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| **For Release:** | November 4, 2013 |
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**The New BMW R 1200 RT**

**Raising the Bar, Once Again, for Dynamic Touring Bikes**

**Woodcliff Lake, NJ – November 5, 2013**…The introduction of the new BMW R 1200 RT raises the bar, yet again, for dynamic touring bikes. The initials RT have always been synonymous with supremely comfortable, highly dynamic touring on two wheels. With its latest rendering in the form of the R 1200 RT, featuring a new engine and unique profile, BMW Motorrad is, once again, showing how things are done when it comes to fusing effortless travel abilities with sporty performance.

**More powerful boxer engine with larger centrifugal mass for even greater refinement and smoothness.**

Derived from the boxer engine on the BMW R 1200 GS, the new engine produces a peak output of 92 kW (125 hp) at 7,750 rpm and its maximum torque of 125 Nm (92 lb-ft) at 6,500 rpm.

On the new R 1200 RT, the centrifugal masses of both the crankshaft and the alternator were increased, resulting in an even smoother engine. Riding comfort has been improved by using a longer secondary transmission ratio to keep the engine rpm lower.

**ASC and two riding modes as standard. Riding mode Pro with Hill Start Control is available as a factory option.**

For optimum adaptation to the rider’s individual needs, the new R 1200 RT is equipped as standard with two riding modes along with Automatic Stability Control (ASC). The two riding modes, “Rain” and “Road”, allow the R 1200 RT to be adapted to most road conditions. The optional extra Riding mode Pro, meanwhile, includes the additional riding mode “Dynamic” plus the Hill Start Control function. The sporty nature of the R 1200 RT can be experienced to the full in “Dynamic” mode, while Hill Start Control helps to make light work of stopping and starting on an uphill slope.

**Gear Shift Assistant Pro for smooth yet quick gear changing.**

The BMW Gear Shift Assistant Pro, available as a factory option, represents a world first for production motorcycle manufacture. It enables upshifts and downshifts to be made without operation of the clutch or throttle valve in the proper load and rpm speed ranges while riding.

**Even more agile chassis offering superior handling precision and comfort.**

**Dynamic ESA for optimum riding dynamics in any situation is available as a factory option.**

The new R 1200 RT features a new, continuous main frame to give it even greater directional stability. And when equipped with the optionally available semi-active suspension, BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment), the new R 1200 RT attains unprecedented levels of riding safety, performance and comfort, with the damping automatically adapted to the prevailing conditions to suit individual riding situations and maneuvers.

**Optimized comfort, streamlined aerodynamics, more dynamic bodywork and optional LED Corona Ring feature Headlight.**

Seating comfort and ergonomics have also been enhanced for rider and passenger alike. The ergonomic triangle formed by the handlebars, seat and footrests has been lowered by 20 millimeters (0.8 inches) to make it even easier to reach the ground, something that all riders and passengers will appreciate when maneuvering in tight spots or getting on and off the bike. Thanks to their outstanding comfort and effective wind and weather protection, BMW RT models have always been renowned for their excellent long-distance capabilities, now further improved by the addition of an optimized windshield. The front headlight assembly lends the new R 1200 RT a highly dynamic appearance and the optional LED Corona Ring feature gives the new RT an even more appealing appearance that is distinctively BMW.

**Multifunctional instrument cluster with TFT color display, BMW Motorrad Pro onboard computer and innovative audio controls.**

The instrument cluster has undergone a complete makeover, with the new R 1200 RT now featuring a large 5.7-inch TFT color display to provide the rider with an even greater wealth of data. This is where the extensive information from the standard equipped BMW Motorrad Pro onboard computer can also be selected. The display is supplemented by the analogue speedometer and tachometer dials. And for the ultimate in touring comfort, the list of available factory installed options includes an audio system with innovative operation via the multi-controller.

