

BMW

U.S. Press Information

For Release: Immediate

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The new 2026 BMW R 1300 RT.

- **New 1,300 cc Boxer Tourer with 145 hp and 110 lb-ft of torque.**
- **Optional ASA Automatic Shift Assistant.**
- **Market launch expected in late Q3/early Q4, 2025.**
- **MSRP of \$22,495* plus Destination. *Price subject to change.**

Woodcliff Lake, NJ – April 29, 2025 . . . BMW Motorrad USA is proud to announce the new, more powerful and more athletic 2026 BMW R 1300 RT. Nearly every part of the new RT has been reimagined and re-engineered by BMW Motorrad designers and engineers, improving its capabilities well beyond its predecessor.

The low center of gravity and prodigious torque from the BMW boxer motor makes the new RT an excellent companion for commuting, spirited riding and long distance touring.

"With the new BMW R 1300 RT, we've taken the touring icon from BMW Motorrad to a whole new level. It is lighter in design, more accessible and more dynamic than ever before. In addition, with a completely new engine, chassis and aerodynamics, it offers a riding experience that meets the highest demands in this segment in terms of dynamics, comfort and travel capability". **Harald Spagl, Project Manager BMW R 1300 RT**



BMW R 1300 RT FEATURES

- New 1,300 cc liquid-cooled boxer motor delivers 145 hp and 110 lb-ft of torque.
- New steel frame with aluminum rear section.
- New front EVO Telelever and rear EVO Paralever suspension for greater stability.
- Available electronic DCA Dynamic Suspension Adjustment with two settings for Comfort and Dynamic riding.
- New lighter, more athletic design.
- New lighter wheels (combined -3.0 lbs.).
- New Prop-Up Aid feature for the optional center stand.
- New 10.25 inch TFT color display with Connectivity.
- New Riding Assistant with Active Cruise Control, Frontal Collision Warning and Lane Change Warning.
- Three standard riding modes – RAIN, ROAD, ECO.

- Optional riding modes – DYNAMIC and DYNAMIC PRO.
- Standard MSR Engine Drag Torque Control.
- Standard BMW Motorrad Fully Integral ABS Pro with ABS control in corners.
- Standard full LED lighting with optional Headlight Pro.
- Optional Audio Pro.
- Optional Comfort Passenger Package with heated seats, passenger backrest and grips.
- Four Styles / Colors.
- Optional High Windshield.
- Multiple seat heights.
- Integrated side cases and optional top case with LED lighting and power sockets.
- Optional expanding Vario cases.
- New Standard Complimentary BMW Motorrad Ultimate Care Break-In Service.



DESIGN

"When designing the new BMW R 1300 RT, we were able to achieve a significantly lighter and more dynamic appearance by reducing the visual mass of the motorcycle. The high degree of transparency in the front area is largely responsible for the lighter appearance of the bike and at the same time improves the real benefit in the form of a better overview of the rider's immediate surroundings." **Matthias Kottmann, Vehicle Designer BMW R 1300 RT**

The new BMW R 1300 RT: Dynamic design language, optimized wind and weather protection, and greater focus on both comfort and sport riding.

The new BMW R 1300 RT follows in the footsteps of its highly successful predecessor. It continues to build on the proven qualities of the BMW RT, such as touring capability and riding comfort - solo, with a passenger and with plenty of luggage. This touring and comfort focus is further enhanced in the new R 1300 RT, for example, by the Comfort Passenger Package, which raises touring suitability for two to an unprecedented level. In addition to heated seats, the Comfort Passenger Package includes heated grips and a heated backrest for the passenger. This package is part for the optional equipment package available for each color/style. Finally, the new R 1300 RT is available for the first time with an electrically operated Variable Luggage System, which gives the motorcycle a slimmer appearance and ensures that only the necessary width is moved at any given time, providing benefits in city traffic and for fuel economy.

At the same time, the new R 1300 RT offers a broader range of use by emphasizing its sporty and dynamic features. Optional package equipment such as the Sport Brake, Gear Shift Assistant Pro and the all-new DCA electronic suspension allow for an even more dynamic riding experience. The range of optional package extras is complemented by the Automatic Shift Assistant ASA, which can be operated in manual mode but also allows comfortable travelling in automatic mode. All this, combined with a more dynamic and visually lighter design, promises to continue the success story of the BMW RT.

Thanks to a flat rear tank ramp design, the dynamic flyline is continued in a single line across the visually reduced front. The proportion of painted trim that rises towards the front of the motorcycle emphasizes the expression of a strong, enduring long-distance

tourer. In addition, the design of the luggage, topcase and seats has been integrated more closely into the motorcycle, particularly with regard to the rider's position. The wind and weather protection of the new R 1300 RT includes adjustable side trim that is homogeneously integrated into the design. This makes it possible to provide the rider with an adequate supply of fresh air at all times, even in challenging conditions such as city traffic or high outside temperatures, and to offer highly effective protection from the wind and weather at low temperatures when riding on the highway. Optional Variable Wind Deflectors are also available.

To further enhance the new R 1300 RT's weather protection, attention has also been paid to dirt and water in the foot area. A cylinder fairing, geometrically identical to the carbon-fiber cylinder guard, now adjusts the airflow to keep the heel significantly drier than on the previous model.

