

# BMW

## U.S. Press Information

For Release: Immediate

**Contact:** **Oleg Satanovsky**  
BMW Motorcycle Communications  
201-414-8694 / [Oleg.Satanovsky@bmwna.com](mailto:Oleg.Satanovsky@bmwna.com)

### The New BMW R 18 Roctane

- Fifth member of the BMW R 18 family.
- MSRP \$18,695 plus Destination
- Estimated Market launch Q3 2023

**Woodcliff Lake, NJ – May 11, 2023 ...** BMW Motorrad is proud to announce the newest and fifth member of the Heritage line R 18 family, the BMW R 18 Roctane. The R 18 Roctane joins the R 18, R 18 Classic, R 18 B and R 18 Transcontinental.



The R 18 borrows styling cues from past models, such as the 1936 BMW R 5, where the iconic air-oil cooled boxer motor is the epicenter of the purist, "streamliner" design. Modern technology discretely supports the R 18 Roctane in delivering an emotional riding experience, from the first start of the engine to wherever your heart and the front wheel may guide you, near or far.

### **Unique R 18 Roctane features**

- Mid-rise handlebars
- Instrument cluster integrated into the headlight housing
- Painted hard side cases with integrated turn signals.
- Blacked-out engine and drivetrain
- Dark Chrome exhaust system
- 21-inch front and 18-inch rear alloy wheels.

### **Design**

The new BMW R 18 Roctane is a cruiser, a bagger and everything in between. The larger 21-inch front wheel, combined with the 18-inch rear wheel and the mid-rise handlebars give the new R 18 model a more purposeful look.

Taking design cues from air/oil-cooled BMW boxer models of decades past, design features such as the engine acting as center piece, the double-loop frame, the exposed drive shaft and the rigid-style rear all combine to deliver the tapered streamliner design language intended by BMW Motorrad.

Starting from the steering head, the frame spine and rear swing arm top frame tubes visually form a continuous line. In conjunction with the swing arm's lower beam tubes, which are aligned with the frame down tubes, this flowing line gives the new R 18 Roctane a muscular appearance.

Attention to the smallest details can be seen throughout the R 18 Roctane. The classic body parts of the R 18 Roctane are made of metal. The 4.2-gallon fuel tank's teardrop shape is derived from the R 5, as are the design of the front and rear fenders, the fork covers and the headlight housing. All, also made of steel.

The flawless paint finishes that have been featured on all R 18 models are found on the new R 18 Roctane. Black Storm Metallic is standard while Mineral Grey Metallic Matte and Manhattan Metallic Matte finishes are available as optional colors. These matte paint finishes contrast with the high-gloss black chassis and ensure a classically modern look.

### **Painted Hard Cases**

The new R 18 Roctane is equipped for cruising and touring thanks to body-color painted cases with integrated LED taillights. The cases offer 27 liters of luggage space each and can be equipped with optional removable liners. The "filler stripes" that cover the space between the cases and the bike can be selected from the available accessories. The original BMW Motorrad Accessories range also offers soft luggage options such as the rear bag or frame bag made of waxed canvas with genuine leather trim.

### **Headlight with Instrument Cluster**

Inspired by the legendary 1936 BMW R 5, and from then, on almost all BMW motorcycles until the early 1970s, the R 18 Roctane's round instrument cluster is integrated into the metal LED headlight housing to give a unique and classic look. The "BERLIN BUILT" lettering on the instrument dial is a reference to the bike's origin and for all its classic looks, the instrument cluster delivers all the important information such as engine rpm, gear indicator, status inquiry and trip computer details.