**New color scheme in three appealing variants.**

The RT’s dynamic appearance is enhanced as a result of three new color compositions: Quartz Blue Metallic, Callisto Grey Metallic Matt and Ebony Metallic.

**Highlights of the new BMW R 1200 RT:**

* Air/liquid-cooled twin-cylinder boxer engine with a displacement of 1,170 cc. Output 92 kW (125 hp) at 7,750 rpm, maximum torque 125 Nm (92 lb‑ft) at 6,500 rpm.
* Crankshaft and alternator with increased centrifugal mass for even smoother engine running.
* Two riding modes (“Rain” and “Road”) plus Automatic Stability Control (ASC).
* Riding mode Pro with “Dynamic” riding mode and Hill Start Control as an option.
* Gear Shift Assistant Pro as an option for added comfort and speed when changing gear.
* New chassis with a continuous frame that is even more agile and more comfortable.
* Semi-active suspension Dynamic ESA (Electronic Suspension Adjustment) as an option.
* New bodywork in more dynamic design.
* Optimized comfort and aerodynamics.
* New, adjustable windshield for even better wind and weather protection.
* New headlight concept with optional LED Corona Rings.
* Multifunctional instrument cluster with large TFT color display.
* BMW Motorrad Pro onboard computer offering a wide range of information.
* Innovative audio controls.
* New colors.
* Options and accessories made to BMW Motorrad’s customary high standards of quality.

**Drivetrain**

It was more than 35 years ago when one of the most powerful sets of BMW Motorrad initials first appeared – RT, a touring bike unprecedented in form, offering supreme comfort out on the road. Ever since, the BMW RT has reigned as the quintessential choice for highly comfortable and dynamic touring on two wheels. The latest incarnation of this innovatively appointed, high-performance tourer – the R 1200 RT – has been thoroughly optimized all round and equipped with a new engine to make it even more adept at long-distance travelling combined with excellent riding dynamics.

**New boxer engine with higher centrifugal mass for even smoother running characteristics and supreme touring comfort.**

The new flat twin boxer engine is basically the same as the DOHC power unit on the BMW R 1200 GS. Prior to being installed in the R 1200 RT, however, it was first carefully tailored to the specific requirements of a touring bike. It produces an output of 92 kW (125 hp) at 7,750 rpm and musters its peak torque of 125 Nm (92 lb-ft) at 6,500 rpm.

Not only does the new engine generate considerably higher torque than its predecessor over the entire rev range, but torque delivery is more uniform as well: over 100 Nm (74 lb-ft) is constantly on tap throughout the usable rev band. This has the effect of improving accelaration at all engine speeds and further enhancing the sense of effortless engine power that is so important on a tourer.

Like the engine on the outgoing model, the new 1,170 cc unit still employs air/liquid cooling, but with water instead of oil as the cooling agent. Water’s higher heat absorption capacity ensures more efficient heat dissipation, resulting in even greater thermal stability on long trips. With this system of precision cooling, only the parts of the engine that are particularly exposed to thermal stress are cooled by the coolant. The engine continues to be air cooled too, thereby preserving the characteristic appearance of the boxer drive unit.

The flow through the cylinder heads is now vertical, while the six-speed gearbox as well as a light-action oil bath clutch with anti-hopping function have been incorporated into the engine housing for the first time on a BMW Motorrad boxer engine. The secondary drive runs via the maintenance-free cardan drive shaft that is now placed on the left-hand side.

The centrifugal masses of both the boxer engine’s crankshaft and the alternator were increased in preparation for use on the new R 1200 RT to ensure yet smoother engine performance with even more comfortable running characteristics. The reduced powertrain vibrations help to produce a pleasant, fatigue-free riding experience on long journeys in particular. The longer secondary transmission ratio also helps to ensure greater comfort by allowing the boxer engine to run at a lower rev speed.

The even more sensitive throttle response of the new BMW R 1200 RT is another indication of how its drive system has been further refined. The throttle twist grip’s reduced operating angle and lower return forces are an additional boon to riding comfort.

