

The new R 18 Transcontinental and R 18 B feature a casual, so-called "mid-mounted footpeg" position of the footrests, entirely in keeping with the BMW Motorrad philosophy.

This classic position behind the cylinders is not only typical of BMW, it also allows a relaxed and active riding position for the best possible motorcycle control. The R 18 Transcontinental is equipped with an especially comfortable seat and seat heating as standard to ensure long-distance riding comfort even in two-person operation. The R 18 B has a somewhat slimmer two-person seat bench. The new R 18 Transcontinental is fitted as standard with running boards and the new R 18 B with wider and more comfortable footrests than the R 18.

**Cockpit featuring classically designed round instruments and 10.25" TFT colour screen with map navigation for convenient route planning and extensive connectivity as standard.**

The cockpit, specially designed for the new R 18 Transcontinental and R 18 B, with four analogue round instruments and a 10.25 inch TFT colour display, blends into the classic appearance harmoniously. Featuring the iconic "BERLIN BUILT" lettering, it follows the classic style of the new R 18 Transcontinental and R 18 B on the one hand, and on the other hand offers a perfectly readable TFT colour display providing a maximum of functionality and information.

**Three riding modes as well as ASC and MSR as standard for a high degree of riding fun and safety. Reversing aid and Hill Start Control as an ex works option.**

In order to meet individual customer needs, the new R 18 Transcontinental and R 18 B also feature the three riding modes "Rain", "Roll" and "Rock" as standard and also as an option, which is unusual in this segment. The standard equipment also includes ASC (Automatic Stability Control), which ensures a high level of riding safety. In addition, the new R 18 Transcontinental and R 18 B are equipped with an engine drag torque control (MSR) as standard. In addition to other options, a reversing aid makes manoeuvring a comfortable affair and the Hill Start Control function makes starting off uphill easy.

**The new R 18 Transcontinental and R 18 B: Iconic streamlining combined with rigid frame look and modern technology.**

The new R 18 Transcontinental stands out as a luxurious tourer and the new R 18 B as a stylish "Bagger" with its characteristic "streamlining", which perfectly integrates the front fairing, cases and, in the case of the R 18 Transcontinental, the top case.

They transfer the iconic style of the great tourers and cruisers of yesteryear to the present day. The purist design, which has been shaped by numerous BMW Motorrad classics, lives on in many details. Functional and style-defining elements such as the double-loop tube frame, the 24 litre pear-drop fuel tank, the open universal shaft drive or the double-line paintwork (ex works option) are reminiscent of legendary BMW boxer motorcycles.

The suspension also harks back splendidly to the old days. Together with the double-sided swinging arm and a cantilever suspension strut, the rigid frame layout of the R 5 has been perfectly transferred to modern times.

**Audio system with Marshall sound system: A new digital sound dimension as standard ex works.**

With the Marshall sound system, the new R 18 Transcontinental and R 18 B offer an intense sound experience. Already as standard the new R 18 Transcontinental and R 18 B feature a sound system developed in collaboration with the British manufacturer Marshall, featuring 2-way speakers integrated into the front of the fairing. Black cover grilles with white Marshall lettering round off the classic look. The Marshall Gold Series Stage 1 and Stage 2 sound systems are optionally ex works to provide even more intensive listening pleasure. Up to 4 loudspeakers and 2 subwoofers with 280 watts of total output provide incomparable sound quality and "good vibrations". For 60 years, Marshall, originally from Hanwell, London, now based in Bletchley, Milton Keynes (UK), have produced legendary guitar amplifiers used by the world's best musicians. Since 2012 they have expanded their audio quality into award winning headphones and active speakers designed for music lovers.

**The R 18 Transcontinental First Edition and R 18 B First Edition: Exclusive look in paint and chrome.**

Right from the time of market launch, the new R 18 Transcontinental and R 18 B will be available worldwide as exclusive R 18 Transcontinental First Edition and R 18 B First Edition versions. They combine the R 18 look with exclusive features in classic black paintwork with white double-lining. Further highlights are the specially designed surfaces (Chrome Package), high-grade stitching on the seat and the "First Edition" lettering.

**Large variety of parts allow for perfect customizing and optimum individualisation. Exclusive Option 719 equipment.**

The Original BMW Motorrad Accessories range offers a maximum of individualisation options for tailoring the R 18 Transcontinental and R 18 B to your personal taste. The design collections of milled aluminium parts familiar from the R 18 and R 18 Classic, which were created together with Roland Sands Design, are also available for the new R 18 Transcontinental and R 18 B. With regard to audio systems, BMW Motorrad cooperates with the British manufacturer Marshall. For the new R 18 Transcontinental and R 18 B, BMW Motorrad offers a range of particularly high-quality and exclusive optional extras as "Option 719", such as Option 719 Galaxy Dust metallic paint finish and Original BMW Motorrad Accessories.

**The new R 18 Transcontinental and R 18 B highlights:**

- Handlebar-mounted fairing for excellent wind and weather protection.
- High wind shield (R 18 Transcontinental).
- Low wind shield (R 18 B).
- Cases in body colour paint finish (27 litres, with audio 26.5 litres).
- Vibration-decoupled top case in body colour paint finish (48 litres, with audio 47 litres, R 18 Transcontinental only).
- Wind deflectors in body colour finish (R 18 Transcontinental only).
- 24 litre fuel tank.
- Cockpit with four analogue round instruments and 10.25 inch TFT colour display.
- Biggest ever BMW boxer engine with a capacity of 1 802 cc.
- Output 67 kW (91 hp) at 4 750 rpm, maximum torque 158 Nm at 3 000 rpm.
- More than 150 Nm available at all times from 2 000 to 4 000 rpm
- Open-running, gloss nickel-plated universal-shaft drive based on the classic role model.

- Elaborately manufactured double-loop tube steel frame with backbone of sheet metal formed parts provide the optimal package.
- Rear swinging arm with enclosed axle drive in rigid-frame design.
- Telescopic fork with fork sleeves and cantilever spring strut with travel-dependent damping as well as automatic load compensation ensure optimum riding under all conditions.
- Comfortable ergonomics for relaxed cruising and touring with the best possible motorcycle control.
- Front and rear disc brakes and cast light alloy wheels.
- Disc brakes at the front and rear and cast light alloy wheels.
- BMW Motorrad Full Integral ABS.
- Dynamic Cruise Control (DCC) as standard.
- Active Cruise Control (ACC) – cruise control with integrated distance control for relaxed touring as an ex works option.
- State-of-the-art LED lighting technology, classically interpreted.
- Adaptive turning light with swivel module for even better illumination of the road when cornering as an ex works option.
- Engine guard (R18 Transcontinental only)
- Seat heating as standard (R 18 Transcontinental only).
- Heated grips as standard.
- Continuously adjustable rocker switch (in connection with running boards; standard for R 18 Transcontinental).
- Keyless Ride for convenient activation of functions.
- Three riding modes as well as ASC and MSR as standard.
- Reverse assist for convenient manoeuvring and Hill Start Control for easy hill starts as ex works option.
- Three attractive colours: In addition to black and the 719 Galaxy Dust metallic option, the new R 18 B and R 18 Transcontinental are also available in Manhattan metallic matt.
- The R 18 Transcontinental “First Edition” and R 18 B “First Edition”: Exclusive look in paint and chrome.