Ergonomics and equipment for comfortable and dynamic touring.

The BMW R 1300 RT's design, engine and chassis are not the only aspects of the BMW touring icon that reflect the BMW Motorrad development team's ambition to expand the range of uses of the new BMW R 1300 RT, making it even more dynamic. Equal importance was also placed on ergonomics with a focus on creating a more active riding position.

Accordingly, the ergonomic triangle formed by the handlebars, footrests and seat of the new R 1300 RT has been designed to position the rider noticeably further forward. This results in improved feedback from the front end and therefore greater controllability during dynamic riding. At the same time, the more active seating position still allows for relaxed touring, even with a passenger.

To achieve a compromise between an active riding position and suitability for long distances, the position of the footrests in relation to the seat has been retained from the previous model - the hip and knee angles were already excellent. However, the handlebar position has changed. It is now further forward, bringing the upper body closer to the front wheel. The handlebar is also slightly wider and less swept back. This puts the elbows in a more active position and gives the rider a better feel for the bike.

The height and angle of the rider's seat can be adjusted to fine-tune the riding position. It is possible to adjust the seat height by 0.8 inches or to tilt the seat. Tilting the seat affects the angle of the pelvis and can therefore contribute to the rider's comfort and activity.

Passenger comfort has also been significantly improved as well. The new cases now offer more space for the passenger's lower legs without compromising the volume of the cases. The passenger seat has also been lengthened. There is now more space to change your seating position from time to time on longer trips.

The available handlebar variants as well as the adjustable footrest system enable further customized ergonomic adjustments.

A choice of different seat heights and a new luggage system with electric cases and topcase. Additional variable-volume case system for optimum customization.

As usual, BMW Motorrad's engineers have paid particular attention to easy bike access and a low seat height. For this reason, the development of the new R 1300 RT placed particular focus on achieving a minimum seat height of only 30.7 inches. In addition to the standard seat, the following are optionally available.

- Comfort rider's seat (with seat heating).
- Comfort passenger's seat (with seat heating).

The new BMW R 1300 RT comes standard with two 27-liter side cases. Further highlights of the new R 1300 RT are the Variable cases, available for the first time as optional package equipment for a BMW RT. The variable luggage system allows the volume of the cases to be adjusted from 27 to 33 liters, so that the width of the vehicle can be adapted to suit the rider's needs, providing advantages in city traffic and fuel economy. Both are electrified and can be unlocked using the central locking system. They also both feature interior lighting, and the left-hand case includes a USB-C charging port. The two topcases with a capacity of 39 and 54 liters respectively offer additional storage space. The larger 54-liter luggage compartment is also electric. A special feature is the heated backrest for the passenger.

ENGINE AND DRIVETRAIN

"With significantly more power and torque than its predecessor, the boxer engine of the new BMW R 1300 RT is the perfect partner for sporty, dynamic touring and travelling."

Andreas Kowitz, Vehicle Concept Manager BMW R 1300 RT

Boxer engine with increased power and torque along with optimized smoothness and efficiency.

The boxer engine in the new BMW R 1300 RT has a capacity of exactly 1,300 cc and a bore and stroke of 106.5 mm x 73 mm (predecessor: 102.5 mm x 76 mm). This increase in capacity derives from an enlarged cylinder bore and a new crankshaft with reduced stroke. It has an output of 145 hp (predecessor: 136 hp), still at 7,750 rpm, and develops a maximum torque of 110 lb-ft. at 6,500 rpm (predecessor: 105 lb-ft at 6,250 rpm), making it by far the most powerful serial production BMW boxer engine to date. The maximum engine speed is 9,000 rpm.

In addition to the significantly increased maximum output compared to the predecessor model, the new BMW R 1300 RT benefits from a more commanding torque curve. This makes the new R 1300 RT more potent and dynamic than ever before, combining enormous pulling power with impressive peak power. This applies to riding enjoyment both solo and with a passenger, whether on sporty rides, or for extended tours.

It was also possible to optimize efficiency. Despite offering significantly more power and torque, the new BMW R 1300 RT consumes no more fuel than its predecessor. The boxer engine sets standards in terms of running smoothness, too, offering a more direct response to throttle commands thanks to reduced load reversal cycles in the powertrain. Ideal alignment of the engine-frame also ensures an exemplary vibration response.

The boxer engine in the new R 1300 RT uses an air/liquid cooling system where coolant flows through the engine elements that are subject to particular thermal stress, such as the cylinder heads. Other features that are retained include the vertical-flow cylinder heads, variable oil intake, effective piston base cooling and the DOHC valve gear with light cam followers. In the new boxer engine, the two camshafts are driven on each side of the cylinder by a timing chain running over both camshafts, each from a reduction sprocket. On the right-hand side, the drive is located in front of the cylinder, while on the

left-hand side, the timing chain duct is arranged behind the cylinder. Furthermore, the engine of the new BMW R 1300 RT features the tried-and-tested knock sensor system and BMS-O engine management for highly effective combustion.