Last, but not least, the R 1200 RT has also been injected with added dynamism. Tractive power has been upped substantially compared to its predecessor, allowing it to power out of bends with even greater urgency, while its engine revs much more freely than before, too.

**ASC and two riding modes as standard. Riding mode Pro with Hill Start Control is available as a factory option.**

For optimum adaptation to the rider’s individual needs and the intended use, the new R 1200 RT already comes equipped as standard with two riding modes, together with the traction-enhancing Automatic Stability Control (ASC) for increased riding safety. The riding characteristics can be adapted to most road conditions with the help of the two standard riding modes, “Rain” and “Road”. Together with the ABS system, another standard feature, ASC substantially increases the range of use of the new R 1200 RT, while providing a significant safety boost on slippery surfaces.

In “Road” mode, the control systems are set to provide an optimum balance of performance and comfort on all roads.

When “Rain” mode is activated, the bike is set up for road conditions offering low grip. In this mode the throttle response also becomes gentler. The control systems are triggered sooner, while the damping of the spring struts is softer to suit the conditions.

The optional Ride Mode Pro, meanwhile, includes the additional riding mode “Dynamic” plus the Hill Start Control function. The sporty side of the new BMW R 1200 RT can be experienced to the fullest in “Dynamic” mode. Instant throttle response, restrained intervention from the ASC and ABS and a firm damping set-up for the Dynamic ESA (when equipped as a factory option) let the bike unleash its full performance potential.

The new Hill Start Control function is a brand new innovation, allowing the rider to effortlessly come to a stop on uphill slopes with the engine running without having to keep the brake lever pressed. This makes it far easier to perform hill starts and is a particularly valuable aid on a fully laden tourer. Thanks to the semi-integral ABS braking system, the rear brake can be operated individually for this purpose. When the Hill Start Control is activated, pressure is built up in the rear wheel’s hydraulic brake unit to hold the motorcycle steady on an incline. The Hill Start Control is purely a comfort feature that is designed to facilitate stopping and starting on a hill and is not to be confused with a parking brake.

**Optional Gear Shift Assistant Pro for changing gear with virtually no interruption in power flow.**

The BMW Gear Shift Assistant Pro is another world first for production motorcycle manufacture. Compared to the Gear Shift Assistant already featured on the superbike models such as the BMW S 1000 RR, the system’s functionality has been extended for use on the new R 1200 RT and adapted to the specific requirements of a touring bike. The Gear Shift Assistant Pro enables upshifts and downshifts to be made without operation of the clutch or throttle valve in the load and rev speed ranges that are of relevance to riding, both increasing comfort for the rider and providing an added touch of dynamism. The majority of gear changes can be carried out with the help of the Gear Shift Assistant – starting off is one of the few exceptions to this.

When accelerating, the throttle valve no longer needs to be closed for gear changes, allowing the power to flow with barely any interruption. And when decelerating and shifting down a gear (throttle valve closed), automatic double-declutching is used to adjust the engine speed. Gears are engaged in the usual way with the footshift lever. Shift times are considerably faster compared to gear changes with operation of the clutch. The Gear Shift Assistant is not an automatic shift system, but rather just an aid for changing gear. When gear changes are carried out with the help of the Gear Shift Assistant, the cruise control is automatically deactivated for safety reasons.

The system works by employing a sensor on the gearbox output shaft to detect the rider’s shift request and trigger the assistance mechanism. By increasing or reducing engine torque by the required amount, the load on the powertrain is effectively eliminated to allow the shift dogs of the next gear wheel pair to intermesh in the same way as when the clutch is used. No gear shift assistance is provided when changing gear while operating the clutch, or when shifting up with the throttle valve closed (overrunning) or when decelerating. Neither will any assistance be given if the shift lever is not in its proper starting position when shifting up or down.