- Extensive range of optional extras and Original BMW Motorrad Accessories as well as a cool Ride & Style Collection.
- "Option 719" equipment available as particularly high-quality and exclusive optional equipment and Original BMW Motorrad Accessories.



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## 2. Drive.

### **The most powerful BMW boxer engine of all time with historical roots and full torque.**

The new R 18 Transcontinental as well as the R 18 B stand for relaxed cruising and touring in classic, authentic form, accompanied by a high level of ride comfort for both rider and pillion. Arousing emotions replace sober practicality and the technology does not serve to stage itself, but is the key to enthusiasm and riding pleasure. The R 18 and R 18 Classic, already presented in 2020, are in line with this philosophy. With the R 18 Transcontinental and R 18 B, the BMW Motorrad Heritage World of Experience is now complemented by two further expressive members of the R 18 model series, which once again brings the core of the BMW Motorrad brand to the fore: the boxer engine.

The heart of the new R 18 Transcontinental and R 18 B is a 2-cylinder flat twin engine, the "Big Boxer". Not only with its impressive appearance, but also in technical terms, the new "Big Boxer" picks



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up where the traditional boxer engines left off.

These engines were synonymous with the motorcycles from Munich and Berlin-Spandau for around 70 years from the beginning of BMW Motorrad production in 1923 until the appearance of its air/oil-cooled successor: clearly drawn engines designed for maximum reliability and ease of maintenance, with logically arranged but nevertheless powerful technology.

With its OHV valve drive along with a separate engine and transmission housing, the new "Big Boxer" has the same structural features that distinguished the very first BMW Motorrad boxer engine, which at that time had laterally controlled valves.

The highest-capacity twin-cylinder boxer engine ever used in motorcycle series production is a 1 802 cc engine, resulting from a 107.1 mm bore and 100 mm stroke. The engine output is 67 kW (91 hp) at 4 750 rpm. The maximum torque of 158 Nm is already available at 3 000 rpm. More than 150 Nm are always available from 2 000 to 4 000 rpm.

This ensures enormous pulling power and – in conjunction with a generously sized flywheel mass – exemplary running smoothness as well. These are the benefits of this level of performance and torque during riding. The maximum engine speed is 5 750 rpm, the idle speed is 950 rpm.

**Air/oil cooling, vertically split engine housing and triple plain bearing crankcase.**

The new "Big Boxer" is air/oil cooled, has large ribbed cylinders and cylinder heads and weighs 110.8 kg including gearbox and intake system. It has a vertically split aluminium engine housing.

In contrast to the classic air-cooled two-valve boxer engines from BMW Motorrad, the crankshaft of the "Big Boxer", which is forged from heat-treated steel, has an additional main bearing in the middle, which became necessary due to the enormous cylinder volume in order to prevent undesirable bending vibrations of the crankshaft.

Like the crankshaft, the two connecting rods with I-shaft are mounted on plain bearings and are likewise forged from quenched and tempered steel. They accommodate cast aluminium pistons with two compression rings and an oil wiper ring. The running surface of the light metal cylinders is coated with NiCaSil.

Lubricating and cooling oil is supplied by a wet sump lubrication system with a two-stage oil pump driven by the crankshaft via a sleeve chain.

**Classic OHV valve train with two camshafts like the legendary R 5 up to the R 51/2 paired with modern four-valve technology and dual ignition.**

Although the "Big Boxer" has four valves, dual ignition, a modern combustion chamber architecture, intake manifold injection and the BMS-O engine management system for the best possible torque as well as optimum consumption and emissions, it uses the classic OHV configuration for its valve drive – as was the practice pursued by BMW Motorrad over a period of some 70 years.

When developing the valve drive for the "Big Boxer", BMW Motorrad engineers were inspired by a very special engine design in the history of BMW Motorrad – in keeping with the Heritage concept: the 2-cylinder boxer engine of the R 5/R 51 (1936 – 1941) and R 51/2 (1950 – 1951), the latter having been the first BMW motorcycle with a boxer engine after the Second World War. In contrast to other OHV designs by BMW Motorrad, this engine – highly valued by connoisseurs – has two camshafts driven by the crankshaft via a sleeve-type chain.

As in the historical role model, the two camshafts are also positioned to the left and right above the crankshaft in the "Big Boxer". The advantage of this "twin camshaft boxer" is the shorter pushrods. This arrangement reduces the moving masses, decreases deflection and minimises the linear expansion of the push rods. A generally stiffer valve drive with improved control precision and higher speed stability is the consequence of this more elaborate construction.

**Fork rocker arm and manually adjustable valve clearance compensation via adjusting screws as in the traditional BMW boxer role model.**

In the traditional BMW Motorrad boxer design, the two pushrods actuate one pushrod per cylinder side for the intake and one for the exhaust side, guided in a sealed pushrod tube on the top of the cylinders. The two intake and exhaust valves in the cylinder head are actuated in pairs via fork toggle levers. The valve clearance is compensated for - as has been the case for decades with most classic air-cooled BMW two-valve boxers - by means of one adjusting screw with lock nut per valve.

As was formerly the case in the classic 2-valve boxers, valve clearance adjustment (0.2 – 0.3 mm) in the R18 “Big Boxer” is also achieved very quickly. The valves are made of steel, with a disc diameter of 41.2 mm on the inlet side and 35 mm on the outlet side. The valve angle is 21 degrees on the inlet side and 24 degrees on the outlet side.

**Constant mesh 6-speed transmission and self-reinforcing single-plate dry clutch with anti-hopping function.**

As in most BMW Motorrad boxer engines for decades (with the exception of vertical-flow, air/water-cooled boxers since 2012), a single-disc dry clutch transmits the torque generated by the engine to the transmission. For the first time, it is designed as a self-reinforcing anti-hopping clutch and thus eliminates the undesired stamping of the rear wheel caused by engine drag torque when shifting down hard.

