

Media Information

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The new 2024 BMW R 12 nineT and R 12.

- New 1,170 cc Classic Roadster and Cruiser successors to the R nineT.
- New frame and technology features.
- Canadian pricing to be announced closer to market launch.
- Estimated market launch Q1 2024.

Richmond Hill, ON. BMW Motorrad proudly introduces the new 2024 R 12 nineT and R 12 Classic Roadster and Cruiser.

With the introduction of the original R nineT in 2013, BMW Motorrad presented more than just a classic-style roadster. From the beginning, it combined classic motorcycle design and modern technology with craftsmanship and comprehensive customization options. It led to a whole family of Roadsters for the BMW Motorrad Heritage line.

The guiding principle for the development of the new R 12 nineT was **"The Spirit of nineT"**, with the goal of following in the footsteps of the successful R nineT and carrying forward its look, timelessness, and high customization qualities. While the new R 12 nineT as a classic roadster aims to make a stylish impression in urban environments as well as provide dynamic riding fun on winding roads, the new **BMW R 12** comes under the motto **"The Spirit of Easy"** - perfectly embodying a classic cruiser for cool and relaxed riding.

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Key features of the new BMW R 12 nineT and R 12

- 1,170 cc air/oil-cooled 2-cylinder boxer engines.
- R 12 nineT with 109 hp at 7,000 rpm and 85 lb-ft at 6,500 rpm.



- R 12 with 95 hp at 6,500 rpm and 81 lb-ft at 6,000 rpm.
- 6-speed transmission with drive shaft.
- Exemplary craftsmanship with great attention to detail.
- Designed for customizing.
- Left-hand exhaust system with double mufflers and conical end caps.
- New under-seat airbox.
- New Classic trellis frame with bolted-on rear section.
- Fully adjustable upside-down telescopic front forks and Paralever rear swing arm with the shock, now arranged at an angle, with revised travel-dependent damping.
- Radially mounted 4-piston monobloc brake calipers, steel flex brake lines and floating 310 mm brake discs.
- BMW Motorrad ABS Pro for safer braking even when cornering.
- Tailored customization through genuine BMW Motorrad accessories.
- Standard riding modes "Rain", "Road" and "Dynamic" in the R 12 nineT and "Roll" and "Rock" in the R 12.
- DTC (Dynamic Traction Control) and Engine Drag Torque Control as standard.
- New classic round instruments as well as USB-C and 12 V socket.
- Digital TFT display available as an option.
- Powerful standard LED lighting with optional adaptive Headlight Pro.
- Keyless Ride standard.
- Three attractive paint options for each model.

Design

"Ten years ago, we at BMW Motorrad introduced the R nineT, which established the segment of classic bikes. The new R 12 series takes this path of emotional, original

motorcycle riding even further: with clearer lines, a more consistent implementation in each segment, and greater customization possibilities."

Edgar Heinrich, Head of Design BMW Motorrad.

The new BMW R 12 nineT and R 12 are classic cruisers and roadsters that combine the torquey character of the boxer engine and the design language of traditional motorcycle eras with innovative technology and a modular concept that offers the rider maximum customization options. Reduction to the essentials and attention to detail were key priorities in the development of the design, resulting in a strong emotional appeal.

Customizing is more popular than ever. The trend started by the R nineT when it was launched in 2013, has given rise to an incredibly creative scene over the years. BMW Motorrad has catered to this demand with a whole model family centred around the R nineT, giving birth to the BMW Motorrad Heritage family. Ever since, the desire for customizing and personalization has been burning in countless motorcycle riders' hearts. So, the question was not whether there will be a successor to the R nineT model family, but how it can fulfil the desires and needs of customers even more captivatingly and authentically.

Accordingly, the new R 12 and R 12 nineT are built on a common, versatile chassis with a now one-piece trellis frame, an airbox positioned flat under the seat and an angled rear shock. This allows for different, interchangeable tank shapes, providing greater visual individuality. It also offers freedom in designing the seats and fly lines.