Assistance is available when downshifting with the throttle valve open, but this can provoke severe load change reactions, particularly in low gears. The same effect may be produced when changing down without operating the clutch while cruising at a constant speed. BMW Motorrad therefore recommends always using the clutch to change gear in these riding situations. Riders should also avoid using the Gear Shift Assistant at rev speeds close to the red line.

**Chassis.**

**Innovative new chassis for even greater agility accompanied by increased comfort.**

The new BMW R 1200 RT is built around a chassis which, like the engine, is based on the proven components equipped on the R 1200 GS. The new frame with mountings for the BMW telelever and BMW paralever now features a continuous design to make it more rigid, resulting in a further major improvement in the directional stability of the R 1200 RT. By stiffening the mounting for the spring elements, the chassis response is more sensitive with improved feedback for the rider. The large steering angle of 36 degrees to each side results in a very tight turning circle by tourer standards, enabling easy, straightforward maneuvering. By optimizing the position of the bike’s center of gravity, handling is now even sharper than on the previous model, which was already outfitted for very keen performance. What’s more, the ride has been made even more precise to generate even greater handling reserves when putting the bike’s sporting abilities to the test.

With BMW Evo paralever rear suspension, the lower spring strut area with wraparound swingarm is now also better protected against possible damage. Finally, delicately styled 10-spoke wheels give added impact to the dynamic element of the R 1200 RT.

**BMW Motorrad Dynamic ESA semi-active suspension for optimum riding dynamics in any situation is available as a factory option.**

The semi-active suspension BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment) maximizes riding safety, performance and comfort. Spring travel sensors at both the front and the rear monitor the vertical movements of the respective wheel suspension as well as collect further data, allowing the damping to be automatically adapted to riding situations and maneuvers.

Dynamic ESA is integrated into the riding mode control concept. It includes the same basic settings already familiar from the previous BMW ESA system for programming the damping level (soft, normal, hard) and load status (rider, rider with luggage, rider and passenger). As with the more advanced ESA II version, the spring preload and spring rate can also be adjusted. This alone is sufficient to ensure that the rider is able to enjoy optimum roadholding with highly communicative feedback irrespective of the load being carried.

The new BMW Dynamic ESA system offers a significant boost to safety by modifying the suspension set-up in such a way when braking and accelerating that the bike’s attitude on the road remains virtually unchanged while directional stability is greatly enhanced. As well as increasing safety and comfort, this also has the effect of making the R 1200 RT a real thrill to ride.

**Electronics.**

**Multifunctional instrument cluster with large TFT color display.**

The high degree of design that has gone into the R 1200 RT is immediately apparent from a look at its instrumentation. Apart from analogue gauges for the road speed and engine speed as well as the customary warning and indicator telltale lights, the restyled instrument cluster also incorporates a large 5.7-inch TFT color information display.

This display continues to be something of a milestone for the motorcycle industry, in terms of both its design and its execution, with the high luminosity and outstanding contrast making sure it is easily readable. The display’s high resolution is also ideal for neatly presenting several lines of text or graphics.

It combines with the standard multi-controller to provide riders of the new R 1200 RT with a peerless operating system offering an array of handy functions. To ensure optimum viewing conditions and readability, the display unit can be moved to two positions for tilt (+/- 5 degrees).

**BMW Motorrad Pro onboard computer with extensive information as standard.**

The BMW Motorrad Pro onboard computer included as standard ups the ante for comfort and convenience in the touring segment with a number of functions that cannot be found on any of its competitors. It puts a wealth of useful information at the rider’s fingertips, ranging from the oil level to the voltage of the onboard electrical system to a gear shift indicator.

The menu structure has been designed for the specific demands of motorcycling, just as it was on the BMW K 1600 GT and GTL. It has a flat hierarchical structure and can be safely operated by riders using the multi-controller without having to take their eyes off the road. The same is true when it comes to controlling the navigation system that is available as an accessory – dispensing with the need to operate it via the touchscreen while on the move. Riders are also able to simply program the “favorite” button with a function of their choice for direct access.