The constant-mesh 6-speed gearbox is located in a two-part aluminium housing and is designed as a four-shaft transmission with helical gear pairs. The transmission input shaft with cleat damper drives the two transmission shafts with the gear wheel pairs via a countershaft. A reverse gear is available as an optional extra. This is driven by an intermediate gear and an electric motor and can be shifted manually.

**Open secondary drive based on the classic role model.**

As in all BMW motorcycles with boxer engines, torque is transmitted from the gearbox to the rear wheel in the R 18 Transcontinental and R 18 B via a propeller-shaft or universal shaft drive with universal joint, shaft and rear-axle drive with bevel and ring gear. The propeller shaft and universal joint are examples of fascinating classic motorcycle technology since they are nickel-plated and open, as was commonly the case in BMW Motorrad models up to and including model year 1955. A so-called tripod joint is applied on the gearbox side for the purpose of length compensation.

### 3. Suspension, electrical and assistance systems.



#### **Elaborately manufactured double-loop tube frame made of steel and rear swinging arm with enclosed axle drive in rigid frame design as on the legendary BMW R 5.**

The centrepiece of the suspension in the new R 18 Transcontinental and R 18 B is a double-loop steel tube frame manufactured in the Berlin-Spandau BMW Motorrad plant. Compared to the R 18 and R 18 Classic, however, for package reasons and in favour of a fuel tank enlarged from 16 to 24 litres, it is designed as a robot-welded double-loop tube frame painted in high-gloss metallic Black with a backbone made of sheet metal formed parts.

The chassis geometry of the new R 18 Transcontinental and R 18 B has been adapted accordingly with the aim of achieving superior ride stability with good handling qualities - even in two-person operation and under full load. The steering head angle is now 62.7 degrees (R 18 / R 18 Classic: 57.3 degrees) and the wheel castor is 183.5 mm (R 18 / R 18 Classic: 150 mm). Compared to the R 18 and R 18 Classic, the wheelbase of the R 18 Transcontinental and R 18 B has been shortened from 1 731 mm to 1 695 mm.

Its design perpetuates the longstanding BMW Motorrad tradition of this frame type. Numerous cast and forged parts are exceptional in terms of both design and production technology, at the same time serving as positive-locking mounting elements for the frame tubes to be welded together. The two frame down tubes are each bolted together at four points.

The particularly high manufacturing quality and attention to detail are also evident in barely perceptible details such as the welded joints between steel tubes and cast or forged parts. Thus some of the tube joints are deliberately cut at an angle, which makes the connection look particularly pleasing to the viewer.

Reflecting the same design and manufacturing principle, the rear swinging arm is also made of steel tubes and cast or forged parts.

Like the legendary BMW R 5, it surrounds the rear axle drive in authentic style by means of bolted connections. The look of the rigid frame used historically in the R 5 was recreated for the R 18 models by BMW developers based on a central cantilever suspension strut that is almost aligned with the frame's top tube and "concealed", along with a tube guide for the swinging arm that connects seamlessly to the main frame. As a result, the frame and swinging arm not only form the core of the R 18 suspension, their rigid-frame layout also provides the so-called flyline – thereby ultimately defining the design of the new "Big Boxer" models.

**Telescopic fork with fork sleeves and cantilever suspension strut featuring travel-dependent damping and automatic load compensation.**

The suspension elements of the new R 18 Transcontinental and R 18 B reflect the classic design. Electronic adjustment options and those to be made by the rider are not used. Instead, a telescopic fork and a directly mounted cantilever suspension strut ensure superior wheel control and responsive suspension comfort. In order to achieve the best possible ride response even when riding with a pillion and fully loaded, the rear suspension strut features travel-dependent damping and automatic load compensation. Depending on the load, the spring rest ("spring preload") is adjusted on the basis of information from a height sensor via a hydraulic unit actuated by a servomotor and linear drive so that an optimum riding position is always achieved. The tubes of the telescopic fork are encased with fork sleeves in classic style. The fork tube diameter is 49 mm, while the suspension travel is 120 mm at the front and rear.

**Comfortable ergonomics and "mid-mounted footpeg" position for casual touring and cruising with the best possible motorcycle control.**

As standard the new R 18 Transcontinental and R 18 B already offer harmonious cruiser ergonomics in line with the overall design of the bike. Traditionally, the decisive measure for the seating position is BMW Motorrad's ergonomic triangle of handlebar ends, seat and footrests or running boards. This, together with other parameters such as seat height, width, height and offset of the handlebars, has a major influence on the rider's feeling of well-being on the bike. In the standard version the seat height is only 740 mm (R 18 Transcontinental) or 720 mm (R 18 B).

The R 18 Transcontinental is equipped with an especially comfortable seat and seat heating as standard to ensure long-distance riding comfort even in two-person operation. The R 18 B has a somewhat shorter and narrower two-person seat bench.



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The new R 18 Transcontinental and R 18 B feature a casual, so-called "mid-mounted footpeg" position of the footrests, entirely in keeping with the BMW Motorrad philosophy. This classic position behind the cylinders of the boxer engine is not only typical of BMW, it also allows a relaxed and active riding position for the best possible motorcycle control. The new R 18 Transcontinental is equipped as standard with running boards for rider and pillion; the new R18 B features footrests. The running boards - rider running boards are optionally available for the R 18 B - combine a comfortable seating position with a traditional look. Rider leg rests, also available as BMW Motorrad Original Accessories, ensure a particularly relaxed riding position on the highway. An infinitely adjustable rocker switch is available for particularly comfortable gear changes as part of the running board equipment.

**The new R 18 Transcontinental and R 18 B are perfectly equipped for luxurious cruising and touring offering a high degree of comfort, nostalgic flair and lots of storage space.**

The new R 18 Transcontinental and R 18 B are ideally equipped for relaxed cruising and luxurious touring thanks to the large handlebar-mounted fairing with wind shield, pillion seat and cases finished in body colour. The cases offer 27 litres each (with audio: 26.5 litres). A further storage compartment with charging function for mobile phones is integrated into the fuel tank. In addition, the new R 18 Transcontinental is equipped as standard with a 48 litre (with audio: 47 litres) top case featuring an integrated backrest. Both the cases and top case can be fitted with practical liners (Original BMW Motorrad Accessories).

The Original BMW Motorrad Accessories range also offers other soft luggage elements such as the organiser top case and the rear bag in waxed canvas upper fabric combined with genuine leather.



The R 18 Transcontinental also offers ventilation control via two flaps mounted on the side of the fairing, thus allowing the rider to benefit from a cooling airstream. The new R 18 Transcontinental is also equipped as standard with wind deflectors mounted on the engine guards in order to further increase long-distance riding comfort.