The new boxer engine compresses the fuel-air mixture at a ratio of 13.3:1 (predecessor: 12.5:1). The gain in power and torque with high efficiency is also due to recalculated timing and larger valve diameters: these now measure 44 mm instead of 40 mm on the inlet side and 35.6 mm instead of 34 mm on the outlet side.

More compact, lighter engine/gearbox packaging, new drive shaft and new rear hub.

The 6-speed gearbox and clutch are integrated into the engine housing, not behind the engine but underneath it. The advantages of this new arrangement lie in a reduced overall length and in improved packaging and weight balance, since it was possible to make the transmission shafts significantly shorter. Compared to the 1,250 cc power unit of the predecessor models, it was possible to achieve a weight saving of 8.6 lbs. for the basic engine and 14.3 lbs. for the entire powertrain. At the same time, an even greater concentration of mass towards the overall center of gravity ensures better handling qualities. As before, power is transmitted to the 6-speed gearbox via a ten-disk wet clutch with a self-reinforcing anti-hopping mechanism. Output is via two spur gears, one of which has an integrated vibration damper.

In the interests of increased shifting precision, the gearbox now has a sensor signal transmitter based on a torsion magnet instead of a metal spring. In combination with Gear Shift Assist Pro, this results in a much more direct feel when changing gear.

The driveshaft now has larger universal joints, while a decrease in angle reduces the deflection of the rotational transmission that is inherent in drive shaft joints. The rear axle hub has a longer wheel axle stub for easier mounting and dismounting of the rear wheel.

BMW ShiftCam technology for superior performance, smoothness and efficiency.

The boxer engine of the new BMW R 1300 RT is equipped with the unique BMW ShiftCam technology for varying the valve timing and valve stroke on the intake side. At the heart of this technology is a single-section intake shift camshaft which has a partial-load and a full-load cam for each valve to be actuated, each with a different cam

geometry. While the partial-load cam has been configured to ensure optimized fuel consumption and refinement, the full-load cam is designed for optimized output.

The intake cams for the left and right-hand intake valves of the partial-load cam differ in stroke and angular position. This phase shift means that the two intake valves are opened to different degrees and on a time-staggered basis. The effect of this is to create a swirl effect and therefore greater agitation of the fuel-air mixture flowing into the combustion chamber. As a result, the new BMW R 1300 RT benefits from even more effective combustion.

Lightweight stainless steel exhaust system delivers optimum performance.

The 2-into-1 exhaust system of the new R 1300 RT is made entirely of stainless steel. It is designed for optimum output and torque in conjunction with the BMW ShiftCam technology and for very low weight. It enables a very homogeneous output and torque curve, thereby ensuring the best possible rideability and performance. Exhaust gasses are taken care of by a closed-loop catalytic converter controlled by an oxygen sensor. The new R 1300 RT complies not just with current exhaust standards, but is equipped to meet future requirements, too.

Three standard riding modes allow the bike to adapt to any road conditions.

The new R 1300 RT has three standard riding modes. The "RAIN" and "ROAD" riding modes allow riding characteristics to be adapted to most road conditions. The "ECO" riding mode makes it possible to use the innovative BMW ShiftCam technology to achieve maximum range from a single tank of fuel. In this riding mode, a gentle throttle curve and moderate torque limitation promote a riding style that is as economical as possible. In order to provide visual support for a riding style geared towards optimized fuel consumption, an efficiency indicator in the upper status line of the TFT color screen provides feedback when "ECO" mode is activated. If maximum performance is required – e.g. on gradients or when overtaking – it is simple to quickly switch to another riding mode using the riding mode button.

Riding Modes Pro with the additional modes "DYNAMIC" and "DYNAMIC PRO".

The new R 1300 RT can be fitted with the optional Riding Modes Pro, which adds two additional riding modes - "DYNAMIC" and "DYNAMIC PRO".

At least two, and a maximum of four riding modes can be chosen from a list in the settings menu, and these can be selected successively using the riding mode button. This offers a wide range of options for configuring the new R 1300 RT to suit the rider's personal needs. In this way, a preferred and easily manageable number of riding modes can be configured and selected while riding.

Standard MSR Engine Drag Torque Control is used to help avoid unstable riding conditions that can occur during coasting or downshifting due to excessive brake slip at the rear wheel. In these cases, MSR instantly opens the throttle valves to such an extent that drag torque is equalized and the motorcycle stabilizes.

The control response depends on the riding mode. In "ECO", "RAIN" and "ROAD" riding modes, MSR ensures maximum ride stability, whereas "DYNAMIC" and "DYNAMIC PRO" modes allow for more slip.

Standard DTC Dynamic Traction Control.

Standard DTC Dynamic Traction Control uses fixed base settings to control rear wheel slip in "RAIN", "ROAD" and "ECO" riding modes.

Available ASA Automatic Shift Assistant with fully automated clutch operation and manual or automated shifting for an enhanced motorcycling experience.

With ASA Automatic Shift Assistant, BMW Motorrad offers an innovative technical solution to make motorcycling easier and more comfortable. True to the motto "Simplify your Ride", automated clutch operation and gear changes puts the riding experience even more front and center – without sacrificing the emotionally important dynamic of the shifting process.

ASA features two electromechanical actuators to automate clutching and shifting in the conventional 6-speed gearbox – the key difference from a conventional shift assistant. As

a result, there is no need for a clutch lever for manual operation. Starting, stopping and maneuvering are effortless.