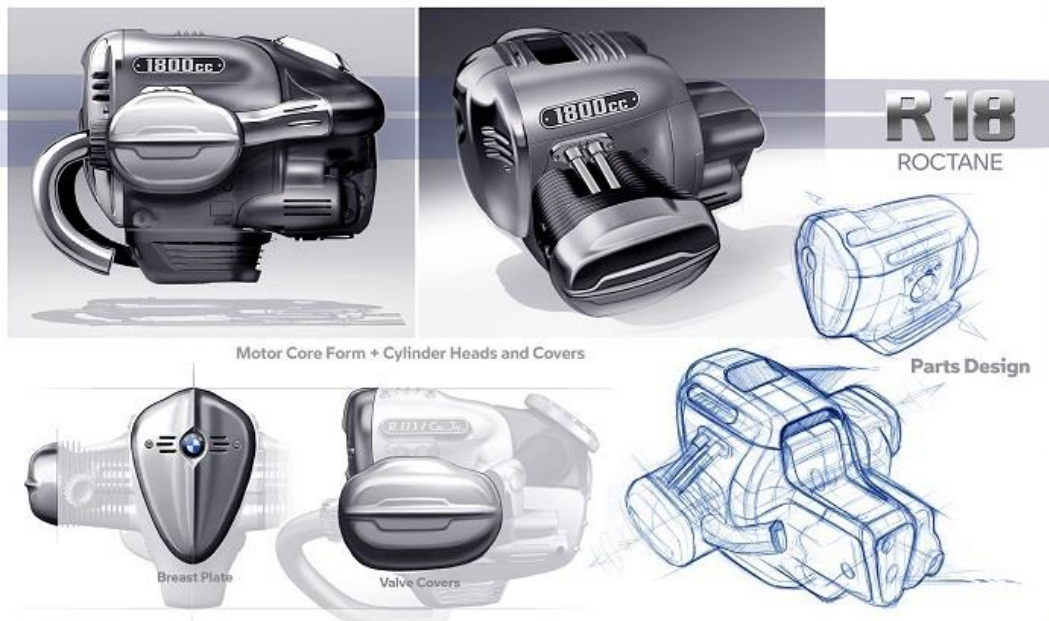
## Engine

The heart of the new BMW R 18 Roctane is the 1,802-cc boxer engine. This motor carries on the tradition of motorcycles from Munich and Berlin-Spandau from the very beginning of BMW Motorrad production in 1923.

The engine output remains unchanged; 91 hp at 4,750 rpm and a maximum torque of 116 lb-ft at 3,000 rpm, with more than 110 lb-ft. available between 2,000 to 4,000 rpm. The maximum engine speed is 5,750 rpm.

The air/oil cooled motor features a vertically split aluminum engine and weighs a combined 244 lbs. with the transmission.

In contrast to the classic air-cooled two-valve boxer engines from BMW Motorrad, the forged crankshaft of the R 18 motor, has an additional center main bearing, which became necessary, due to the large cylinder volume, to prevent undesirable bending vibrations of the crankshaft.



Forged connecting rods, cast aluminum pistons, cylinder walls coated with NiCaSil and a wet sump lubrication system with a two-stage oil pump driven by the crankshaft via a sleeve chain are additional features of the largest BMW boxer motor ever installed in a production motorcycle.

When developing the valve drive for the R 18 boxer motor, BMW Motorrad engineers were inspired by a very special engine design from history – the 2-cylinder boxer of the 1936 – 1941 R 5 / R 51 and the 1950 – 1951 R 51/2, the latter having been the first BMW motorcycle with a boxer engine after the Second World War.

The twin camshaft design allows for shorter pushrods. This arrangement reduces the moving masses, decreases deflection and minimizes the linear expansion of the push rods. The two intake and exhaust valves in the cylinder head are actuated in pairs via fork rocker arms. Valve clearances can be changed by means of one adjusting screw with lock nut per valve, making valve clearance adjustments quicker and easier.

### **Transmission and Shaft Drive**

The constant-mesh, 6-speed gearbox, is located in a two-part aluminum housing and features a four-shaft transmission with helical gear pairs. The transmission input shaft with cleat damper, drives the two transmission shafts with the gear wheel pairs via a countershaft. Reverse gear, driven by an intermediate gear and an electric motor, is available as an option.

A single-plate, dry, self-reinforcing anti-hopping clutch eliminates undesired rear wheel hop which may be caused by engine drag torque during hard down shifts.

As in all BMW motorcycles with boxer engines, torque is transmitted from the gearbox to the rear wheel via a driveshaft or Cardan shaft drive. The open, nickel-plated drive shaft and universal joint are examples of classic motorcycle technology commonly used on BMW Motorrad models up to and including model year 1955. A so-called tripoid joint is installed on the gearbox side for the purpose of length compensation.

### **Chassis**

The chassis in the new R 18 Roctane is the same double-loop steel tube frame used in the R 18 and R 18 Classic. The high manufacturing quality and attention to detail is evident in barely perceptible details such in the steering head struts as well as in the welded joints between steel tubes and cast or forged parts. Some of the tube joints in the steering head area are cut at an angle, which makes the connection look particularly pleasing to the eye.

The rear steel swing arm is made of steel tubes and cast or forged parts and combined with the central cantilever shock, is designed to give the look of the rigid frame used in the original BMW R 5. As a result, the rigid-frame style layout also provides the so-called flyline, from front to rear, of the overall R 18 design.

The suspension elements of the new R 18 Roctane, also reflect the classic design. Electronic adjustment options have been deliberately omitted. Instead, telescopic forks and a central shock with travel-dependent damping and adjustable spring preload ensure superior wheel guidance and suspension control and comfort. As in the legendary BMW R 5, the fork tubes are encased in fork sleeves. The fixed fork tube diameter is 49 mm, while suspension travel is 4.7-inches at the front and 3.5-inches at the rear, same as on the R 18.

