EN

BMC

SWITZERLAND

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www.bmc-switzerland.com

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The bike for those who understand perfection. From Switzerland to the rest of the world, the Impec is the start of a new era, the era of Swiss carbon manufacturing.

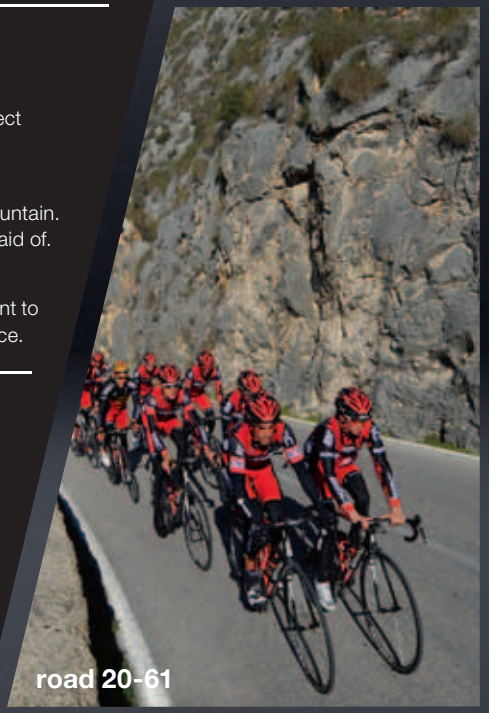
road 20-61
endurance series 22-35
The Gran Turismo of cycling. The performance of a race bike with the additional compliance needed for longer distances.
aero series 36-53
The fastest bikes. Aerodynamic performance combined with full system integration.
race series 54-61
Bikes for pros. Road racing is about performance: maximum stiffness at minimal weight.

mountainbike 62-105
cross country series 64-91
We create the most efficient mountain bikes with the perfect balance of stiffness and comfort.
allmountain series 92-101
Versatile and capable bikes to enjoy any trail on the mountain. Long uphill or technical descent, there is nothing to be afraid of.
sport series 102-105
Whether you ride to stay fit, are new to the sport or just want to get “out there”, BMC sport bikes are always the right choice.

lifestyle 106-111
mountainroad series
BMC has developed urban bikes for over 15 years. For people who live on their bike, ride to work and challenge themselves.

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welcome

BMC Switzerland

Our BMC group now includes three brands: Bergamont, Stromer and BMC. We share the same passion for cycling, as a sport and as an industry. Our goal is to create bikes you will fully enjoy and your pleasure is our success, whether you need a time trial or a kid's bike, an e-bike or a downhill machine. This is what BMC Switzerland does as a group.

BMC brand

BMC stands for Bicycle Manufacturing Company. Our products are especially focused on performance. Our identity is built on Swiss design and technical innovation, which we offer to ambitious riders as well as professional racers. We like to think outside the square and explore many directions. Not just to be different, but because we know the best solutions are not always conventional, and only this can take riding experience to the next level.

BMC is test with the best

Research and development means taking nothing for granted. This is an important part of the BMC philosophy. Being open minded leads us away from the masses. How can we combine design and function into our own identity? Why not produce high-end bikes in Switzerland? Why not make a race bike that is also comfortable? Looking for new solutions means we need to test to the highest standards, and those standards we define with our athletes. We are the only bike manufacturer in the world with our own Pro Tour team, and our bikes are tested and proven at the highest level by the very best riders, in all disciplines.

BMC is Swiss precision

BMC thinks global, from Switzerland. We are located in Grenchen, the place where the world's best watches are manufactured, building over the years a strong image of Swiss precision. This passion for precision and attention to details is also reflected in the design of our bikes.

BMC is Swiss production

In Grenchen we prove that bikes can still be produced in Switzerland. We have built a competitive and highly innovative factory around a completely new manufacturing process. We take carbon bike frame production to an industrial level where laminates are replaced by robotized braiding and assembling.

BMC is style

We do not just create any bike, we build outstanding bikes. A BMC will always stand out even when stripped of its paint and artwork. The BMC design language speaks for itself.

BMC is passion

The Swiss mountains are our home, and there is no one at BMC who doesn't ride trails or climb passes, compete in triathlons or have fun on the pump track. Riding is our passion and we know what we are talking about.



BMC Racing Team, Teamcamp 2012, Denia, Spain.

Excitement research

BMC Racing Team

The BMC Racing Team is one of the leading teams in the UCI World Tour, the highest class in road cycling. Our Tour de France winning squad around yellow jersey Cadel Evans grew even stronger this year as exceptional classic specialists like Philippe Gilbert and Thor Hushovd, as well as young talents like Tejay Van Garderen and Taylor Phinney, joined the team.

BMC takes full advantage of its own professional team: first as a global communication platform, and also as an amazing testing field. The team riders play an active role in our product development. Their feedback helps us to optimize our products, from the first concept to the final product, through prototype testing. Training, racing, or even in the wind tunnel, BMC bicycles are truly race proven.