The following data can be called up via the BMW Motorrad Pro onboard computer: Total mileage, distance covered, trip meter 1+2, automatic trip meter (reset after a break of 6h), ambient temperature including ice warning at temperatures below 3 °C (37 degrees F), average fuel consumption 1 + 2, average fuel consumption since reset, current fuel consumption, average fuel consumption for range calculation, range, current speed, average speed, oil level, Tire Pressure Monitor with optional TPM, onboard electrical system voltage, date, break time, riding time, service date, distance to service.

**Dynamic front headlight assembly comprising a main low-beam headlight and two high-beam headlights as standard, plus LED Corona Rings as an option.**

The front headlight assembly on the new R 1200 RT lends the machine a distinctly dynamic appearance. The main headlight unit in the center is flanked by two high-beam headlights on the left and right, resulting in outstanding illumination of the road ahead. If it should ever be necessary to lower the headlight beam despite adjustment of the suspension – when the bike is heavily laden for instance – this can easily be done with the help of a handy knob on the bottom of the unit.

The optional Headlight Pro, featuring Corona Ring lighting, illuminates with the brightness of sidelights.

LED technology is already used as standard for the rear light as well as the front and rear turn indicators, combining with the clear white lenses to give these details of the R 1200 RT a high-tech, sophisticated and dynamic look. The indirect LED lighting that is fitted instead of individual diodes with direct light output is the only type of its kind in the motorcycle industry.

**Optional audio system with Innovative audio controls.**

The audio system featured on the new R 1200 RT employs the same technology as the BMW K 1600 models, meaning that it already boasts a series of innovative functions that are unrivalled in the motorcycle market, such as operation via the multi-controller, a control interface for Apple iPod and MP3 players/USB, a Bluetooth connection to both rider and pillion passenger, as well as the ability to receive Sirius XM satellite radio (USA and Canada only). The addition of the 5.7-inch TFT color display has significantly enhanced both the range of functions and ease of use compared to its predecessor. In the case of the new audio system, for instance, there are now just four buttons in the audio control panel instead of the previous eight, as the remaining functions can be operated with the multi-controller. Thanks to a newly developed bass tube, it has been possible to bring about a further improvement in the audio system’s already impressive sound quality without having to enlarge the fairing’s outer contour.

**Convenient central locking with anti-theft alarm system available as a factory option.**

The central locking system on the R 1200 RT locks both panniers, the storage compartment, the audio compartment and the accessory topcase simultaneously and can be conveniently operated using either the radio remote control or a pushbutton control on the end of the right handlebar. The panniers continue to be detachable; and the servo motors for the locking mechanisms are located in the motorcycle’s body with the pannier locks secured mechanically by means of a locking bolt.

Due to installation requirements and the space available on the new R 1200 RT, the central locking can only be ordered as an option in conjunction with the optional anti-theft alarm system, with which it shares its housing. The anti-theft alarm system, however, continues to be available individually as an accessory.

**Body and Design.**

**New, more dynamic bodywork with streamlined aerodynamics, optimized wind and weather protection and a host of practical details.**

The BMW R 1200 RT is the classic tourer from BMW Motorrad. From the very outset, the initials RT have symbolized unconditional long-distance capabilities rooted in reliability, functionality, supreme comfort and optimum wind and weather protection for the discerning touring rider.

All this is reflected in the design of the new R 1200 RT, as well. The aerodynamically sculpted surfaces follow an intelligent configuration, while the motorcycle as a whole exudes a powerful and dynamic presence. Its agile, light and fluid form is accentuated by the harmonious interplay of colored and transparent surfaces.

The silhouette of the new BMW R 1200 RT extends from the dynamically styled, expressive front end over the stretched flyline all the way to the rear. Integrated into the flyline are a low Comfort seat and an ergonomically shaped touring tank with a pronounced knee grip area. The elegantly designed panniers and accessory topcase blend in harmoniously with the coherent overall composition of surfaces and lines. As such, the R 1200 RT signals at first glance its commitment to relaxed touring even over long distances.