The new R 12 nineT and R 12 offer classic design and optimal ergonomics.

On the **BMW R 12 nineT**, the aluminum tank with brushed and clear-coated side panels, the seat, and the tail-hump create a rising, dynamic line. Edgar Heinrich, Head of Design BMW Motorrad: "The purist design language is dominated by the clear tank/seat/rear line, in the style of the traditional /5 or the legendary R 90 S of the 70s. At first glance, the tank itself is a classic BMW boxer tank, with a typical bend in the lower edge and classic knee contact. The new R 12 nineT also features side covers in the area of the frame triangle for an authentic Roadster look - another reminiscence of BMW motorcycles of the 1970s." The focus on essential design is



supported by the compact and short tail section. The shorter fuel tank, which is 30 mm shorter and narrower in the rear, ensures significantly improved ergonomics and a more front-oriented seating position compared to its predecessor.

The R 12 nineT features a 795 mm seat height while the R 12 offers a lower, 754 mm seat height.

On the new **BMW R 12**, the steel tank, reminiscent of the so-called "Toaster Tanks" of the 1970s BMW /5 models, emphasizes the design language of a cruiser in a classic teardrop shape and forms a descending line in combination with the standard solo seat and the curved, low-mounted rear fender. The large 19-inch front wheel and the smaller 16-inch rear wheel complement this look. The classic cruiser design is also reflected in the more relaxed seating position with lower seat height and wider handlebars.

Strong attention to detail.

The new Heritage models' attention to detail is evident in numerous features, such as the intricately designed front fender bracket or the LED headlight - with a black-framed light element on the R 12 nineT. The instrument panel also seamlessly integrates into the overall style. The LED turn signals on the upper fork bridge are equipped with tinted smoke lenses. The R 12 nineT also has smoked rear turn signal lenses, while the new R 12 features integrated functional turn signals. The concept of a classic roadster and classic cruiser is also reflected in the exhaust system with two, rear stacked mufflers, fitted with conical end pieces.

The BMW Motorrad Design Team's keen attention to detail is evident in the side covers. Painted in matching body colour, they prominently showcase the bright chrome-plated badges - with the R 12 nineT displaying a model designation, while the R 12 does not. On Option 719 vehicles, the badges are finished with the corresponding lettering. In addition, an aluminum frame badge with their model designation adorns the new R 12 nineT and R 12.

Three attractive paint options.

The BMW R 12 nineT and R 12, are each available in three attractive colour options.

R 12 nineT

- Standard Blackstorm Metallic.
- Optional San Remo Green Metallic.
- Optional Option 719 "Aluminum" in brushed Aluminum / Night Black.

R 12

- Standard Blackstorm Metallic.
- Optional Aventurine Red Metallic.
- Optional Option 719 "Thorium" in Avus Silver Metallic.

Drivetrain

"The two new R 12 models feature an air/oil-cooled boxer engine, providing both powerful and characterful performance. In the R 12 nineT, it ensures high riding dynamics with its peak power, while in the R 12 it emphasizes torque at low engine speeds." **Norbert Rebholz, Project Manager Air-Cooled Boxer Series BMW Motorrad.**

Boxer engine offers power and torque for dynamic riding and relaxed cruising.

For the past 100 years, the two-cylinder boxer engine and shaft drive have been synonymous with BMW motorcycles. In line with this legacy, the new BMW R 12 nineT and R 12 models, released in the "100 Years of BMW Motorrad" anniversary year, emphasize this distinctive powertrain configuration. Since the appearance of the first BMW motorcycle - the R 32 - in 1923, BMW Motorrad boxer engines have been known for their distinctive, rugged design, abundant torque, and unique sound. This is also true for the new BMW R 12 nineT and R 12, whose boxer engine is based on the engine introduced in 2007 with the BMW HP 2 Sport and is considered an iconic representative among BMW boxer engines in terms of technology, performance, and torque delivery.