BMC now also supports the future of cycling: the newly founded BMC U23 Racing Team will develop future road racing stars. The core of the team will again be a Swiss-American group of youngsters, completed by a selection of international riders. The team will be integrated into the BMC Racing Team's structure, to let the young riders benefit from the experience of our top riders. Very soon, other heroes will stand out like Cadel Evans and George Hincapie.

BMC Triathlon

We are proud to support some of the world's best triathletes. The Raelert brothers are the fastest long distance triathletes and they are at the core of our global triathlon project. Around them, we have gathered a group of top-class Ironman and Olympic distance triathletes: winner types like Ronnie Schildknecht, Sven Riederer, Greg and Laura Bennett.

Our professional triathletes race on the BMC TM01 and on the all new aero TMR01. The TM01 has set an impressive race winning record since its introduction at last year's Tour de France. At Challenge Roth 2011, Andreas Raelert showed the world what could be achieved when the relation between positioning and aerodynamics is optimized: Vmax. World record. Adapting the winning features of the TM01 on an aero road frame now gives us the perfect tool to become absolute leaders even at Olympic distance races and races where drafting is allowed.

But our biggest triathlon team is the BMC Triathlon Community. For this team, any triathlete can qualify. No matter your level, just register through our website and you become a member of one of the biggest triathlon families worldwide. Share your ideas, comments and product feedback online with other athletes, race as a proud BMC community member, win starts at Olympic, middle and long distance races, and maybe even be part of unique events like a training camp with our stars!


01


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01 BMC Racing Team, Team Camp Denia, Thor Hushovd,Philippe Gilbert, Cadel Evans.

02 Team Erdinger Alkoholfrei, Michael Raelert, Transition 1 swim-bike, Ironman Regensburg.

03 Team Erdinger Alkoholfrei, Andreas and Michael Raelert, Studio Photo after Andreas won the Ironman 70.3 Mallorca.

04 BMC Racing Team, Team Presentation, Tour de France 2012.

05 BMC Racing Team, Taylor Phinney, Pink Jersey, Giro d'Italia 2012, Stage 2.

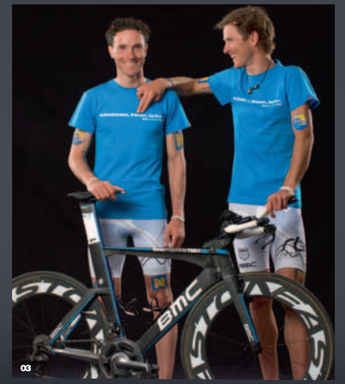
06 BMC Racing Team, Cadel Evans, Winner Tour de France 2011.

07 EWZ Power Team, Ronnie Schildknecht.

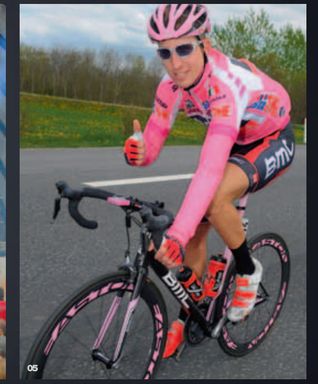
08 Bennett Endurance, Laura Bennett on the way to win Boulder Peak 5150, 2012.

09 BMC Racing Team, Tejay Van Gardeen, White Jersey, Tour de France 2012, Stage 7.

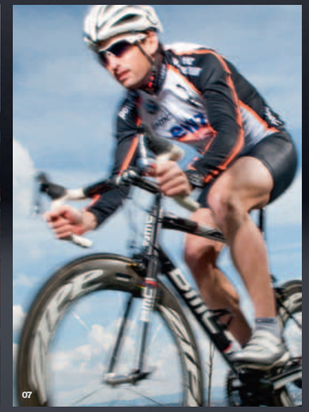
excitement research

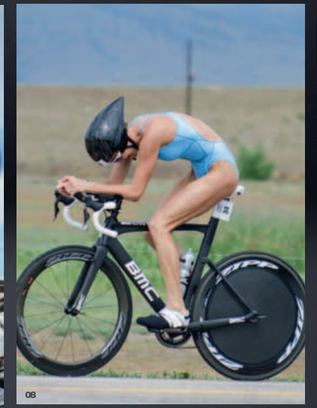

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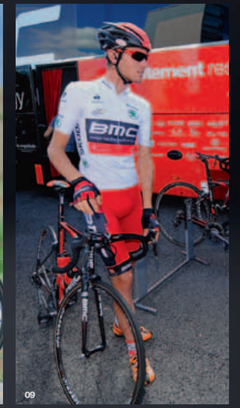

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excitement research

Excitement research

BMC MTB Racing Team and the BMC Racing Cup

The BMC MTB Racing Team started competing in 2011 and was built by Swiss marathon specialist and now team manager Alexandre Moos. With his huge experience on the racing scene, Alex proved to be an ideal mentor for the other team riders: Swiss cyclo-cross champion Julien Taramarcaz, marathon specialist Yves Corminboeuf, young talents Stephen Ettinger, Reto Indergand and Patrick Gallati.