ASA also enhances the actual riding experience with quick gearshifts which are appropriate to the load and engine speed, resulting in precise gear changes. The rider workload is thus reduced, allowing for greater riding enjoyment. ASA also creates a more direct connection to the boxer engine, as the precise clutch actuation makes it easier to control the ride using the throttle and gear lever.

In shift mode "M", gears can still be changed manually using the foot lever, allowing the rider to choose the exact shift point. ASA really comes into its own when using shift mode "D": here, perfectly timed gear changes with smooth torque interruption deliver efficient acceleration and greater ride stability. When shifting up, for instance, the usual jolt associated with a manual gearbox is largely eliminated, reducing the risk of helmet-to-helmet contact between rider and passenger.

Downshifts are also carried out with maximum smoothness, minimizing any disruption to the chassis. In order to ensure optimal gear shifting for each riding situation, different riding modes are assigned specific characteristics of the automated shifting function. And when used in conjunction with Cruise Control or Frontal Collision Warning, the networking of functions brings the future of motorcycling within reach.

Benefits offered by ASA Automatic Shift Assistant:

- No need for the rider to operate the clutch.
- Dynamic and convenient gear shifts for a more engaging ride.
- Choice between manual and automatic shifting.
- Automatic adaptation of shifting behavior to rider's style in mode D.
- Prevents the engine from stalling due to poor shift timing.

CHASSIS AND SUSPENSION

"The new BMW R 1300 RT is the most dynamic BMW RT of all time, without neglecting the typical RT virtues such as touring ability and riding comfort. This applies in conjunction with the newly developed semi-active Dynamic Chassis Adjustment (DCA) suspension, which is available as optional equipment. This allows the rider to select two different riding positions to maximize the spread between ride comfort and dynamic handling. **Ralf Mölleken, Project Manager Riding Dynamics BMW R 1300 RT**

Newly developed chassis with steel main and aluminum rear frames.

The chassis of the new BMW R 1300 RT has been completely redesigned. The centerpiece is the new steel sheet metal main frame, which in addition to a significant optimization of space for more compact packaging also offers higher levels of stiffness than the predecessor model. In the course of the redesign, the rear frame was also completely reconceived. In place of the previous tubular steel construction, the new R 1300 RT now has an aluminum lattice tube rear frame made of aluminum tubes and forged parts. The choice of this design with load bearing, slender, hexagonal extruded aluminum profile tubes for the lower beam is based on the requirement that the new R 1300 RT will be used primarily for long journeys. High seating comfort for both rider and passenger, combined with a large-volume luggage system, have been given priority. Two-stage seat height adjustment for the rider's seat and longer, more comfortable seats for the rider and passenger are conceptually linked to the choice of rear frame concept. The transition to the fuel tank has been designed to accommodate the seat height adjustment.

In combination with a drive unit that is now much more compact, the new design of the chassis achieved a significant concentration of mass towards the overall center of gravity, which is reflected in noticeable handling benefits. At the same time, the new R 1300 RT is more precise and stable when braking, requires noticeably less effort to ride, and offers an even more satisfyingly precise response from suspension components.

The best of both worlds: front EVO Telelever with flex element and rear EVO Paralever for even greater steering precision and ride stability.

The front suspension of the new R 1300 RT follows the Telelever principle introduced by BMW Motorrad 30 years ago - but in an innovative, newly designed form that combines the best of both worlds.

On sporty BMW motorcycles such as the previous R 1200 S or the HP2 Sport models, the upper fork bridge was clamped directly to the fork tubes and attached to the frame via a ball joint mounted on the frame. This created a very stiff connection between the fork legs and fork bridge, so the tilting movement of the upper fork bridge which is inherent in the Telelever system is hardly noticeable due to the short handlebars. On vehicles with wide and high handlebars, however, this tilting movement would have a detrimental effect. For this reason, the upper fork bridge is rigidly but rotatably bolted to the frame via a deep groove ball bearing.

With the EVO Telelever in the new BMW R 1300 RT, BMW Motorrad combines the strengths of the two previously used Telelever variants, such as brake pitch compensation and decoupling of the spring and steering/wheel guidance functions. Clamped tightly to the fork tubes - as previously done in the sporty designs - the upper fork construction incorporates a handlebar decoupling system that prevents any detrimental tilting movement and only transmits steering forces. The connection from the handlebar bridge to the upper fork bridge is the core element of the design, a stainless steel plate, the so-called flex element. Due to its flexibility and geometric design, it is able to compensate for the tilting movement while at the same time transmitting steering forces. The actual upper fork bridge is pivotally and rotatably connected via a radial swivel bearing to a sturdy steering shaft tube, which in turn is guided in the main frame via a cylindrical roller bearing at the top and a deep groove ball bearing at the bottom. This sophisticated construction creates significantly greater rigidity, which is reflected in the noticeably increased ride stability of the new R 1300 RT. The simultaneous addition of an extra roller bearing for the ball joint in the lower fork bridge also ensures thrilling steering precision due to the lower bearing friction. The shock is electronically adjustable in terms of damping rebound and compression damping as well as spring rate. Front suspension travel is 5.9 inches.