When viewed from the front, the R 1200 RT is instantly recognizable as belonging to the BMW Motorrad family. The headlight constitutes a striking eye-catcher on the front end, underlining the hallmark BMW Motorrad “split face”. With two round reflectors on the outside and an elongated reflector in the center, it displays the typical face of a BMW tourer and ensures an unmistakable look by day as well as by night.

When it came to linking the motorcycle front with the side fairing, the designers achieved an exceptionally lightweight look thanks to an air duct that makes the front appear to be floating above the side fairing. An integrated fender rounds off the dynamic vehicle concept at the front end.

Practicality, comfort and convenience as well as wind and weather protection have also benefited from significant improvements in the new R 1200 RT. Take the power-adjustable windshield, for example, which now reduces the amount of drag acting on the rider far more effectively despite offering exactly the same adjustment range as its predecessor. It minimizes wind noise too, and is the quietest windshield yet from BMW Motorrad. What’s more, the memory function with anti-trap protection allows the windshield to be automatically lowered when the ignition is switched off, giving the bike a highly dynamic look even when it’s parked.

Compared to the outgoing R 1200 RT, the rear-view mirrors are now smaller in size. Nevertheless, their lower, wider positioning has actually enlarged the field of vision. By enhancing the rider’s all-round view, the new rear-view mirrors help to ensure a safe and pleasant journey. They are mounted on the fairing and thus also provide protection for the hands, while the indicators are now integrated into the mirror stalks. And for the first time, the mirrors are foldable, too – they fold inwards towards the rider, which can come in very useful when transporting the bike or parking it in a garage.

The standard-fit, waterproof and lockable storage compartment can be found inside the fairing on the left and is also able to comfortably accommodate the BMW Motorrad Navigator if required. Opposite on the right, an additional storage compartment has been included for holding a USB stick, Apple iPod or other music storage device if the optionally available audio system is installed.

**Greater comfort, optimized ergonomics and new, adjustable seat variants.**

Apart from the excellent suspension, rider and passenger also benefit from a further improvement in both seating comfort and ergonomics. The ergonomic triangle formed by the handlebars, seat and footrests has been lowered by 20 millimetres (0.8 inches) on the new R 1200 RT so that it is even easier to reach the ground. This means that, besides the rider’s seat, the handlebars and footrests have also been positioned at a lower height, without affecting either the bike’s leaning ability or the sense of comfort. The pillion seat, together with the footrests, has also been lowered by 20 millimeters (0.8 inches), heralding a significant gain in comfort for passengers, especially when getting on and off the motorcycle.

The rider’s seat is now 2 cm (0.8 inches) longer and the pillion seat 1 cm (0.4 inches) longer, a useful extension in length that results in more comfort compared to the previous model. Apart from the height-adjustable standard seat (seat height 805 / 825 mm; 31.7 / 32.5 inches), two further seat variants are available as no cost options to cover the wide-ranging requirements of both rider and passenger: the high seat (830 / 850 mm; 32. 7/ 33.5 inches) and the low seat (760 / 780 mm; 29.9 / 30.7 inches). The low seat therefore comes close to the sort of seat height that could previously only be achieved on the R 1200 RT by selecting the low suspension option (including one-piece, non-adjustable seat without seat heating and not available in conjunction with the optional ESA). To allow use of the stowage space in the motorcycle’s rear, the mounting for the pillion seat on the new R 1200 RT has been designed so that the seat can be removed and attached again without the need for any tools.

**Colors.**

The dynamic look of the new BMW R 1200 RT is intensified by the color scheme, featuring three new color compositions. It is available in the following finishes: Quartz blue metallic or Callisto grey metallic matt, each combined with the contrasting color Dark slate metallic matt, and the third color option Ebony metallic, which is combined with Monolith metallic matt as the contrasting color. The seat is colored black on all variants.