Moritz Milatz is the top ambassador of the team, current European XC MTB champion, 2011 and 2012 German XC champion. Having represented his country at the London Olympic Games, Moritz really pushes the ambitions and motivations of the whole team.

We work in close collaboration with our BMC MTB Racing Team for product development. The feedback from the riders after intensive testing and racing helps us create and improve high performance products, efficient and reliable. Our new teamelite TE01 29 and four-stroke FS01 29 are race proven.

BMC is now also the main sponsor of the Swiss national XC racing series. The exceptional level of XC racing in Switzerland guarantees a very high level of competition at each of the seven events, and also attracts international top riders to come and race in Switzerland. The BMC Racing Cup is open to all categories of riders: young and old, amateur and professional. The investment in the BMC Racing Cup is an important aspect of BMC's contribution to the development of mountain biking.

BMC Trailcrew

The BMC Trailcrew is an international community created to give all BMC mountain bikers the chance to be part of the same family, to share their passion, ideas and experiences.

Originally started by BMC employees, anyone can join the Trailcrew by signing up on Facebook, and it is then up to each of us to participate as much as we would like. The most active members are creating videos and photos, and organize events from enduro racing to relaxed riding sessions in our favorite spots.

New for 2013, BMC is introducing special "Trailcrew" editions of the famous trailfox and fourstroke models, with components matching the trail and alpine riding style that we love so much. Racing and filming in Sweden, building a pump-track at BMC headquarters, photo sessions in La Palma, group rides in the Swiss Alps… those are just a few examples of what we do with our BMC Trailcrew. You want to be part of it, you have projects in mind and you like to share your trails?

Feel free to join us anytime. Welcome!



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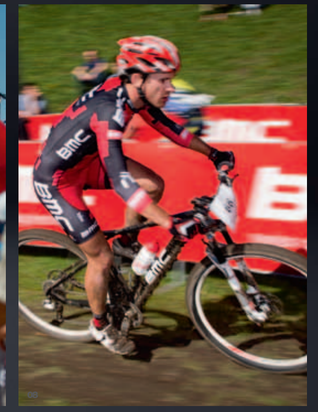
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01 BMC MTB Racing Team, Alex Moos and Moritz Milatz, RSA Cape Epic, Stage 1.

02 BMC MTB Racing Team, Moritz Milatz, European XC Champion in Moscow, Russia.

03 Tobias Woggon, Professional freerider from the BMC Trailcrew.

04 BMC MTB Racing Team, Julien Taramarcaz, RSA Pietermaritzburg.

05 Roger Rinderknecht, Mont Sainte-Anne UCI World Cup, Canada, 4X Finals.

06 BMC Trailcrew, Myriam Saugy, winner Transvesubienne 2011, France.

07 BMC Racing Cup, Graenichen, Switzerland.

08 BMC MTB Racing Team, Yves Corminboeuf, BMC Racing Cup Solothurn, Switzerland.

Swiss design and development

BMC products always stand out. Each of our bikes has a strong visual identity, but all our products share a common design language.

Our development process can be presented in four main phases:

1. Concept

At the start of every project, the requirements are defined by the product managers in collaboration with the design engineers. Designers and developers then challenge each other, and propose technical solutions in order to meet those requirements. Ideas, drafts, models and concepts are reviewed and discussed until the technical and visual solutions are clearly defined.

2. Development

Performance characteristics like weight and stiffness belong to the main requirements, and it is then the role of the engineers to work on the technical solutions until they fulfill the required performance and visual aspects. There are many interrelated parameters to adjust, and they often oppose each other. Tube shapes, carbon technology, suspension tuning, system integration… there is a lot to balance until the product can come to life. We use advanced CAD design and simulation at an early stage in the process. Our graphic designers prepare multiple proposals which are then tested and reviewed on prototype models.

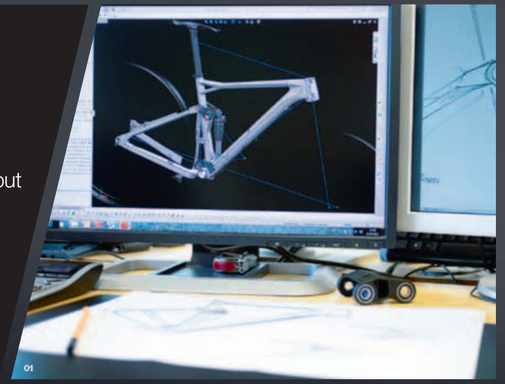
3. Optimization

At this point, the initial product design and function is defined and we produce our first prototypes. We use our own modern and well equipped testing laboratory to validate the design concept and the performance of the product. We believe a product is only fully tested once it has been used in races. Our professional athletes are there to help us put prototypes through the most severe testing conditions. Results from the lab are compared to the riders' feedback and the engineers make any necessary adjustments until all the performance requirements are achieved and the riders are totally satisfied.

4. Production

Often overlooked, the production phase is always more challenging than it seems. Most of the time, you only realize the limits of a new design once it is implemented at factory level. We believe that no race is won by hiding in the bunch, so we are always willing to face challenges and try special production techniques. By taking carbon bike frame production back to Switzerland during the impec project, we gained valuable manufacturing knowledge.