The air/oil-cooled boxer engine with a 101 mm bore, 73 mm stroke and 1,170 cc capacity delivers 109 hp in the R 12 nineT at 7,000 rpm and the maximum torque of 85 lb-ft. is reached at 6,500 rpm. In the R 12, 95 hp are available at 6,500 rpm and 81 lb-ft. are generated at 6,000 rpm. The maximum engine speed is 8,500 rpm.

The valves, which are radially arranged in the combustion chamber for this BMW boxer engine, are controlled by two overhead, chain-driven camshafts (DOHC) per cylinder. Lightweight cam followers are responsible for valve operation, and the valve clearance is adjusted using hemispherical shims. The cylinder head covers have been redesigned, drawing inspiration from the design of BMW's legendary two-valve boxer engines. The proven six-speed transmission and the drive shaft transfer power to the rear wheel.

New airbox, now integrated under the seat.

As part of the complete redesign of the chassis, the new R 12 models also feature a new airbox. Unlike the previous R nineT series, the airbox no longer has an air intake duct located below the tank. It is now fully integrated under the seat.

New "Twin Pipe" exhaust system delivers the unmistakable boxer sound.

The left-hand mounted "Twin Pipe" exhaust system with two rear mufflers and reverse-cone cap design caters to both the desire for a classically designed roadster and a cruiser. Unlike the previous R nineT series, there is no longer a need for an exhaust flap.

The new manifold routing leads into a front muffler in front of the rear wheel, in which the catalytic converter is housed. On the new R 12 nineT, the manifolds and the front muffler are chrome-plated, and the rear muffler is electro-polished. The new R 12, on the other hand, features electro-polished manifolds and front muffler, while the rear muffler features a brushed finish.

The genuine BMW Motorrad accessories for the R 12 nineT and R 12 offer exhaust customization options to match the character of the two new R 12 models to personal preferences. For a particularly technical touch, a titanium sports muffler is available.

Riding modes and standard DTC and Engine Drag Torque Control.

The new R 12 nineT features "Rain", "Road" and "Dynamic" riding modes as standard while the new R 12 has "Roll" and "Rock" riding modes so the rider can adapt the riding behavior to their personal preferences. Both new R 12 models are equipped with Dynamic Traction Control (DTC), which ensures a high level of driving safety when accelerating. In addition, the new R 12 Models equipped with Engine Drag Torque Control as standard.

While DTC offers increased riding safety when accelerating, especially on slippery road surfaces, the Engine Drag Control prevents the rear wheel from slipping as a result of abruptly releasing the throttle or downshifting, even under braking. Thanks to Engine Drag Torque Control, the new R 12 models detect this danger at an early stage.

Depending on the coefficient of friction between the tire and the road surface, the throttle valves are opened in milliseconds so that the drag torque is compensated for, and the rear tire remains in the optimal friction range. This results in further enhanced safety, especially on slippery roads.

In "Rain" mode on the R 12 nineT, the throttle response is gentle, and the traction control and torque control systems are more sensitive, ensuring increased safety on slippery roads.

In "Road" mode, the throttle response is balanced, and the DTC control and Engine Drag Torque Control systems are designed for dry and high traction road conditions.

In "Dynamic mode", you can fully experience the potential of the new R 12 nineT. The throttle response is very direct, allowing for more slip at the rear wheel, and the Dynamic Traction Control optimally regulates traction even during sporty cornering.

The "Roll" mode in the new R 12 ensures optimal throttle response and the DTC and Engine Drag Control systems are adjusted for ideal performance on all types of roads.

The "Rock" riding mode allows the rider to explore the full dynamic potential of the new R 12. Throttle response is spontaneous and direct, and DTC allows a little more slip. As a special feature, the bike idles with a deliberately irregular rhythm in the "Rock" mode.

Optional Shift Assistant Pro.

The optional, Shift Assistant Pro, allows for clutchless shifting in almost all load and speed ranges. It offers increased dynamic performance and comfort compared to manual shifting, with extremely short shift times that enable acceleration with minimal interruption of pulling power.