**Double disc brakes at the front and single disc brake at the rear with BMW Motorrad Full Integral ABS and light alloy cast wheels.**

The new R 18 Transcontinental and R 18 B are decelerated by a double disc brake at the front and a single disc brake at the rear in conjunction with four-piston fixed callipers. The brake disc diameter is 300 mm each. The brake system is equipped with the proven BMW Motorrad Full Integral ABS. On this brake system, both the hand brake lever and the foot brake lever activate the front and rear brakes together. BMW Motorrad Full Integral ABS adjusts the brake force distribution between the front and rear brakes during braking in accordance with the dynamic wheel load distribution and the load. The dynamic brake light (not in all markets) effectively signals to road-users behind that the motorcycle is braking. This additional brake light function warns following traffic in two stages when the brakes are applied strongly and in the event of an emergency braking manoeuvre.



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The R 18 Transcontinental and R 18 B feature cast light alloy wheels at the front and rear. The 3.5 x 19" front wheel is equipped with tyres of the dimensions 120/70 R 19 or 120/70 B 19 (depending on the manufacturer), while a 180/65 B 16 tyre is used on the 5.0 x 16" rear wheel.

Furthermore, Original BMW Motorrad Accessories offers the possibility of retrofitting design rims in chrome, Machined or 2-Tone-Black.

**Dynamic Cruise Control (DCC) as standard. Active Cruise Control (ACC) – cruise control with integrated distance control for relaxed touring as an ex works option.**

The R 18 Transcontinental and R 18 B are already equipped as standard with Dynamic Cruise Control DCC.

BMW Motorrad Full integral ABS is an indispensable prerequisite for this as well as for the optional Active Cruise Control (ACC).

In connection the standard Dynamic Cruise Control (DCC), "dynamic" means that the pre-selected speed is kept constant when riding downhill. If the braking effect of the engine is not sufficient for this, the full integral brake is automatically activated to maintain the desired riding speed. This means an increase in both comfort and riding safety.

Active Cruise Control (ACC), available as an optional extra, goes one step further – to provide an entirely new riding experience.

It allows relaxed gliding with distance control – without the rider having to adjust the speed to the vehicle in front.

With the aid of radar sensors integrated in the front fairing, with a detection range of some 120 metres, the motorcycle is either accelerated automatically to adjust the speed or the new, standard full integral braking system is applied for deceleration purposes, depending on the situation on the road. For the demanding touring rider, this means increased comfort and safety while at the same time providing relief for the task of riding.

Speed and distance to the vehicle in front can be set conveniently via a button. The distance can be set in three stages and the desired speed can be set between 30 and 160 km/h.

The individual setting is visible at any time on the TFT screen.

Two characteristics can be selected in terms of control response: "comfortable" or "dynamic", influencing both acceleration and deceleration as appropriate.

ACC also ensures particularly safe cornering. Where necessary, the cornering control system automatically reduces the speed, giving the rider the right speed for a comfortable and safe banking angle. Braking and acceleration dynamics are limited as the banking angle increases. This results in a stable riding experience and a safe ride feel.

The ACC allows full control at all times: the responsibility always remains with the rider, who can intervene at any time.

The rider can override ACC at will by accelerating using the throttle twist grip. ACC is also deactivated by applying the brake or turning the throttle twist grip forward beyond the zero position.

The ACC distance control function can be switched off if required, also enabling Dynamic Cruise Control (DCC) to be used separately. It automatically controls the desired speed in a range from 15 to 180 km/h.

The ACC only reacts to vehicles that are moving. Stationary vehicles – for example at the end of a traffic jam – are not detected. In this case, the rider has to apply the brakes.

**State-of-the-art LED lighting technology, classically interpreted.  
R 18 Transcontinental with two stylish auxiliary headlights.**

The new R 18 Transcontinental and R 18 B also set standards when it comes to vehicle lighting in the cruiser segment - both in terms of design and safety. Once again, BMW Motorrad demonstrates that state-of-the-art LED lighting technology is also ideally suited for use in classic headlamp designs.

The R 18 Transcontinental and R 18 B feature a strikingly designed LED main headlamp with optimised low beam and high beam. In addition, newly designed LED turn indicators at the front and rear function-integrated LED turn indicators with integrated rear light function mounted on the cases ensure an unmistakable look. A stylish rear view is ensured thanks to a filigree LED number plate illumination system encased in a chrome housing. In addition to the LED main headlamp, the R 18 Transcontinental is equipped with two LED auxiliary headlights.

**Adaptive turning light with swivel module for even better illumination of the road when cornering as an ex works option.**

As the option "Adaptive Turning Light", the newly developed headlamp R 18 B and the R 18 B goes one step further with a swivel function. Here, the dipped beam of the standard LED headlamp turns into the curve according to banking angle. In this way, the bend is almost fully illuminated because the light moves to where the motorcycle is heading. Due to the swivel function ( $\pm 35^\circ$ ), the horizon of the light remains constant, harmoniously and seamlessly adapted to the respective banking angle.

By swivelling the light pattern, the dipped beam light ensures particularly wide and homogeneous illumination of the road. In addition, this technology is also used to ensure the high beam maintains a constant range by adapting the headlamp and maintaining the luminous height ( $\pm 2^\circ$ ) of the two high beam modules according to load and therefore the riding position of the motorcycle.

This also happens during dynamic riding in that motorcycle movements are compensated by pivoting the module. The high beam superimposes the low beam with impressive brightness, offering the widest illumination range of all BMW motorcycle LED headlamps.

**Cockpit featuring classically designed round instruments and 10.25" TFT colour screen with map navigation for convenient route planning and extensive connectivity as standard.**

The cockpit, specially designed for the new R 18 Transcontinental and R 18 B, with four analogue round instruments and a 10.25 inch TFT colour display, blends into the classic appearance harmoniously.



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Featuring the iconic "BERLIN BUILT" lettering, it follows the classic style of the new R 18 Transcontinental and R 18 B on the one hand, and on the other hand offers a perfectly readable TFT colour display providing a maximum of functionality and information.

In addition to a large and therefore very easy to read analogue speedometer and rev counter, the new R 18 Transcontinental and R 18 B also feature an analogue fuel gauge and the analogue "Power Reserve" instrument. As in the cars of the BMW Group brand Rolls-Royce, this display provides information about the power reserves still available.

The 10.25-inch TFT colour display is equipped with map navigation and connectivity and stands out thanks to clear menu navigation and a highly integrated operating concept.

In particular, it allows a navigation map to be displayed in the instrument cluster via a smartphone and the BMW Motorrad Connected App, thus eliminating the need for an additional display.