Our strong team of quality control technicians ensure Swiss quality at all levels and for all BMC products.


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01 3d modelling from design sketches in the R&D office, Grenchen, Switzerland.

02 Measure, test, analyze; BMC engineers in collaboration with Brent Bookwalter.

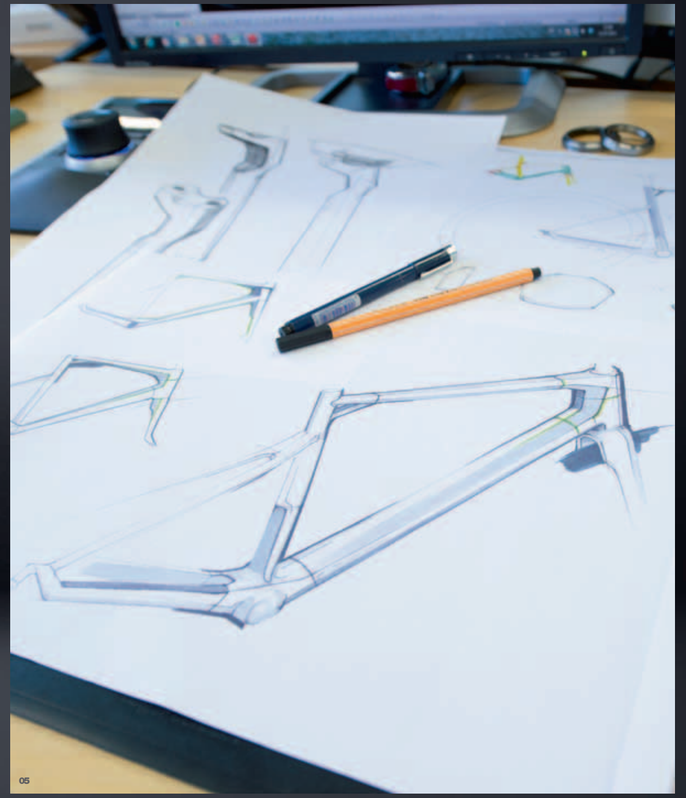
03 Prototype sample parts and stereolythographie, R&D Office.

04 R&D test laboratory at BMC headquarters, Grenchen, Switzerland.

05 Design concept sketches drafted for the granfondo GF01 project.


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Swiss manufacturing precision

Handmade by machines in Switzerland, the impec follows the vision of BMC: a new perspective into the world of cycling. More than a bike, a concept based on Swiss precision. Load specific braided tubes, connected with revolutionary shell nodes, make the impec a highly efficient carbon frame, race proven in the grand tours.

BMC Head of Marketing Frank Schreiner and BMC Road Product Manager Andrew James, Albula Pass, Switzerland.

Handmade by machines

BMC has a singular approach in design and development, and also in manufacturing. With the impec production, in Switzerland.

impec production

Only at BMC, “Swiss made” stands for an in-house industrial manufacturing process that meets the highest quality requirements. A highly efficient carbon frame is made of load specific woven tubes, instead of laminated structure. The tubes are connected by revolutionary half shells made of carbon injected material.

Switzerland a production site for bicycles? For BMC, definitely.

We prove it in Grenchen. The impec production process can be called pioneering. Five years of development were invested with only one goal in mind: 100 percent quality. impec is different. The braids are woven by a robot with absolute precision, specifically for each tube. We named the process load specific weave (LSW) since each tube is tailored according to its function and the load it carries.

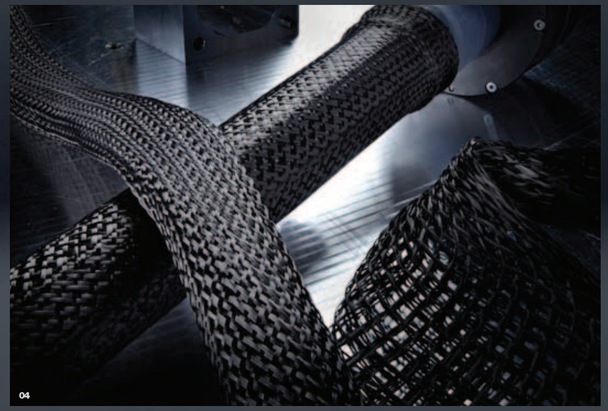


01 Automated 3D weaving machine in the impec factory.
02 SNC shells on the assembly table before bonding.
03 Factory tour.
04 Woven braids before resin transfer molding (RTM) process.
05 Impec frames lined up for assembly.

impec story









impec technology

The carbon frame of the future

The impec is high tech + design + performance + pure emotion. It is the first of its kind.