### **Controls and Ergonomics**

The new BMW R 18 Roctane features mid-mounted controls, a long-standing BMW Motorrad philosophy of rider positioning. This classic position behind the cylinders is not only typical of BMW, but it also allows for a relaxed and active riding position for optimally controlling the motorcycle. The R 18 Roctane features a slim two-level seat that tapers towards the rear, with rear passenger straps, and is equipped with running boards in conjunction with a heel-toe gearshift controls. The mid-rise, black-coated handlebars and the comfortably low 28.3-inch seat height (27.3-inches for the R 18) ensure an upright and relaxed riding posture.

### **Wheels, Tires and Brakes**

The new BMW R 18 Roctane features twin 300 mm front disc brakes with four-piston fixed calipers and a 300 mm single-disk rear brake. BMW Motorrad Integral ABS (partially integral) is standard. On this brake system, the hand brake lever activates the front and rear brakes together. The foot brake lever only acts on the rear brake. BMW Motorrad Integral ABS adjusts the brake force distribution between the front and rear brakes during braking based on the dynamic wheel load distribution.

The R 18 Roctane's cast alloy wheels have a very distinctive look, greater wheel diameters at the front and rear compared to the R 18. The 3.5 x 21" front wheel (3.5 x 19-inches on the R 18) is equipped with a 120/70 B21 tire (120/70 R19 on the R 18),

while a 180/55 B18 tire (180/65 B16 on the R 18) is used on the 5.5 x 18" rear wheel (5.0 x 16-inches on the R 18). The 21-inch front wheel extends the castor significantly (7.3-inches in the R 18 Roctane vs. 5.9-inches for the R 18), improving straight-line stability.

### **Adaptive Headlight**

The optional adaptive headlight, which is unique in this class, works by activating separate LED elements in the main headlight, which each have their own reflectors, depending on the lean angle. The function is used to compensate for the lean angle in relation to the cut-off of the low beam. The signal of the lean angle sensor is read, and the adaptive headlight is switched on. The function is activated when the engine is running, the low beam or high beam is activated, darkness is detected, and the motorcycle is moving at a speed above 6 mph and at a lean angle approximately between 7° and 25°. This significantly improves the illumination of the inside of the curve - a big safety plus when riding at night or in other situations with poor lighting conditions.

### **Available Reverse Assist and Hill Start Control plus standard Cruise Control.**

The new R 18 Roctane can be equipped with optional Reverse Assist and Hill Start Control. Reverse Assist can be activated via the selector lever when needed. Reverse is then initiated by pressing on the starter button. Hill Start Control makes it particularly easy to start off on an incline. It is activated by briefly operating the hand or foot brake lever. Optional heated grips will keep your hands warm on cold days. The R 18 Roctane is equipped with standard cruise control.

### **Riding Modes and Safety Systems**

The BMW R 18 Roctane is equipped with standard keyless start and Riding Modes. Keyless Ride allows the rider to keep the key safely in the pocket.

The new R 18 Roctane features the same three riding modes R 18 riders are familiar with: "Rain", "Roll" and "Rock". ASC (Automatic Stability Control, disengageable) and Engine Drag Control are also standard and ensures a high level of riding safety.

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

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

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

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

The standard, electronically controlled, Engine Drag Control prevents the rear wheel from slipping because of abrupt throttle changes or downshifting. An anti-hopping clutch is opened from a mechanically preset threshold to prevent the rear wheel from hopping – for example when down shifting. However, if the tire's available grip is below this opening threshold, for example in wet conditions, the rear wheel could still exceed the traction limit due to the engine drag torque and simultaneous activation of the rear wheel brake and then slip. Thanks to engine drag control, the new R 18 Roctane detects 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, in such a way that the drag torque is reduced, and the rear wheel remains within its traction range. This results in further enhanced safety, especially on slippery roads.