In order to ensure longevity, the screen is fitted with a hardened and therefore extremely robust glass cover. It is anti-reflective for optimum display and protected from soiling and scratches by means of a coating. The full HD resolution with 1920 x 720 pixels offers unique detail and sharpness.

The screen's full capability comes into play in full screen mode. Meanwhile, the alternative split screen view allows several functions to be shown simultaneously and clearly on the screen. They can be operated using the Multicontroller. The main display – or "Pure Ride Screen" – shows the speedometer and engine speed display as well as the basic functions and selection menu. Alternatively, the navigation map is also displayed if navigation is active via the BMW Motorrad Connected app. The additional split screen shows either the on-board computer, the on-board trip computer, arrow navigation, a current phone call or radio/media.

The tiles shown can be used to select the "My Motorcycle", "Radio", "Navigation", "Media", "Phone" and "Settings" menus. There is seamless integration of the display and operation of the optional extras Riding ACC and audio/radio: this makes operation easy, just as for the standard functions.

The screen has two radio antennas for connections to a helmet or smartphone, for example. One antenna is available for Bluetooth, another enables data exchange via wireless LAN and Bluetooth.

Vehicle functions such as "Settings", "Navigation" and "Communication" are operated using the standard Multicontroller.

With the new 10.25-inch TFT colour screen, the new R 18 Transcontinental and R 18 B also provide the perfect platform for using a full interactive map view in conjunction with the navigation system of the BMW Motorrad Connected App. The navigation (map) is "mirrored" onto the screen via wireless LAN. As such, the bikes offer a whole new dimension of map navigation for motorcycles. The 10.25-inch TFT colour screen now allows many more integrated navigation options to be operated via

the Multicontroller. Thanks to the smartphone-based architecture, navigation is always on board: it couldn't be simpler to make route changes during a coffee break or share a route with friends.

The smartphone app provides the rider with the latest navigation software and maps on an ongoing basis, as well as offering the latest functions. The app also allows maximum planning flexibility: It can be used for route planning itself, importing planned routes from Basecamp or downloading suggested routes from websites.

The BMW Motorrad Connected App can be downloaded free of charge from the Google and Apple app stores. It also comprises attractive additional functions such as route logging and the display of other travel statistics and information. In this way, logged routes can also be shared directly with other motorcyclists via the Rever community.

A smartphone can be securely accommodated in a storage compartment in the fuel tank that is protected from splash water and its battery can be kept ready for use via USB connection.

### **Keyless Ride for convenient function activation.**

As with other BMW Motorrad models, the Keyless Ride System also replaces the conventional locking system for the ignition and steering lock on the new R 18 Transcontinental and R 18 B. The cases and the top case (only R 18 Transcontinental) can be locked using the optional central locking system via remote control. The storage compartment for the mobile phone cannot be locked. The ignition and alarm system (optional extra) are controlled by means of a transponder integrated in the vehicle key, which transmits a radio signal with a vehicle-specific frequency. The key can therefore remain in the rider's clothes, for example. The ignition is operated via the button on the right-hand handlebar panel.

### **Riding modes "Rain", "Roll" and "Rock" as well as ASC and MSR for a high degree of riding pleasure and safety come as standard.**

In order to meet individual customer needs, the new R 18 Transcontinental and R 18 B also feature the three riding modes "Rain", "Roll" and "Rock" as standard and also as an option, which is unusual in this segment. The standard trim also includes ASC (Automatic Stability Control, disengageable), which ensures a high level of riding safety.

In addition, the new R 18 Transcontinental and R 18 B are equipped with engine drag torque control (MSR) as standard. Electronically controlled, the MSR prevents the rear wheel from slipping as a result of abrupt throttling or downshifting. An anti-hopping clutch is opened from a mechanically preset threshold in order to prevent the rear wheel from stamping – for example when shifting down. However, if the tyre's available grip capacity is below this opening threshold, for example in wet conditions, the rear wheel could still exceed the static friction limit due to the engine drag torque and simultaneous activation of the rear wheel brake and then slip. Thanks to MSR, the new R 18 Transcontinental and R 18 B detect this danger at an early stage. Depending on the coefficient of friction between the tyre and the road surface, the throttle valves are opened in milliseconds in such a way that the drag torque is compensated and the rear wheel remains in the static friction range. This results in further enhanced safety, especially on slippery roads.

In "Rain" mode, throttle response is gentler and the control characteristics of ASC and MSR allow for a wet and therefore more slippery road surface to achieve a very high level of riding safety.

In "Road" mode, the engine offers optimum throttle response, while ASC and MSR are set to achieve ideal performance on all roads.

The "Rock" riding mode allows the rider to explore the full dynamic potential of the new R 18 Transcontinental and R 18 B. Throttle response is very spontaneous and direct and ASC allows a little more slip.

In each riding mode, the optimum interaction of engine characteristics or throttle response, ASC control and engine drag torque control is provided. This means that the three riding modes offer optimum adjustment options - both with regard to road conditions (Rain mode) and the rider's personal ride experience (Rock mode).

**Reverse assist for convenient manoeuvring and Hill Start Control for easy hill starts as ex works options.**

The new R 18 Transcontinental and R 18 B also make manoeuvring easy thanks to the optional reversing aid. It can be activated via the selector lever when needed.

The forward gears are blocked and the reverse gear is engaged. Movement itself is initiated by the rider by pressing on the starter motor button.

The Hill Start Control system, which is available as an option ex works, makes it particularly easy to start off on an incline. It is activated by briefly operating the hand or foot brake lever.

**Audio system with Marshall sound system for new digital sound dimensions as standard ex works.\***

Equipped with the Marshall sound system, the new R 18 Transcontinental und R 18 B offer an intense sound experience. A striking feature of the new Audio System 2.0 is that the antenna for radio reception is now integrated invisibly into the body.



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The highlights of the audio system:

- DAB and DAB+ for top-quality, unadulterated listening pleasure and reception stability
- DAB-FM following. The received signal is compared and the best signal is automatically selected.
- Equalising profiles – listening-optimised profiles for output adaptation for a perfect audio experience
  - via the helmet: one profile (studio).
  - via loudspeakers: four profiles (bass-boost, treble-boost, voice, balanced).



- Highly flexible sound architecture design options (treble/bass) with a very broad output spectrum (output range), even at high speeds.
- HD radio. The digital radio for the US market with FM/AM band and SAT radio as an optional extra for USA.

The new R 18 Transcontinental and as well as the R 18 B are equipped as standard with a sound system developed together with the British manufacturer Marshall featuring two 2-way loudspeakers, each with 25 watts output, integrated into the front fairing black grille and white Marshall lettering. In the standard version this audio system already offers an exhilarating sound experience.