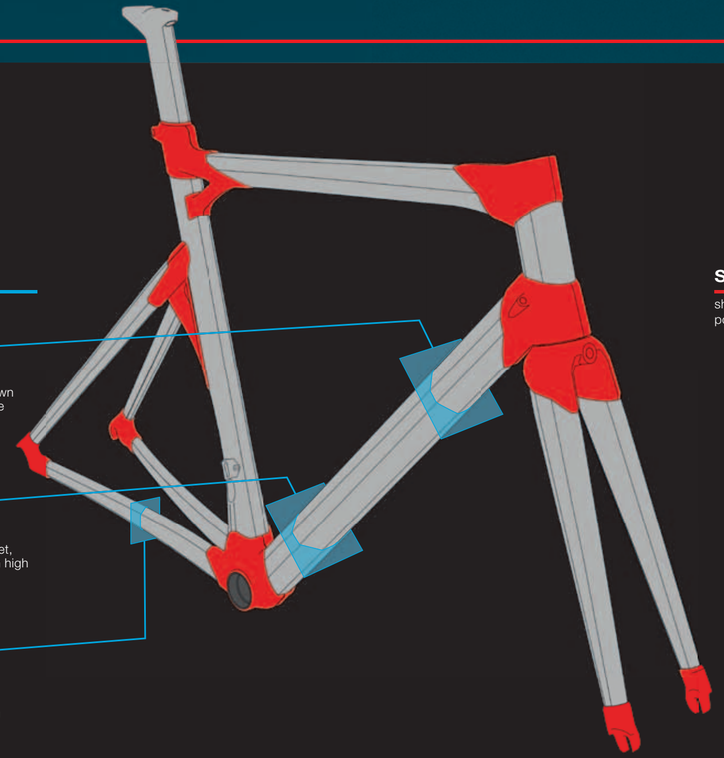
Rethinking the bike. Optimizing the genetic code. That was our challenge. Resulting in load specific weave (LSW) and shell node concept (SNC). Both technologies are BMC's own, developed exclusively for the impec. No other bike has been created with such a futuristic approach.

SNC – shell node concept

The shell node concept (SNC) guarantees maximum stiffness and stability of the frame joints on the impec. These high density half-shells are made from a specially developed carbon injected material and are precisely bonded with the tubes during the frame assembly, allowing total control. This results in absolutely flawless frame joints.

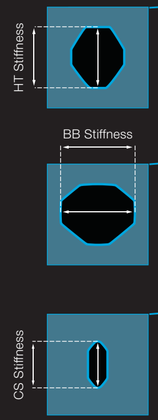
LSW – load specific weave

In this process, the impec frame tubes are first woven from carbon fiber filaments and then are transformed into a rigid structure by injecting the resin material directly into the mold. The LSW process is fully automated. This results in absolutely flawless frame tubes.



Force specific tubing

optimized power transfer



Upper Downtube

for a stiff headtube, down tube is higher than wide

Lower Downtube

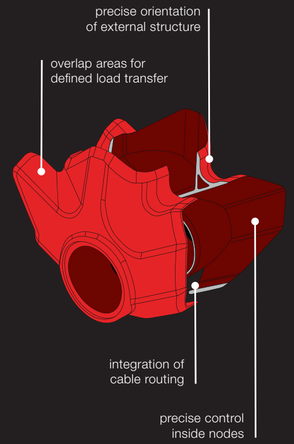
for a stiff bottom bracket, downtube is wider than high

Chainstays

for a stiff rear triangle, cross sections are high

SNC

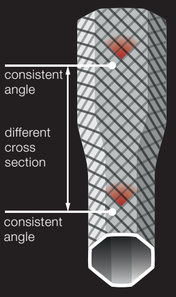
shell node concept means a high control of the node-points through splitting them in two halves.



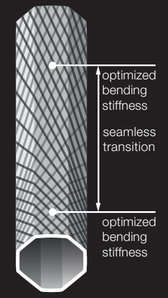
LSW

load specific weave means
– defined and controlled fiber orientation
– consistent angles over different cross sections
– different angles in the same cross section

LSW tube with consistent angles over different cross sections



LSW tube with different angles in the same cross section



Vision vs. status quo

Forget everything you know about the construction of carbon frames. The impec is fundamentally different. The frame of the impec has been re-thought from start to finish and gives absolutely precise answers to a host of questions that until now have remained unanswered.



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01 Campagnolo EPS rear derailleur on the impec EPS stealth complete bike.

02 Headtube and cable routing on the impec EPS stealth complete bike.

03 Battery placement on the impec EPS stealth complete bike.

impec



impec Super Record EPS

impec LSW	
impec, Carbon	
Campagnolo Super Record EPS	
Campagnolo Super Record Skeleton	
Easton, EC90 SLX3	
Easton, EC90	
Lightweight Meilenstein	
Stealth	
Various options, see specification booklet	

SNC
shell node concept

LSW
load specific weave

tapered
steerer

BB30
interface

impec Dura Ace Di2

- impec LSW
- impec, Carbon
- Shimano Dura Ace Di2
- Shimano Dura Ace BR-9000
- Easton, EC90 SLX3
- Easton, EC90
- Zipp Firecrest 404
- Team Red
- Various options, see specification booklet

