



Yamaha R1 To Be Discontinued In 2025



Yamaha R1 & R1M, Road-going models likely to get the axe soon

According to multiple reports, Yamaha is considering discontinuing the road-going versions of the renowned R1 in Europe. Speculations have been circulating that both the Yamaha R1 and Yamaha R1M road models might be phased out.

Now, there is more clarity on the matter as Yamaha Europe has allegedly released a statement confirming that the road variants of the R1 and R1M may not receive updates to comply with the latest Eu5+ regulations.

This decision would result in Yamaha potentially not having a production-model in the litre-class category in the foreseeable future, ultimately marking the end of the era for the iconic R1, which initially debuted in 1998.

Yamaha R1 Range To Discontinue Post EU5+ Emission Standards

Following the implementation of the EU5+ emission standard mandate, Team Blue will no longer offer any litre-class motorcycles. This trend is being observed among various

motorcycle manufacturers, with Suzuki being one of the first to make this move. By the end of 2022, Suzuki discontinued the GSX-R1000R, becoming the first of the Big Four to have a lineup without a litre-class option. Looking ahead to 2024, Yamaha is now following in Suzuki's footsteps by discontinuing its YZF-R1 and YZF-R1 M litre-class motorcycles. Yamaha Motor Group has made the decision to cease production of litre-class bikes in compliance with the EU5+ emission standard. This means that Yamaha will not be developing EU5+ versions of the R1 and R1 M models.

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The company has also announced plans to focus on mid-term business and product strategies for future opportunities. Both the Yamaha R1 and R1 M will remain available for purchase until 2025, when the EU5+ emission standards take effect. While this decision may come as a surprise, it is likely to be a strategy that other manufacturers will consider adopting in the future.

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Now What next?

There is a high likelihood that Yamaha will continue producing the R1 and R1 M models even after the EU5+ emission standard is implemented. However, these motorcycles will be designed exclusively for track use, as emission regulations do not apply to vehicles used solely on the track.

These bikes may come with unrestricted exhaust systems, more aggressive engine tunes, and significant weight reduction. It is possible that these track-focused motorcycles may not include components such as turn signals, headlights, license plates, and other road-legal requirements.

Yamaha opted for this track-oriented approach previously when they discontinued the R6 (4-cylinder model). The trend in the market is shifting towards sub-liter class motorcycles that prioritize lightweight and nimble handling.

The upcoming Yamaha R9 could potentially become the brand's new flagship fully-faired motorcycle. Yamaha had discontinued the R1 in India earlier. The R1 was powered by a 998cc 4-cylinder engine producing 194.3 bhp of maximum power and 112.4 Nm of peak torque, paired with a 6-speed transmission.

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