For 60 years, Marshall, originally from Hanwell, London, now based in Bletchley, Milton Keynes (UK), have produced legendary guitar amplifiers used by the world's best musicians. Since 2012 they have expanded their audio quality into award winning headphones and active speakers designed for music lovers.

**The Marshall sound systems Gold Series Stage 1 and Stage 2 to meet even the highest demands are available as optional extras ex works.**

The Marshall Gold Series Stage 1 and Stage 2 sound systems are available optionally ex works to provide even more intensive listening pleasure. Special features of these sound systems are the grey cover grilles of the speakers in combination with golden Marshall lettering. The Marshall Gold Series speakers feature neodymium magnets and modified speaker cones to provide even better sound quality than the standard speakers.

**Marshall Gold Series Stage 1**

The Marshall Gold Series Stage 1 equips the new R 18 Transcontinental and R 18 B with a system of a total of four speakers plus a booster (amplifier). Two Marshall 2-way loudspeakers with 25 watts of output each are integrated into the front fairing. They are each complemented by a 90 watt subwoofer in the front upper section of the cases. The booster has an output of 180 watts.

## **Marshall Gold Series Stage 2**

The new R 18 Transcontinental is equipped with the Marshall Gold Series Stage 2, a system of six loudspeakers and a booster that meets even the highest demands in terms of sound quality and listening pleasure while riding.

Two Marshall 2-way loudspeakers with 25 watts of output each are integrated in the front of the fairing, each complemented by a 90 watt subwoofer in the upper front area of the cases. In addition, there is a 2-way loudspeaker with 25 watts of output in the front side section of the top case backrest. The booster also puts out 180 watts.

\* Output data in watts of music power output at 4 ohms.



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## 4. Design.



**Characteristic "streamlining" with low rear section in combination with the historically motivated core elements: "Big Boxer", rigid frame look and open universal shaft drive.**

Endless highways and the proverbial freedom on two wheels in the style of the "American Way of Ride", the new R 18 Transcontinental as a luxurious tourer and the new R 18 B as a stylish "bagger" combine characteristic "streamlining" with the superior "Big Boxer" and historically motivated rigid frame look to create a unique design that promises relaxed touring and cruising.

Starting from the highest point - the handlebar-mounted front fairing - the flyline stretches from the fuel tank, which has been increased in size to 24 litres compared to the R 18 and R 18 Classic, and slopes down towards the rear, creating an elongated, teardrop-shaped silhouette in "streamlining" style. The two cases with functionally integrated rear lights are firmly attached to the motorcycle and harmoniously integrated. The design of the R 18 B in American "bagger" style is supplemented with a low fairing windscreen – a higher fairing windscreen in the luxurious touring model R 18 Transcontinental – as well as a stylish and harmoniously integrated topcase with a comfortable backrest for the pillion passenger, wind deflectors below the front fairing and additional headlights.

The new R 18 Transcontinental and R 18 B echo the early days of the big cruisers with touring capability, also in the area of the engine and frame. From the overall impression down to the smallest detail, the design here lives on as established by classics such as the BMW R 5. Style-defining elements such as the double-loop frame, open-running and gloss nickel-plated universal shaft, classic housing for the rear-axle gearbox and black paintwork with double-line marking (ex-works option) are reminiscent of the legendary BMW boxer models of days gone by. The central focus is the "Big Boxer" – typically and unmistakably a BMW, with vigorous torque and supreme power conveyed in sculptured, historically motivated style.

In the same way as the famous BMW R 5, the “Big Boxer” showcases the valve control on the top of the cylinder with the overhead push rod guides, while the belt cover (engine housing cover) and also the valve covers (cylinder head covers) echo the legendary R 5 engine from the 1930s in terms of their formal styling.

The suspension is likewise aptly reminiscent of the legendary R 5. Together with the double-sided swinging arm and a cantilever suspension strut, the rigid-frame concept of the historical BMW boxers is perfectly transported into the modern age in visual terms. Starting from the steering head, the frame spine and swinging arm top frame tubes visually form a continuous line as a central design feature. In interaction with the swinging arm downtubes, which are also aligned with the frame downtubes, the new R 18 Transcontinental and R 18 B convey the visual impression of being particularly elongated and powerful.

**Classically designed, innovative technology with high-quality details makes for an assured sense of style.**

Another classic quotation is also to be found in the telescopic fork: This is because – as in numerous BMW motorcycles of past eras – the entire area of the fork tubes is clad with a cover extending to the slider tubes in the form of contemporary fork sleeves made of stainless steel. Newly designed, rearward-curving side covers blend harmoniously with the elongated lines, combining with the handlebar-mounted front trim to give the R 18 Transcontinental and R 18 B an additional distinctive touch, while the two circular rear-view mirrors live up to classic styling aspirations.

Skilful integration of cutting-edge lighting technology in the design style of a classic motorbike is demonstrated by the LED headlamp, the functionally integrated rear lights incorporated in the cases and the finely wrought licence plate light set in the chrome housing. These high-quality details in the new R 18 Transcontinental and R 18 B are also reflected in such features as the chrome-plated central fuel tank cover and the ACC element of the front trim, which is also finished in chrome. Other stylish accentuations include the R 18 logo embroidered into the seat cover and the “BERLIN BUILT” lettering in the cockpit – as a reference to the tradition-steeped production site where BMW motorbikes are manufactured.

## **R 18 Transcontinental – comfortable, luxury travel in classic American style.**

With a high fairing windshield, wind deflectors and topcase in body finish and a particularly convenient and comfortable seat, the new

R 18 Transcontinental embodies the classic American touring bike designed especially for long trips.

A high level of comfort for both rider and pillion passenger is combined with high-quality fittings and an overall impression of distinct refinement. Finished in silver itself, the engine is supplemented by a silver fork with chrome-plated fork sleeves – a surface combination that lends a refined elegance to the cockpit, too. Comprising four chrome-plated instrument rings, the instrument cluster is finished in silver. The rear-view mirrors and handlebar weights are also chrome-plated. The overall impression is supplemented harmoniously with light alloy cast wheels in granite grey metallic. Particularly elegant accentuations are created by chrome surfaces on the topcase centre cover, the front mudguard clasp and side-mounted decorative elements on the topcase.



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## **R 18 B – cruising and touring in American “bagger” style.**



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With a low fairing windshield and a short, narrow two-person seat as well as an elongated, dynamically elegant side line and flyline sloping down towards the rear, the new R 18 B embodies the typical

“bagger” style. A masculine touch is provided by the engine in metallic matt black, the black fork and fork sleeves, as well as black rear-view mirrors, handlebar weights and handlebar fittings. The instrument cluster and rings are likewise finished in black, as are the cast alloy wheels.