Chassis

New, one-piece trellis bridge steel frame with bolt-on rear section.

The centrepiece of the new BMW R 12 models is the completely newly developed trellis steel frame. This frame differs from the previous R nineT series, which had a two-piece front main frame. As a result, the new frame eliminates the need for previous fastenings, reducing weight and giving the new R 12 models a cleaner and more classic appearance. The rear frame, also made of tubular steel, is bolted to the main frame.

The R 12 nineT's suspension geometry is even more focused on excellent handling and enjoyable roadster fun on winding roads. It comes equipped with cast light-alloy wheels measuring 3.50 x 17" at the front and 5.50 x 17" at the rear (120/70 ZR 17 or 180/55 ZR 17 tires). The wheelbase is 1,511 mm, the castor is 110.7 mm, and the rake is 27.7 degrees.

To cater to the cruiser character for more relaxed riding, the new R 12 has an optimized suspension geometry design with increased rake, longer caster, and increased wheelbase. It also features cast light-alloy wheels, but 2.75 x 19" at the front and 4.00 x 16" at the rear (100/90-19 or 150/80-16 tires). The wheelbase is 1,520 mm, the castor is 132.5 mm, and the rake is 29.3 degrees.

Upside-down telescopic forks and Paralever rear suspension with revised travel-dependent damping.

The new R 12 nineT and R 12 feature upside-down telescopic 45 mm front forks, fully adjustable on the R 12 nineT. Front suspension travel is 120 mm on the R 12 nineT and 90 mm on the R 12.



The rear suspension of the R 12 nineT features a Paralever swing arm combined with a directly linked shock, which is now angled diagonally compared to the previous R nineT series. The shock has road-dependent damping, adjustable spring preload and rebound damping. The improved road-dependent damping of the shock now includes a hydraulic bump stop, which prevents bottoming out during riding. The rear suspension travel is 120 mm on the R 12 nineT and 90 mm on the R 12.

BMW Motorrad ABS Pro for safe braking even when cornering.

The front brakes of the new R 12 nineT and R 12, feature twin 310 mm discs with two radially mounted 4-piston monobloc brake calipers. A single 265 mm disc brake with a 2-piston floating caliper is used on the rear wheel.

The new R 12 models are equipped with BMW Motorrad ABS Pro (part-integral) as standard. ABS Pro offers more safety when braking in turns by enabling ABS-assisted braking when leaning. ABS Pro prevents the wheels from locking even when the brakes are applied quickly. The benefits are increased braking and riding stability combined with the best possible deceleration, even when cornering. Depending on the selected riding mode, ABS Pro and the Engine Drag Torque Control offer adapted control characteristics for optimum braking maneuvers.

Optional Hill Start Assist Pro

The optional Hill Start Assist Pro makes it easier to hold and start on inclines. The holding pressure in the brake system depends on the gradient, which is determined by a lean angle sensor. This information allows for improved comfort during starting from a stop in all conditions. Combined with control electronics, HSA Pro offers greater safety and enhanced convenience.

With HSC Pro, the brake is automatically released when starting from a stop or forcefully operating the hand brake lever. Hill Start Control Pro also includes the function Auto HSC. The settings menu allows this additional function to be individualized in such a way that the parking brake is automatically activated on a gradient (greater than +/- 3 %) when the hand or foot brake lever has been pressed, shortly after the motorcycle comes to a standstill.

Electronics

New classic round instruments, USB-C and 12 V socket and available digital display.

The new R 12 nineT comes equipped with two analog round instruments for speed and rpm, a USB-C port on the left side, and a 12V socket on the right side for the onboard network. The round instruments continue to support customization by communicating via a LIN-Bus and separating the control and display units. The standard instrumentation for the new R 12 is limited to the speedometer, but the rev counter can be retrofitted from the list of available genuine BMW Motorcycle accessories.

The new round instruments only resemble those of the previous R nineT series at first glance. They have increased in diameter, resulting in even better readability, and the dials for the speedometer and rev counter have been redesigned. Another new feature is the scaling of the rev counter, whose digits are now based on a multiplication factor of 100.