The rear suspension of the new R 1300 RT has also been redesigned. The hallmark of the EVO Paralever is a significantly stiffer connection via the suspension in the frame and a continuous swinging arm quick-release axle. The shock is electronically adjustable in terms of damping rebound and compression damping as well as spring rate and spring preload. Rear suspension travel is 6.2 inches.

The new R 1300 RT also features new 17-inch aluminum cast wheels with a hollow-spoke design. They weigh a combined 3.0 lbs. less than the previous wheels. The reduced rotational mass results in both improved acceleration and brake response as well as optimized handling qualities. Wheel sizes are 3.5 x 17" front and 6.0 x 17" rear, mounted with 120/70 ZR 17 and 190/55 ZR 17 tires, respectively.

New electronic suspension Dynamic Chassis Adjustment (DCA) for two, rider-selectable riding modes for maximum spread between ride comfort and dynamic handling.

The standard Dynamic ESA electronic suspension offers a high level of ride safety and riding fun on a wide variety of road surfaces with its dynamic adjustment of the damping and adjustable spring pre-load at the rear.

The optional electronic Dynamic Chassis Adjustment (DCA) now goes one step further and, in addition to the familiar Dynamic Suspension Adjustment (DSA) features - such as dynamic adjustment of damping, preload and load equalization - offers two rider-selectable riding positions via the riding modes for maximum spread between ride comfort and dynamic handling. This makes for an even more thrilling riding experience in all conditions.

DCA has been developed with equal emphasis on dynamics and comfort. The new semi-active chassis offers two different riding positions. One riding position has a flat steering head angle and therefore a chassis geometry designed to maximize riding stability and smoothness. The second riding position features firmer damping, a higher spring rate and a higher ride height. Raising the rear end more than the front results in a steeper steering head angle and reduced castor, making the motorcycle easier to steer and handle.

DCA makes these two different chassis geometries possible and combines them with the riding modes. The ECO, RAIN and ROAD riding modes combine a stable, smooth riding

position with road-oriented ROAD damping and a softer spring rate. The result is confident, comfort-oriented touring.

The DYNAMIC and DYNAMIC PRO riding modes activate the firmer DYNAMIC damping with a stiffer spring rate. In addition, the preload adjuster is extended to raise the rear spring base, raising the rear approximately 1.2 inches. There is no preload adjuster at the front. However, the higher spring rate still raises the front by approximately 0.3 inches. This "lengthening" of both struts only occurs at speeds above about 12 mph. Below approx. 6 mph, the suspension is lowered again to ensure that the seat height is always the same when stationary. "Lengthening" both struts increases ground clearance, which has a direct effect on lean angle clearance.

In addition, DCA includes all the features already known from DSA: Spring rate adjustment, automatic load compensation and two damping modes that can be customized by the rider via click-setting. Another practical comfort feature is the prop-up aid. This makes it easier to prop up the vehicle on the optional center stand.

Standard high-performance Integral ABS Pro braking system. Optional Sport Brake.

The new R 1300 RT comes standard with twin front disc brakes featuring two radially mounted four-piston fixed calipers and a single rear disc brake with a two-piston floating caliper in conjunction with BMW Motorrad Fully Integral ABS Pro. Here, both the handbrake and foot brake levers activate the front and rear brakes simultaneously. Integral ABS Pro is optimized for the respective purpose by means of an additional set-up that depends on the riding mode. In the Integral ABS Pro settings, it is possible to lock the rear wheel via the foot brake lever.

As a back-up system to Integral ABS Pro, Dynamic Brake Control (DBC) offers increased safety when braking - also in difficult situations - by preventing unintentional throttle application. By means of intervention in the engine control, the drive torque is reduced during braking, making full use of the braking power at the rear wheel. This keeps the motorcycle stable and shortens the braking distance. Thanks to the standard dynamic brake light, traffic to the rear is alerted to even more effectively to the fact that the motorcycle is being braked.

The new BMW R 1300 RT can be fitted with the optional Sport Brake. In addition to a sportier look with titanium-colored brake calipers, it offers a slight increase in braking performance.

ELECTRONICS

"The new full LED headlight gives the new BMW R 1300 RT an unmistakable front view. Headlight Pro is available as an option with adaptive headlight and pitch compensation, and for the first time adaptive light modes offer intelligent adjustment of the direction and intensity of the low beam to different riding situations. With the Riding Assistant featuring Active Cruise Control (ACC) and Frontal Collision Warning (FCW) major new features are available as optional equipment for added safety and comfort." **Matthias Hillebrand, Product Manager BMW R 1300 RT**

Standard full LED headlight and state-of-the-art LED lighting throughout.

For decades now, BMW Motorrad has been regarded as a frontrunner when it comes to safety in connection with motorcycling. Accordingly, the new R 1300 RT comes with state-of-the-art LED light units all around as standard. The new full LED headlamp illuminates the road with unrivalled brightness and clarity. The light unit consists of an LED module with a total of twelve LEDs for the low beam and five LEDs for the high beam.