### **The R 18 Transcontinental First Edition and R 18 B First Edition: Exclusive look in paint and chrome.**

Right from the time of market launch, the new R 18 Transcontinental and R 18 B will be available worldwide as exclusive R 18 Transcontinental First Edition and R 18 B First Edition versions, in addition to a standard version of each model. These combine the classic R 18 look with exclusive equipment features in paint and chrome.

Additional high-grade equipment extras include high-quality chrome components, while the finish in Blackstorm metallic with elaborate double-lined paintwork in Lightwhite unmistakably echoes the bike's historical roots. Other highlights include special surface finishes, a seat with high-quality embroidery and the inscription "First Edition" on the two cases.

### **The R 18 Transcontinental and R 18 B "First Edition".**

- Wheels in black, contrast milled (R 18 B).
- Wheels in silver grey, contrast milled (R 18 Transcontinental).
- Chrome clasps on cases with "First Edition" lettering.
- Chrome-plated handlebar fittings.
- Chrome-plated cylinder head covers and hero chest.
- Chrome-plated intake trims.
- White double lining on fuel tank, fairing and trunks and cases.
- Chrome-plated brake calipers at the front (R 18 Transcontinental only).

Another component is the **"First Edition" Welcome Box** which is exclusively reserved for buyers of the "First Edition" and contains the following items:

- Box with picture of the engine on the lid.
- Historic fuel tank emblems (copper-coloured lettering).
- Historic slotted screws (copper-coloured).
- Working gloves.

- Assembly screwdriver (can also be used as a key ring).
- "R 18 First Edition" cap.
- Leather belt with exclusive "R 18 First Edition" belt buckle.
- Book about the almost 100-year history of BMW Motorrad.



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## 5. Equipment and customizing program.

### **Optional equipment and Original BMW Motorrad Accessories.**

For further individualisation of the new R 18 Transcontinental and R 18 B, a particularly extensive range of optional extras is available along with a cool Ride & Style Collection. The programme of optional equipment and accessories will be further expanded in the future. As is common BMW Motorrad practice, optional equipment items are supplied ex works and integrated in the production process. Original BMW Accessories are installed by the BMW Motorrad dealer or by customers themselves. In this way that the motorcycle can also be customised and retrofitted at a later date.

### **A large variety of parts allow for perfect customising and optimum individualisation.**

The Original BMW Motorrad Accessories range offers a maximum of individualisation options for tailoring the R 18 Transcontinental and R 18 B to the customer's personal taste. For example, the valve covers (cylinder head covers) and the belt cover (engine housing cover) are designed in such a way that they are located outside the oil chamber, making them very easy to change.

Other style-defining features can be added from the range of Original BMW Motorrad Accessories and there is also a selection of different wheel designs.

For the market launch of the new R 18 Transcontinental and R 18 B, two distinct design collections of milled aluminium parts are available which were created in collaboration with Roland Sands Design: "Machined" and "2-Tone-Black".

"Machined" parts are components milled from high-quality aluminium that feature a colour contrast between black and silver. For this purpose, the parts completely anodised in black are milled and polished once again after the initial milling process in order to lend emphasis to the authentic aluminium look and create the desired colour contrast.



Meanwhile the "2-Tone-Black" design collection consists of components which are also made of high-quality milled aluminium but feature a double black anodised surface with glossy and matt textured areas.

The "Machined" and "2-Tone-Black" parts include front and rear wheels, for example. In addition, the range of these exclusive milled parts extends from handlebar end caps to engine housing trim elements and lids for the expansion tanks. In short: "Machined" and "2-Tone-Black" offer a wide range of options for upgrading the R 18 Transcontinental and R 18 B to the very highest level of individualisation according to the owner's personal preferences and ideas.

For the accessory and customising programme of the new R 18 Transcontinental and R 18 B, BMW Motorrad is collaborating with well-known Designers such as Roland Sands Design. With regard to audio systems, BMW Motorrad cooperates with the British manufacturer Marshall.

### **Warranty extensions and service packages.**

Even after years of safe riding, the **BMW Motorrad optional warranty extensions** enable you to be on the safe side and ensure repair services after the statutory warranty period has expired. The optional **Oil Inclusive service package** includes regular oil changes according to the maintenance schedule and oil filter replacement, while the **Service Inclusive package** covers the full range of services (excluding wear-and-tear parts) according to the maintenance schedule at a one-off fixed price.

### **Options.**

#### **Option 719 – top-class customisation with historical roots**

Decades ago, certain optional extras, unusual special requests and one-off features were assigned the internal code "719" at the BMW Motorrad plant in Berlin. For the new R 18 Transcontinental and R 18 B too, BMW Motorrad now offers a range of particularly high-quality and exclusive optional extras and Original BMW Motorrad Accessories under the name of "Option 719".

### **Option 719 Design Package AERO.**

The Option 719 Design Package AERO includes the cylinder head covers on the left and right, the front cover and the intake snorkel cover on the left and right. All parts are made of sheet aluminium with a brushed, colourless anodised surface. The cylinder head covers feature finely wrought air vents reminiscent of the "streamliners" of the 1920s and 1930s. The highlight is a badge on the front and side covers: this is made of solid copper which is chrome-plated and partially finished in white. The white paint enclosing the number sequence "719" is reminiscent of historical emblems that were typically lined with enamel during that era.

### **Option 719 seat.**

For the new R 18 Transcontinental and R 18 B, the Option 719 seat is a particularly exclusive alternative to the standard seat. In addition to the standard seat height, it offers integrated seat heating as well as a fascinating material selection and finish. For example, two black upper materials are used, which are combined with diamond-shaped quilted embossing. An embroidered BMW logo and the 719 flag on the side round off this exclusive seat.

### **Option 719 Galaxy Dust metallic/Titanium Silver 2 metallic.**



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The colour Galaxy Dust metallic is a flip-flop finish that shimmers in a spectrum from violet to turquoise blue, depending on the incidence of light. In addition, the many large effect pigments create a unique visual effect when exposed to sunlight. This special finish is combined with a Titanium Silver 2 metallic mirror on the fuel tank, cases and front trim. The transition between the two colour surfaces consists of a hand-applied smoke effect familiar from the legendary R 90 S. In addition, the mirror surface is surrounded by a classic white double line. In this variant, the R 18 Transcontinental also comes with the excellently matched matt black engine.

The colour Galaxy Dust metallic is a flip-flop finish that shimmers in a spectrum from violet to turquoise blue, depending on the incidence of light. In addition, the many large effect

### **Individual options.**

- Central locking.
- eCall.