The Quartz blue metallic finish gives strong emphasis to the dynamism and agility of the R 1200 RT, while also underlining the fact that it leads the way for class and quality in its segment.

Callisto grey metallic matt brings out the dynamic character of the R 1200 RT to even more striking effect. It lends the machine an almost sporty aura, while still retaining its sense of elegance.

The Ebony metallic variant, meanwhile, brings out the bike’s elegant, high-class character more and seems to emphasise its comfort without losing the impression of lightness. It is refined and exclusive, without being overly conservative.

**Equipment Range.**

**Optional equipment and accessories.**

An extensive range of optional equipment and accessories is available for further personalization of the new BMW R 1200 RT.

Factory Options are integrated into the production process. Accessories are retrofit items that can be added by BMW Motorrad dealers or customers themselves.

**Optional equipment.**

* Gear Shift Assistant Pro.
* Dynamic ESA.
* Riding mode Pro.
* High rider’s seat (830 mm / 850 mm; 32.7 / 33.5 inches).
* Low rider’s seat (760 mm / 780 mm; 29.9 / 30.7 inches).
* Hill Start Control.
* Central locking with anti-theft alarm system.
* Headlight Pro (LED Corona Rings).
* Preparation for navigation device.
* Adjustable Seat heating (five levels for rider, two levels for pillion).
* Audio system (Bluetooth, USB/MP3, Apple iPod).
* Tire Pressure Monitor (TPM).
* Second power socket.
* Chromed exhaust.
* Cruise control, up to 210 km/h (130 mph) depending on gear.

**Accessories.**

**Storage options.**

* Impact protection for system pannier, left/right.
* Protective film for system pannier, left/right.
* Inner bag for system pannier, left/right.
* Touring topcase in White aluminium metallic matt (for models with optional central locking).
* Additional brake light for touring topcase (for models with optional central locking).
* Touring topcase in Light white aluminium metallic matt (without electrics).
* Inner bag for touring topcase.
* Storage compartment for touring topcase.
* Small topcase.
* Inner bag for small topcase.
* Softbag, small/large.
* Luggage roll.
* Tank bag.

**Design.**

* Chrome pannier trim strips.
* Chromed topcase lid trim.
* Chromed silencer.

**Sound.**

* Akrapović sport silencer (Muffler).

**Ergonomics and comfort.**

* Gear Shift Assistant Pro.
* High rider’s seat (830 mm / 850 mm; 32.7 / 33.5 inches).
* Low rider’s seat (760 mm / 780 mm; 29.9 / 30.7 inches).
* Comfort windshield.
* Heated rider’s seat.
* Heated rider’s seat, low.
* Heated rider’s seat, high.
* Heated pillion seat.

**Navigation and comfort.**

* BMW Motorrad Navigator V.
* Apple iPod adapter cable.

**Safety and security.**

* Basic anti-theft alarm system (without central locking).
* Safety plug for oil filler neck.
* Cylinder head cover protection.
* LED auxiliary headlight.
* Hill Start Control.
* Riding mode Pro.
* Tire Pressure Monitor (TPM).
* Cruise control.
* First aid kit.

**BMW Group In America**

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group’s global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car and BMW Sports Activity Vehicle centers, 139 BMW motorcycle retailers, 119 MINI passenger car dealers, and 34 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group’s sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

 Information about BMW Group products is available to consumers via the Internet at:

 [www.bmwgroupna.com](http://www.bmwgroupna.com/)

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 **Journalist note:** Information about BMW Group and its products in the USA is available

 to journalists on-line at [www.bmwgroupusanews.com](http://www.bmwgroupusanews.com) and [www.press.bmwna.com](http://www.press.bmwna.com).