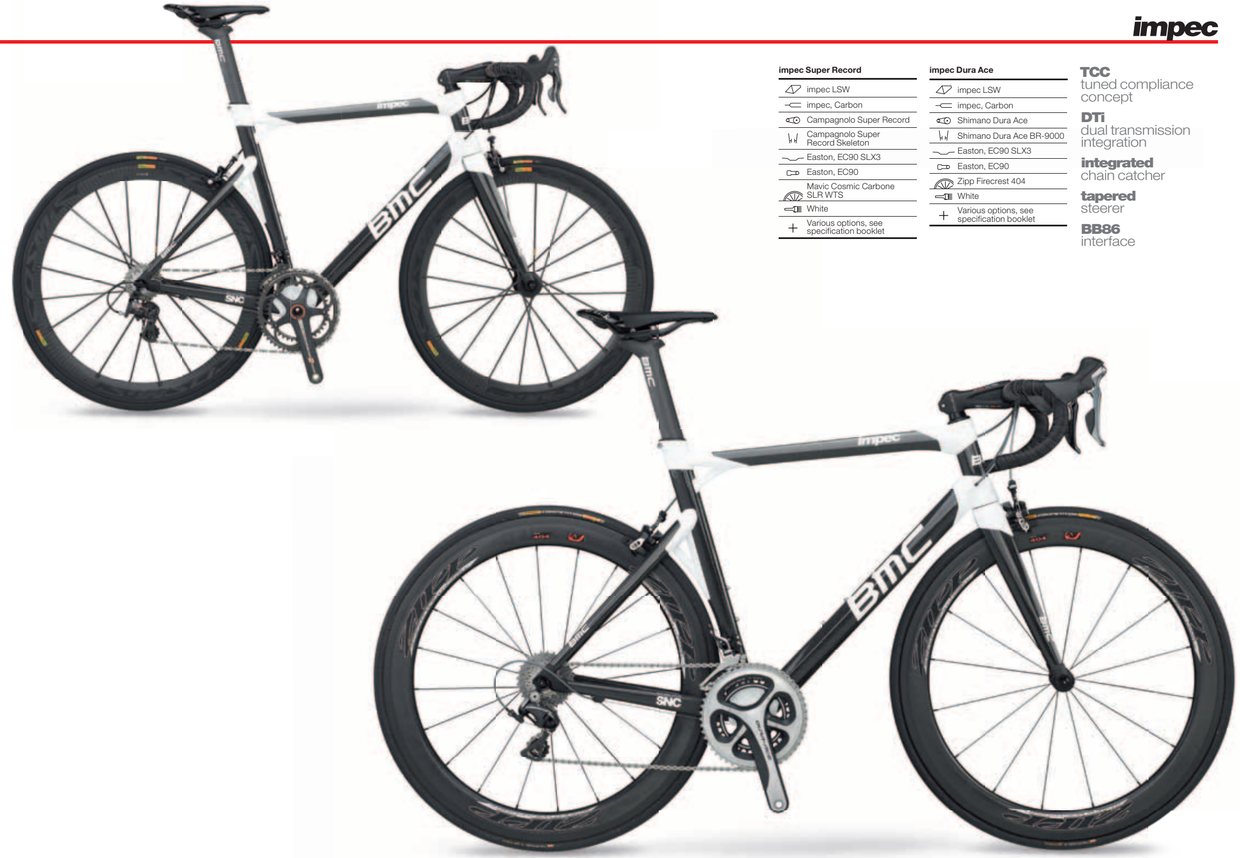
SNC
shell node concept

LSW
load specific weave

tapered
steerer

BB30
interface





impec Super Record

- impec LSW
- impec, Carbon
- Campagnolo Super Record
- Campagnolo Super Record Skeleton
- Easton, EC90 SLX3
- Easton, EC90
- Mavic Cosmic Carbone SLR WTS
- White
- Various options, see specification booklet

impec Dura Ace

- impec LSW
- impec, Carbon
- Shimano Dura Ace
- Shimano Dura Ace BR-9000
- Easton, EC90 SLX3
- Easton, EC90
- Zipp Firecrest 404
- White
- Various options, see specification booklet

TCC
tuned compliance concept

DTi
dual transmission integration

integrated
chain catcher

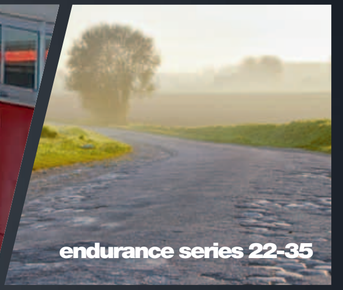
tapered
steerer

BB86
interface

roadclass

Swiss machines on-road performance

Over the last few years, cycling evolved from a racing sport into a sport that is accessible to everyone. The legendary races are still the strong foundation of our sport, but there is now also a broad range of popular events like granfondos or sportives for everyone who shares the passion for cycling. With the spectrum of cycling becoming wider, our products are evolving as well. We have to address the specific needs of the different riders and it is clear that this cannot be achieved with just one type of bike. For this reason, we now offer three different series in our road lineup. Everyone has the possibility to choose the perfect BMC bike to experience cycling the way that suits them best. From recreational riders to the pros of our BMC Racing Team, all unified by their passion for our sport.