The optional Headlight Pro goes one step further. Headlight Pro adds additional LEDs to the headlight. The headlight then has a total of 16 LEDs for the low beam and a further 31 LEDs for the high beam. With the Headlight Pro equipment, the headlight features the adaptive function. Depending on the leaning angle, additional LEDs are switched on to ensure an ideally illuminated horizon even when the vehicle is banking in a bend.

Headlight Pro has a servomotor that automatically and actively adjusts the position of the cutoff line during braking and acceleration to keep the vertical pitch within the optimum range when the load or load condition changes. The pitch compensation is up to 1.5° during acceleration and up to 3.5° during braking. Even with DCA, the servomotor ensures that the headlight range is still optimized when the vehicle is pitching.

Standard 10.25-inch TFT color display with map navigation, a wide range of functions and new Connectivity Hub for controlling accessories.

The R 1300 RT comes standard with a 10.25-inch TFT color screen with integrated map navigation and newly developed Connectivity Hub. With maximum connectivity, excellent readability, clear menu navigation and a highly integrated operating concept, the new R 1300 RT maintains its leading position among production motorcycles.

For tough touring use, the screen is fitted with a hardened and therefore extremely robust glass cover. It is anti-reflective for optimum display and protected from soiling by means of an anti-fingerprint coating. The full HD resolution with 1920 x 720 pixels offers detail and sharpness.

The screen's 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, allowing Multicontroller operation. The main display - or "Pure Ride Screen" - shows the speedometer and rpm display as well as the basic functions and selection menu. Alternatively, the navigation map is 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 Modes Pro, ACC and audio/radio: this makes operation easy, just as for the standard functions.

A new feature is the Connectivity Hub "tile" for connecting current and future accessories such as smart glasses, heated vests and lightweight jackets. This simplifies the operation of the accessories.

The screen on the new R 1300 RT 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 WLAN and Bluetooth.

Vehicle functions such as "Settings", "Navigation" and "Communication" are operated using the standard Multicontroller. The "Favorites" button has been redesigned with the aim of providing enhanced and straightforward, intuitive operation. The unit consisting of four buttons is located on the left-hand side of the trim underneath the handlebars: two-stage tactile control allows access to functions such as "Audio" or "Heated grips", making selection and operation of the functions even easier. Two-stage keying means that when pressed lightly, information is given about which function the key controls and what settings are available. If the key is pressed beyond the pressure point, its function can be applied.

The keys can be assigned the following functions, for example:

- Start/stop media playback (mute).
- Heating menu (heated grips and optional seat heating).
- Switch source - audio/media.
- Navigation (access to active app navigation).
- And more.

With its new 10.25-inch TFT color screen, the R 1300 RT also provides 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 WLAN. As such, the new R 1300 RT offers a whole new dimension of map navigation for motorcycles. The 10.25-inch TFT color 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 of the new R 1300 RT 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.

Standard Audio system with Optional Audio Pro system for outstanding sound.

With the standard Audio System, the new R 1300 RT offers an even more intense sound experience. The aerial for radio reception is invisibly integrated into the bodywork. The system is visually identified by the black perforated grilles with black fleece backing above the loudspeakers.

The audio system is highly integrated into the vehicle's electrical system. The menu control, setting options and unique display concept make the audio experience perfect in terms of interaction as well. In addition to the loudspeakers, a connected communication system can also be used for playback.

The highlights of the audio system:

- Equalizing profiles - listening-optimized 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, FM/AM band and optional SAT radio.

The optional Audio Pro offers a more impressive sound experience. It features higher quality loudspeakers with separate tweeter/midrange and woofer control for extra powerful, crystal-clear sound. Various sound profiles and dynamic volume adjustment guarantee optimum listening pleasure in every riding situation. Audio Pro is also a visual highlight. A silver perforated grille without fleece provides a clear view of the speakers with their gold dust protection dome. With Audio Pro, music is still perfectly audible at higher speeds. The further improvement in sound quality is also due to the more sophisticated hardware.

Whereas in the first stage of the audio system two tweeters and two woofers are driven by two channels via a passive crossover, Audio Pro replaces these components with higher quality tweeters and woofers. In addition, they are actively driven across four channels (two in the basic audio system), eliminating the need for a passive crossover. This allows even more precise tuning. In addition, the speaker housing is lined with Basotec absorber foam, which absorbs unwanted vibrations and provides a better

resonance body. Audio Pro can also be turned up louder at high speeds than the basic audio system.

In addition, the "Voice" sound profile of the basic audio system is replaced by "Adaptive" in Audio Pro. The aim of "Adaptive" is to always provide the right balance at different speeds. At low speeds - and usually with quiet music - the low frequency range is slightly exaggerated. At high speeds - when the volume is high, and the wind noise would drown out the music - the high frequencies are exaggerated.

Optional Riding Assistant with Active Cruise Control (ACC), Frontal Collision Warning (FCW) and Lane Change Warning for safe and comfortable motorcycling.

The new R 1300 RT is equipped with Dynamic Cruise Control (DCC) with braking function as standard. The optional Riding Assistant offers many more functions such as Active Cruise Control (ACC) and Front Collision Warning (FCW).