### **Original BMW Motorrad Accessories.**

#### **Storage.**

- Rear bag black, 27 l.
- Case liners. New.
- Top case liner (R 18 Transcontinental only). New.
- Top case organiser (R 18 Transcontinental only). New.

#### **Design and visual appeal.**

- LED mini turn indicators, front, black. New.
- LED turn indicators chrome, front. New.
- LED turn indicators black, front. New.
- Expansion tank lid for brake fluid Machined, rear.
- Expansion tank lid for brake fluid 2-Tone-Black, rear.
- Expansion tank lid Machined, front
- Expansion tank lid 2-Tone-Black, front.
- Front wheel 2-Tone-Black, 3.00 x 19".
- Front wheel chrome-plated, 3.00 x 19".
- Front wheel Machined, 3.00 x 19".
- Rear wheel chrome-plated, 5.00 x 16".
- Rear wheel Machined, 5.00 x 16".
- Rear wheel 2-Tone-Black, 5.00 x 16".
- Handlebar end cap 2-Tone-Black.
- Handlebar end cap Machined.
- Decorative strip cylinder head cover Machined.
- Decorative strip engine housing cover Machined.
- Decorative strip cylinder head cover 2-Tone-Black.
- Decorative strip engine housing cover 2-Tone-Black.

- Engine housing cover Machined.
- Engine housing cover 2-Tone-Black.
- Cylinder head cover 2-Tone-Black.
- Cylinder head cover Machined.
- Engine guard chrome-plated (series for R 18 Transcontinental).
- Rear silencer end cap black.

### **Ergonomics and comfort.**

- Hand lever Machined, adjustable.
- Hand lever 2-Tone-Black, adjustable.
- Rider's leg rest chrome-plated.
- Windshield Transcontinental for R 18 B (series for R 18 Transcontinental). New.
- Windshield Bagger for R 18 Transcontinental (series for R 18 B). New.
- Windshield Transcontinental masked. New.
- Windshield Bagger masked. New.
- Wind deflector. New.
- Wind deflector, tinted. New.

### **Option 719.**

- Option 719 Aero intake snorkel cover brushed, left/right. New.
- Option 719 Aero engine housing cover. New.
- Option 719 Aero cylinder head cover, left/right. New.
- Option 719 seat (R 18 Transcontinental only). New.
- Option 719 seat (R 18 B only). New.

## 6. Technical specifications.



| <b>Engine</b>                       |          | <b>BMW R 18 B</b>   | <b>BMW R 18 Transcontinental</b> |
|-------------------------------------|----------|---|----------------------------------|
| Capacity                            | cc / cui |   | 1,802 / 110                      |
| Bore/stroke                         | mm       |   | 107.1/100                        |
| Output                              | kW/hp    |   | 67/91                            |
| at engine speed                     | rpm      |   | 4,750                            |
| Torque                              | Nm       |   | 158                              |
| at engine speed                     | rpm      |   | 3,000                            |
| Type                                |          | Air/water-cooled 2-cylinder 4-stroke boxer engine                           |                                  |
| No. of cylinders                    |          | 2   |                                  |
| Compression/fuel                    |          | 9.6:1 / premium unleaded (95-98 RON)  |                                  |
| Valve/accelerator actuation         |          | OHV   |                                  |
| Valves per cylinder                 |          | 4   |                                  |
| Ø intake/outlet                     | mm       | 41.2/35.0   |                                  |
| Ø throttle valves                   | mm       | 48  |                                  |
| Engine control                      |          | BMS-O   |                                  |
| Emission control                    |          | Closed-loop 3-way catalytic converter, EU5 exhaust standard                 |                                  |
| <b>Electrical system</b>            |          |   |                                  |
| Alternator                          | W        | 660   |                                  |
| Battery                             | V/Ah     | 12/26 maintenance-free  |                                  |
| Headlight                           |          | LED low beam<br>(with adaptive turning light with swivel module)            |                                  |
| Starter                             | kW       | 1.5   |                                  |
| <b>Power transmission – gearbox</b> |          |   |                                  |
| Clutch                              |          | Hydraulically activated single-plate dry clutch                             |                                  |
| Gearbox                             |          | Constant-mesh 6-speed gearbox   |                                  |
| Primary ratio                       |          | 1.16  |                                  |
| Transmission ratios                 |          | 2.438   |                                  |
| I                                   |          | 1.696   |                                  |
| II                                  |          | 1.296   |                                  |
| III                                 |          | 1.065   |                                  |
| IV                                  |          | 0.903   |                                  |
| V                                   |          | 0.784   |                                  |
| VI                                  |          |   |                                  |
| Rear wheel drive                    |          | Universal shaft   |                                  |
| Transmission ratio                  |          | 3.091   |                                  |
| <b>Suspension</b>                   |          |   |                                  |
| Frame construction type             |          | Steel double-loop tube frame with backbone made of sheet metal formed parts |                                  |
| Front wheel suspension              |          | Telescopic fork, stanchion Ø 49 mm  |                                  |
| Rear wheel control                  |          | Cantilever  |                                  |

|                                 |       |  |           |
|---------------------------------|-------|--|-----------|
| Total spring travel, front/rear | mm    |  | 120/120   |
| Wheel castor                    | mm    |  | 183.5     |
| Wheelbase                       | mm    |  | 1695      |
| Steering head angle             | °     |  | 62.7      |
| Brakes                          | front | Double disc brake Ø 300 mm                   |           |
|                                 | rear  | Single-disc brake Ø 300 mm                   |           |
| ABS                             |       | BMW Motorrad Full Integral ABS               |           |
| Wheels                          |       | Light alloy cast wheels                      |           |
|                                 | front |  | 3.5 x 19" |
|                                 | rear  |  | 5.0 x 16" |
| Tyres                           | front | 120/70 R 19 or B 19 (manufacturer-dependent) |           |
|                                 | rear  | 180/65 B 16                                  |           |

**Dimensions and weights**

|                                |    |       |       |
|--------------------------------|----|-------|-------|
| Total length                   | mm | 2,560 | 2,640 |
| Total width with mirrors       | mm |       | 1,040 |
| Seat height                    | mm | 720   | 740   |
| DIN unladen weight, road ready | kg | 398   | 427   |
| Permitted total weight         | kg |       | 630   |
| Fuel tank capacity             | l  |       | 24    |

**Performance figures**

|                         |          |     |                        |
|-------------------------|----------|-----|------------------------|
| Fuel consumption (WMTC) | l/100 km |     | 5,8                    |
| CO2 emissions (WMTC):   | g/km     |     | 134                    |
| 0–100 km/h              | s        | 5.5 | 6.0                    |
| Top speed               | km/h     |     | 180 (160 fully loaded) |