**Engine output and torque.**



**Technical specifications.**

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  | **BMW R 1200 RT** |
| **Engine** |  |  |  |
| Displacement | cc |  | 1170 |
| Bore/stroke | mm |  | 101/73 |
| Output | kW/hp |  | 92/125 |
| at  | rpm |  | 7750 |
| Torque | lb-ft |  | 92 |
| at | rpm |  | 6500 |
| Type |  |  | air/water-cooled twin cylinder boxer engine |
| No. of cylinders |  |  | 2 |
| Compression/fuel |  |  | 12.5:1, premium unleaded) |
| Valve actuation |  |  | DOHC |
| Valves per cylinder |  |  | 4 |
| Ø Intake/outlet | mm |  | 40/34 |
| Ø Throttle valve | mm |  | 52 |
| Carburetion |  |  | intake pipe injection  |
| Engine management |  |  | BMS-X |
| Emission control |  |  | closed-loop 3-way catalytic converter |
|  |  |  |  |
| **Electrical system** |  |  |  |
| Alternator | W |  | 540  |
| Battery | V/Ah |  | 12/16 maintenance-free  |
| Headlight | W |  | H7/LED daytime running light (SA) |
| Starter | kW |  | 0.9 |
|  |  |  |  |
| **Power transmission ‒ gearbox** |
| Clutch |  |  | anti-hopping oil-bath clutch  |
| Gearbox |  |  | constant mesh 6-speed gearbox |
| Primary ratio |  |  | 1.65 |
| Transmission ratios I |  |  | 2.438 |
|  II |  |  | 1.714 |
|  III |  |  | 1.296 |
|  IV |   |  | 1.059 |
|  V |  |  | 0.943 |
|  VI |  |  | 0.848 |
| Driveshaft |  |  | cardan shaft |
| Final Drive Ratio |  |  | 2.91 |
|  |  |  |  |
| **Chassis** |  |  |  |
| Frame construction type |  |  | tubular steel bridge frame, engine self-supporting |
| Suspension, front |  |  | BMW Telelever |
| Suspension, rear |  |  | BMW EVO Paralever |
| Spring travel, front/rear | mm | -inches  |  120/136mm – 4.7/5.4 inches |
| -Wheel castor | mm | -inches |  116mm – 4.6 inches |
| Wheelbase | mm | -inches |  1485mm – 58.5 inches |
| Steering head angle | ° |  | 63.6 |
| Brakes |  front |  | hydraulically actuated twin-disc brake Ø 320 mm |
|  | rear |  | single-disc brake Ø 276 mm |
| ABS |  |  | BMW Motorrad Integral ABS (standard, part integral)) |

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  | **BMW R 1200 RT** |
| Wheels |  |  | cast aluminium wheels |
|  | front |  | 3.5 x 17" |
|  | rear |  | 5.5 x 17" |
| Tyres | front |  | 120/70 ZR17 |
|  | rear |  | 180/55 ZR17 |
|  |  |  |  |
| **Dimensions and weights** |  |  |  |
| Total length | mm | -inches |  2222mm – 87.5 inches |
| Total width with mirrors | mm | -inches |  983mm – 38.7 inches |
| Seat height | mm | -inches | Standard 805/825mm – 31.7/32.5 inches (Optional High 830/850mm – 32.7/33.5 inches or Optional Low 760/780mm – 29.9/30.7 inches)  |
| DIN unladen weight, road ready | kg | -lbs |  274kg – 604lbs |
| Permitted total weight | kg | -lbs |  495kg – 1,091lbs |
| Fuel tank capacity | l | -g |  25liters -6.6gallons |
|  |  |  |  |
| **Performance figures** |  |  |  |
| Fuel consumption |  |  |  |
| 90 km/h –( 55 mph) | l/100 km |  - mpg |  3.9l/100km – 60 mpg |
| 120 km/h –( 75 mph) | l/100 km |  - mpg |  5.3l/100km – 44 mpg |
| Acceleration |  |  |  |
| 0‒100 km/h – (61 mph) | s |  | 3.80 |
| Maximum speed | km/h |  - mph |  >200km/h - >125 mph |