The control lights and a digital display are integrated into the dial of the speedometer. On the R 12 nineT it functions as a menu scroll, while on the R 12 it still displays the engaged gear and the selected riding mode.

Furthermore, the R 12 nineT has an additional digital display in the rev counter. In addition to showing the selected gear and the riding mode, it also offers a configurable additional display.

With the Digital Display option, the round instruments on the new R 12 nineT and R 12 are replaced by a 3.5-inch micro TFT display. The high resolution of the micro-TFT display ensures excellent readability even in difficult lighting conditions and brings the instrument display of the new R 12 models into the digital age. As a highlight, the menu includes the Pure Ride mode, which displays only the most necessary information (speed, riding mode, selected gear) to emphasize the purist riding experience.

**Powerful standard LED lighting with optional adaptive Headlight Pro.**

The new R 12 nineT and the R 12 feature full LED lighting as standard. The optional adaptive Headlight Pro light system offers even more safety at night. The headlamp segments are each supplemented by adaptive cornering light elements. This allows for better illumination of the road in curves, ensuring a safer night-time ride.

Optional Connected Ride Control.

The optional Connected Ride Control, equips the two R 12 models with a Bluetooth interface for connecting a smartphone and using the BMW Motorrad Connected app. This allows for the display of vehicle data, riding dynamics data, weather information at the current location, and map navigation. The familiar BMW Motorrad Multi-Controller on the left handlebar can be used to conveniently control the app without removing hands from the handlebar. The MotoMount by SP Connect and the Universal Phone Clamp ensure quick, secure, and vibration-isolated mounting of the smartphone on the handlebar.

Standard Keyless Ride.

The standard Keyless Ride system replaces the conventional ignition lock on the new R 12 models. The use of a traditional key is now only necessary for the steering lock and fuel tank cap. The ignition and anti-theft alarm system, which is available as a dealer installed accessory, 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 jacket, for example. Readiness to ride is established by pressing the ON button on the right handlebar switch.

Intelligent Emergency Call for even more motorcycling 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. For the new R 12 models, this system is included as a standard feature in the market-dependent equipment program.

Equipment

Standard Equipment

- 1,170 cc air/oil-cooled 2-cylinder DOHC boxer engine.
- R 12 nineT with 109 hp at 7,000 rpm and 85 lb-ft at 6,500 rpm.
- R 12 with 95 hp at 6,500 rpm and 81 lb-ft at 6,000 rpm.
- 6-speed transmission with drive shaft.
- Cast aluminum wheels.
- Blackstorm Metallic Paint.
- 310 mm Twin-disk front brakes with 265 mm single-disk rear.
- BMW Motorrad ABS (ABS Pro on R 12 nineT).
- 45 mm upside down front forks (adjustable on R 12 nineT).
- BMW Motorrad Paralever rear suspension with pre-load adjustment.
- DTC Dynamic Traction Control.
- Engine Drag Torque Control.
- Steering Stabilizer.
- Adjustable Handbrake and Clutch Levers.
- Keyless Ride.
- Analog Gauges (one gauge on R 12).
- On-Board Computer.
- USB-C and 12-volt power sockets.
- Full LED Lighting.
- Aluminum Tank on R 12 nineT (Steel tank on R 12).
- Chrome Plated Header on R 12 nineT.



Canada

Corporate Communications



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BMW Group Canada, based in Richmond Hill, Ontario, is a wholly-owned subsidiary of BMW AG and is responsible for the distribution of BMW luxury performance automobiles, Sports Activity Vehicles, Motorcycles, and MINI. BMW Group Financial Services Canada is a division of BMW Group Canada and offers retail financing and leasing programs and protection products on new and pre-owned BMW and MINI automobiles, as well as retail financing for new and pre-owned BMW Motorcycles. A total network of 50 BMW automobile retail centres, 24 BMW motorcycle retailers, and 31 MINI retailers represents the BMW Group across the country.

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