BMC Racing Team, Testing TM01, Zolder, Belgium.

roadclass endurance series

Gran Turismo of cycling

Race proven bikes designed for the strongest racers yet compliant enough for recreational cyclists. The Endurance series has a bike for each rider in its range, from a classics racer to super sportive commuter.

Incredibly smooth handling bikes designed with attention to details and unique BMC identity. Not everyone can be a pro, but everyone can now ride a pro's bike.



BMC Racing Team, Paris-Roubaix 2012, Thor Hushovd and Manuel Quinziato.

TCC - tuned compliance concept

The tuned compliance concept TCC was first introduced with the launch of the team-machine SLR01. It is the key factor that let the teammachine become the benchmark product for vertical compliance without sacrificing stiffness, resulting in what many consider the most balanced road bike on the market. With over three years of racing experience at the highest level we developed the latest evolutions of TCC that went into the teamelite TE01 29 and granfondo GF01.

But what makes TCC work so phenomenally well?

Shape

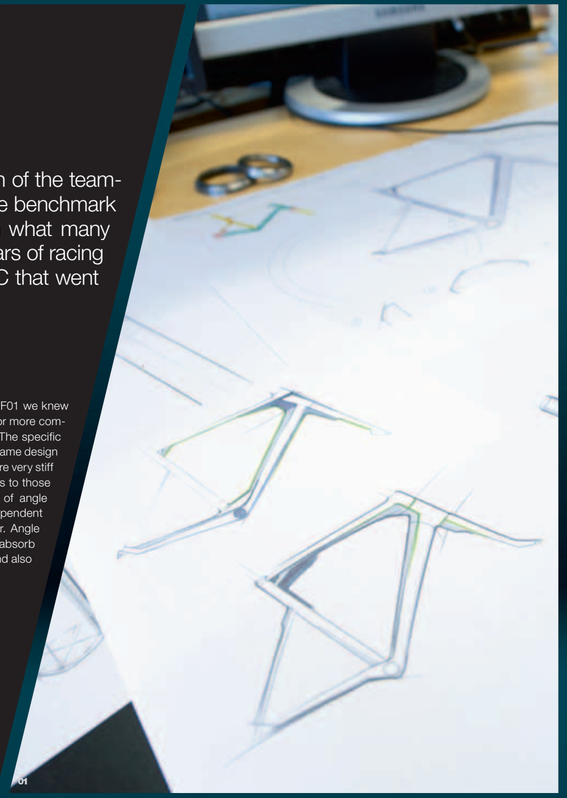
Tube shapes and layout form the important base for the weight and mechanical properties of a frame. Each tube has its own function and is shaped accordingly. The required stiffness, compliance and strength define the cross section of each tube.

Material

A careful selection of materials is needed to achieve the combination of lateral stiffness and vertical compliance that TCC is famous for. Carbon offers an almost infinite number of possibilities to tune the properties. We take the right choice from different resins, angles, types and quantities of fibers to achieve the ride quality that matches the needs of our customers.

Angle compliance

When we started the development of the granfondo GF01 we knew that we needed to find an additional element to allow for more compliance without compromising pedalling and braking. The specific engineering solution is angle compliance. A traditional frame design consists of two triangles with straight elements, which are very stiff under compression, even if they are thin. Adding bends to those elements increases compliance a lot. With the use of angle compliance the rear triangle can absorb impacts independent from the rest of the bike, whilst not affecting the rider. Angle compliance is also used at the fork, where it helps to absorb hits of all sizes while remaining stable under braking, and also at the seatpost.



01 Design concept sketches from the granfondo GF01 project, R&D office.

02 TCC visualized on the granfondo GF01 frame.

03 TCC visualized on the granfondo GF01 fork.

04 Solid base and TCC concept illustrated on a painted frame. The grey part is designed for compliance and comfort, the red part is designed for stiffness.

05 Michael Schär at Paris-Roubaix 2012 on a granfondo GF01.



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Challenge yourself, not the bike

The requirements of most of our customers match the needs of our pros in order to win the hardest race in the calendar, Paris-Roubaix. Vertical compliance, stable handling and reliability are the key factors to success in this race but also on top of the wish list of any recreational rider. While the granfondo GF01 reduces the suffering of the pros in the "Hell of the North", it just raises the enjoyment of cycling to another level for us mere mortal riders.



01



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03

01 Dropouts from the granfondo GF01 frame. The angle compliance (underlined with the red graphics) allows for more vertical flex.