Active Cruise Control (ACC) enables maximum comfort and the best possible safety when riding: the electronic cruise control with integrated distance control can be used to set the desired riding speed as well as the distance to the vehicle in front. A radar sensor at the front of the motorcycle determines the distance to the vehicle ahead based on the yaw rate and vehicle speed. If this distance decreases, the system reduces speed and automatically restores the desired distance. This frees the mind for carefree riding fun, ensuring a relaxed ride, especially on long tours.

Frontal Collision Warning (FCW) with brake intervention is designed to provide protection from collisions and help reduce the severity of accidents. Frontal Collision Warning uses the ACC radar system to provide protection from frontal collisions. The rider assistance system can warn of potential collisions with other vehicles, or cyclists and preconditions the brakes.

Optional Comfort Passenger Package for enhanced touring in colder weather.

Part of the equipment package available for each Style / Color, the Comfort Passenger Pkg. adds heated grips as well as seat heating for rider and passenger, for comforting warmth on cold days. Seat heating for the rider is available for all comfort seats. Passenger seat heating is only available in conjunction with the comfort passenger seat.

The seat heating can also be retrofitted as an Original BMW Motorrad Accessory using these comfort seats. As an absolute highlight, a heated backrest for the topcase and heated grips for the passenger are also available. This ensures maximum passenger comfort.

Actively ventilated mobile phone charging compartment with USB-C charging port.

The new R 1300 RT comes standard with an actively ventilated smartphone charging compartment located within the rider's reach. It is easier to open than its predecessor and can accommodate much larger smartphones. The smartphone battery is charged via a USB-C interface. The lid also has a clip that can be used for a debit card or banknotes.

Standard Intelligent Emergency Call for increased safety.

Ensuring the fastest possible assistance in the event of an accident or in situations of emergency and danger can save people's lives. For this reason, BMW Motorrad has developed an eCall system – "Intelligent Emergency Call" – which aims to get help to the scene of the incident as quickly as possible.

COLORS AND STYLES

Alpine White

- Alpine White 3 paint.
- Brushed stainless steel rear muffler.
- Polished stainless steel exhaust manifold.
- Tubular handlebars.
- Mineral Grey Metallic Matte painted fuel tank.



Style Triple Black

- Black Storm Metallic paint.
- Dark chrome-plated exhaust system.
- Sport windshield.
- Forged handlebars
- Painted fuel tank.
- Alternative version with:
 - Tubular handlebars.
 - Clear-coated aluminum fuel tank.
 - High windshield.



Style Impulse

- Racing Blue Metallic paint.
- Dark chrome-plated exhaust system.
- Forged handlebars.
- Variable wind deflectors.
- Design Option wheels.
- Natural brushed aluminum fuel tank.
- Alternative version with:
 - Tubular handlebars.
 - Clear coated aluminum fuel tank.



Option 719 Camargue

- Blue Ridge Mountain Metallic paint.
- Handpainted pinstriping.
- Chrome-plated exhaust system.
- Forged handlebars.
- Variabel wind deflectors.
- Option 719 Sport wheels.
- Milled Shadow Pack controls.
- Pained fuel tank.
- Alternative version with:
 - Tubular handlebars.
 - Clear coated aluminum fuel tank.



STANDARD EQUIPMENT

2-Cylinder air/liquid cooled Boxer motor with BMW ShiftCam, Shaft Drive, Anti-hopping clutch, Cast aluminum wheels, Aluminum fuel tank, Dynamic ESA, DBC Dynamic Brake Control, Steering Stabilizer, DTC Dynamic Traction Control disengageable, BMW Full Integral ABS Pro, BMW Motorrad EVO Telelever front suspension, BMW Motorrad Paralever rear suspension, Front Radial brake Caliper, Heated Grips, Electronic immobilizer, Full LED lighting, M Lightweight Battery, 12V socket, Function buttons, DCC Dynamic Cruise Control with brake function, Comfort turn indicators, Multi-controller, Color TFT screen, Connectivity, Luggage rack, Integral pannier cases in body color, Electrically adjustable windscreen, adjustable clutch and handbrake levers, 2 separate seats, Keyless Ride, Riding Modes, MSR Dynamic Engine Brake Control, Hill Start Assist, Intelligent Emergency Call, Ultimate Care Break-In Service.

All 2026 model year BMW motorcycle models include the **Ultimate Care Break-In Service**, or "600 Mile Service" as standard. This included service further provides BMW customers with a truly premium experience. Time and mileage limits apply - maximum 6 months from the in-service date or maximum 750 miles - whichever comes first.

OPTIONS AND PACKAGES

Alpine White Package

Gearshift Assist Pro or Automatic Shift Assistant, Ride Modes Pro, DCA Dynamic Chassis Adaption, Riding Assistant, Sport Brake, Central Locking, Anti-Theft Alarm, Centerstand, Variable Luggage System, Headlight Pro, Audio System, LED Auxiliary Lights, Comfort Rider's Seat, Comfort Passenger's Seat.

Style Triple Black / Style Impulse / Style Option 719 Package

Gearshift Assist Pro or Automatic Shift Assistant, Ride Modes Pro, DCA Dynamic Chassis Adaption, Riding Assistant, Sport Brake, Central Locking, Anti-Theft Alarm, Centerstand, Variable Luggage System, Headlight Pro, Audio System, LED Auxiliary Lights, Comfort Rider's Seat, Comfort Passenger's Seat, Variable Wind Deflector, Topcase carrier and Topcase, 12v outlet for passenger.