## **Colors**

- Black Storm Metallic
- Mineral Gray Metallic Matte
- Manhattan Metallic Matte



## **Standard Equipment**

- 2-cylinder 1,802 cc air/oil-cooled Boxer motor 91 hp and 116 lb-ft of torque
- 6-speed helical toothed gearbox
- Stainless steel exhaust system
- Anti-hopping single-disk, dry clutch
- Nickel-plated exposed shaft drive
- Mid-rise handlebar
- 21-inch front and 18-inch rear cast aluminum wheels
- Automatic stability control
- BMW Motorrad Integral ABS (partially integral)
- 300 mm twin-disk front and 300 mm single-disk rear brakes
- Dynamic Brake Control
- Steering Stabilizer
- 49mm Telescopic forks with fork covers
- 12v power socket
- Instrument cluster integrated into headlight housing
- Electronic immobilizer
- Comfort LED turn signals
- LED headlight and taillights
- Cruise Control
- On board computer
- Torque Control Assist
- Dynamic Engine Brake Control
- Riding Modes
- Adjustable hand brake and clutch levers
- Integrated side cases, painted body color
- Keyless Ride
- Black powertrain
- Dark Chrome plated header and exhaust
- Solo seat
- Floorboards

### **Optional equipment**

- Select Package - Adaptive Headlight, Headlight Pro, Heated Grips, Tire Pressure Monitor
- Locking Fuel Cap
- Hill Start Control
- Reverse Assist

### **Accessories**

The R 18 Roctane features a wide selection of BMW Motorrad and BMW Option 719 accessories, including:

- Exhaust systems
- Engine, cylinder head cover and air intake runner covers
- Wheels
- Mirrors
- Front fenders
- Expansion tank, fuel filler and fork covers
- Hand control levers
- Solo seats, passenger seats and back rests
- Windshields
- Tank bags
- Luggage rack
- Rear bag
- Mobile phone bag

## Technical specifications.

R 18 Roctane		
Engine		
Capacity	cc/cu. in.	1,802 / 110
Bore x stroke	mm	107.1 x 100
Output	hp	91 @ 4,750 rpm
Torque	lb-ft.	116 @ 3,000 rpm
Type	Air/oil-cooled 2-cylinder 4-stroke boxer	
No. of cylinders	2	
Compression / fuel	9.6:1 / premium unleaded	
Valve / accelerator actuation	OHV / 4-valves per cylinder	
Ø intake/exhaust valve dia.	mm	41.2 / 35.0
Ø throttle body dia.	mm	48
Engine control	BMS-O	
Emission control	Closed-loop 3-way catalytic converter, EU5	
Electrical system		
Alternator	W	600
Battery	V/Ah	12/26 maintenance-free
Headlight	LED low and high beam	
Starter	kW	1.5
Transmission		
Clutch	Hydraulically activated single-plate dry clutch	
Gearbox	Constant-mesh 6-speed gearbox	
Primary ratio	1.16	
Transmission ratios I	2.438	
II	1.696	
III	1.296	
IV	1.065	
V	0.903	
VI	0.784	
Rear wheel drive	Universal shaft	
Transmission ratio	3.091	

## Suspension

Frame construction type		Steel double-loop tube frame
Front suspension		Fixed telescopic fork, 49 mm
Rear suspension		Cantilever
Suspension travel front/rear	in.	4.7 / 3.5
Wheel castor	in.	7.3
Wheelbase	in.	67.7
Steering head angle	°	55.3
Brakes	front	Twin disc brake Ø 300 mm
	rear	Single-disc brake Ø 300 mm
ABS		BMW Motorrad Partially Integral ABS
Wheels		Light alloy cast wheels
	front	3.5 x 21"
	rear	5.5 x 18"
Tires	Front	120/70 B 21
	Rear	180/55 B 18

## Dimensions and weights

Total length	in.	103.0
Total width with mirrors	in.	37.5
Seat height	in.	28.3
DIN unladen weight	lbs.	825
Permitted total weight	lbs.	1,234
Fuel tank capacity	gal.	4.2

## Performance figures

0-62 mph	sec.	5.46
Top speed	mph	111

## **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 Rolls-Royce Motor Cars; Designworks, a strategic design consultancy based in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is the BMW Group global center of competence for BMW X models and manufactures the X3, X4, X5, X6 and X7 Sports Activity Vehicles as well as the BMW XM. The BMW Group sales organization is represented in the U.S. through networks of 350 BMW passenger car and BMW Sports Activity Vehicle centers, 146 BMW motorcycle retailers, 104 MINI passenger car dealers, and 38 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.

[www.bmwgroup.com](http://www.bmwgroup.com) and [www.bmwmotorcycles.com](http://www.bmwmotorcycles.com)

Facebook: [www.facebook.com/BMWMotorradUSA](https://www.facebook.com/BMWMotorradUSA)

Twitter: [www.facebook.com/BMWMotorradUSA](https://www.facebook.com/BMWMotorradUSA)

YouTube: [www.youtube.com/@bmwmotorrad](https://www.youtube.com/@bmwmotorrad)

**Journalist note:** Information about BMW Group and its products in the USA is available to journalists on-line at [www.bmwusanews.com](http://www.bmwusanews.com) and [www.press.bmwgroup.com/usa](http://www.press.bmwgroup.com/usa).