Individual Options

- Aluminum fuel tank with dark tinted clear coat.
- Audio Pro.
- Design Option wheels with red stripe and "1300" lettering.
- Forged Handlebars.
- Windshield, high.
- Windshield Sport.
- Variable Wind Deflector.
- Tubular handlebars.
- Comfort rider's seat with seat heating.
- Comfort passenger's seat with seat heating.
- Option 719 Milled Parts Package Shadow.
- Option 719 Wheel Sport.

Accessories

- Case protector.
- Topcase large 54 liters, electrified.
- Topcase small 39 liters.
- Case Liner topcase large/small.
- Case Liner cases left/right.
- Additional Topcase brake light.
- Engine protection bar.
- Comfort windscreen.
- Adjustable rider footrests.

TECHNICAL DATA

R 1300 RT		
Engine		
Capacity	cc	1,300
Bore/stroke	mm	106.5 x 73.0
Output	hp	145 @ 7,750 rpm
Torque	ft-lbs.	110 @ 6,500 rpm
Type		Air/liquid-cooled two cylinder boxer motor with two overhead chain-driven camshafts, a counterbalance shaft BMW ShiftCam.
Compression		13.3:1
Fuel		Premium unleaded 95 RON
Valves per cylinder		4
Ø intake / exhaust valve dia.	mm	44.0 / 35.6
Ø throttle valve	mm	52
Engine control		BMS-O with throttle-by-wire
Emission control		Closed loop 3-way catalytic converter EU5+
Electrical system		
Generator	W	650
Battery	V/Ah	12 / 12.5
Headlight		LED
Rear light		LED
Starter	W	900
Power transmission		
Clutch		Anti-hopping wet clutch, hydraulically operated
Gearbox		Constant-mesh 6-speed manual, cardan shaft drive
Transmission ratios	I	2.438
II		1.714
III		1.296
IV		1.059
V		0.906
VI		0.794
Primary ratio		1.479
Secondary ratio		2.818
Chassis		
Frame construction type		Steel main frame with bolt on aluminum rear frame
Front wheel suspension		BMW Motorrad EVO Telelever
Rear wheel suspension		Cast aluminum single-sided swingarm with BMW EVO Paralever, WAD shock
Spring travel, front/rear	inches	5.9 / 6.2

Wheel castor	inches	4.5
Wheelbase	inches	59.0
Steering head angle	degrees	26
Brakes, front	Twin 310 mm disks with 4-piston radially mounted floating brake calipers	
Brakes, rear	Single 285 mm disk with 2-piston floating caliper	
ABS	BMW Motorrad Fully Integral ABS Pro	
Wheels	Aluminum cross-spoked wheels	
Wheel size front / rear	inches	3.50 x 17 / 6.00 x 17
Tire size front / rear		120/70 ZR17 / 180/55 ZR17
Dimensions and weights		
Total length	inches	87.8
Total width incl. bar end mirrors	inches	38.2
Seat height	inches	30.7 – 33.9
Ground clearance	inches	
DIN unladen weight, road ready	lbs.	619.5
Permitted total weight	lbs.	1,024
Fuel tank capacity	gallons	6.3
Performance figures		
Acceleration 0-62 mph (100kph)	seconds	3.6
Top speed	mph	>124 mph

BMW Group in the United States

BMW of North America, LLC was established 50 years ago to support the sales, marketing and distribution of BMW automobiles in the U.S. BMW Motorrad was brought into the fold in 1980. In 1993 BMW Group Financial Services NA, LLC was founded, and one year later BMW Manufacturing Co., LLC began assembling vehicles in South Carolina. In 2002 and 2003, BMW Group established MINI USA, and Rolls-Royce Motor Cars NA, LLC relaunching two iconic brands and rounding out its product portfolio.

Today, the BMW Group has a nationwide corporate footprint in the U.S. which consists of nearly 30 locations in 12 different states. Beyond the National Sales Company and Financial Services headquarters in Woodcliff Lake, NJ, its manufacturing plant in Spartanburg, South Carolina, and numerous other operational facilities, BMW Group in the U.S. also includes Designworks, a strategic design consultancy in Santa Monica, CA, BMW Group Technology Office USA, a technology research and development center in Silicon Valley, and BMW i Ventures, a venture capital fund, also in Silicon Valley.

BMW Group Plant Spartanburg is the largest single BMW production facility in the world, and the global center of competence for BMW Sports Activity Vehicles including the X3, X4, X5, X6, X7, and XM. The plant assembles more than 1,500 vehicles each day, and up to 450,000 annually. Since 1994, Plant Spartanburg has assembled nearly 7 million BMW vehicles in the U.S.

The BMW Group sales organization in the U.S. is represented through a network of 350 BMW retailers, 144 BMW motorcycle retailers, 105 MINI passenger car dealers, and 38 Rolls-Royce Motor Car dealers. The company's activities provide and support over 120,000 jobs across the U.S. and contribute more than 43.3 billion to the U.S. economy annually.

www.bmwgroup.com and www.bmwmotorcycles.com

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