02 DTi and battery placement on the granfondo GF01 frame.

03 TCC wishbone and crosslock frame design of the granfondo GF01 frame.

granfondo GF01 endurance series



GF01 Ultegra Di2 compact

TCC, with angle compliance	
Compliancefork, pure carbon, with TCC	
Shimano Ultegra Di2	
Shimano Ultegra	
Easton, EA70	
Easton, EA70	
Easton, EA90 RT	
Team Red	
Stealth	

TCC
tuned compliance concept

DTi
dual transmission integration

integrated
chain catcher

tapered
steerer

BB86
interface

GF01 Dura Ace Di2 compact

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano Dura Ace Di2
Shimano Dura Ace BR-9000
Easton, EC70 SL3
Easton, EA90
Easton, EA90 RT
Stealth

TCC
tuned compliance concept

DTi
dual transmission integration

integrated
chain catcher

tapered
steerer

BB86
interface



granfondo GF01 endurance series

GF01 Ultegra triple

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano Ultegra
Shimano Ultegra
Easton, EA70
Easton, EA70
Easton, EA90 RT
White

GF01 Ultegra compact

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano Ultegra
Shimano Ultegra
Easton, EA70
Easton, EA70
Easton, EA90 RT
Lime

TCC
tuned compliance concept

DTi
dual transmission integration

integrated
chain catcher

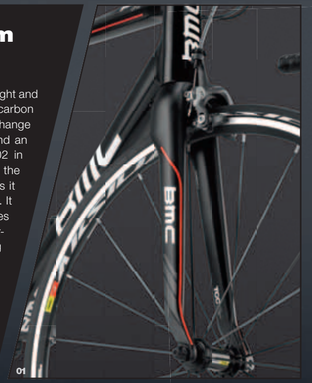
tapered
steerer

BB86
interface



The best aluminum road bike

The combination of stiffness, light weight and vertical compliance was reserved to carbon frames until now. With the GF02 we change that. You will have a hard time to find an aluminum frame that rivals the GF02 in terms of stiffness and weight, but the ability to absorb impacts is what sets it apart from all other aluminum frames. It is so good, it gives many carbon frames out there a hard time. The best performance for your money is standing right here.





01 granfondo GF02 fork designed with TCC technology. Light, stiff and comfortable.

02 DTi cable routing is also built into the aluminium granfondo GF02 frames.

GF02 Ultegra Di2 compact

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano Ultegra Di2
Shimano Ultegra
Easton, EA70
Easton, EA70
Mavic Aksium S WTS
Black

TCC
tuned compliance concept

DTi
dual transmission integration

tapered
steerer

triple butted
aluminium



granfondo GF02 endurance series

GF02 Sram Red compact

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Sram Red
Sram Red
Easton, EC70 SL3
Easton, EA90
Mavic Ksyrium Equipe S WT
Black anodized

TCC
tuned compliance concept

DTi
dual transmission integration

tapered
steerer

triple butted
aluminium



GF02 Ultegra compact

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano Ultegra
Shimano Ultegra
Easton, EA70
Easton, EA70
Mavic Aksium S WTS
Black

TCC
tuned compliance concept

DTi
dual transmission integration

tapered
steerer

triple butted
aluminium





GF02 105 triple

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano 105
Shimano 105
Easton, EA30
Easton, EA70
Shimano R-501
White

GF02 105 compact

TCC, with angle compliance
Compliancefork, pure carbon, with TCC
Shimano 105
Shimano 105
Easton, EA30
Easton, EA70
Shimano R-501
Red
Lime

TCC
tuned compliance concept

DTi
dual transmission integration

tapered
steerer

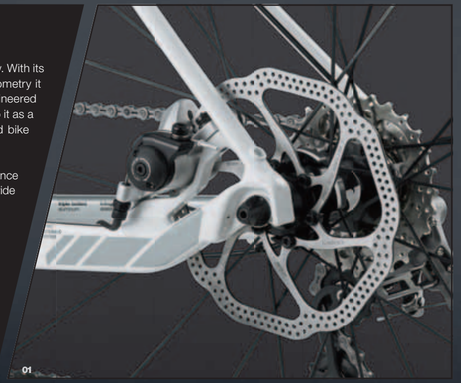
triple butted
aluminium



Versatile and convenient

This is probably the most versatile bike in its category. With its light weight frame, ample tire clearance and CX geometry it can compete in cyclo-cross races. It is smartly engineered and designed with all the necessary mounts to equip it as a fast commuter bike, a sporty randonneur or a road bike best utilized on wet days.

Do you want to have the added reliability and performance of disc brakes on your road bike? This bike offers a wide field of interpretation, and we leave that open to you.


01


02


03

01 Postmount standard for the granfondo GF02 Disc aluminium frame.

02 TCC aluminium rear triangle and cross-lock design generate both vertical compliance and lateral stiffness on an aluminium frame design.

03 The granfondo GF02 Disc fork is a specific BMC carbon design with post-mount standard dropouts and internal front brake cable routing.

granfondo GF02 Disc endurance series



GF02 Disc 105

	TCC, with angle compliance
	Compliancefork, pure carbon, with TCC
	Shimano 105
	Shimano 105
	Easton, EA30
	Easton, EA50
	Mavic Crossride Disc
	White

TCC
tuned compliance concept

tapered
steerer

triple butted
aluminium

roadclass aero series

How to get there, faster

The best of both worlds, advanced aerodynamics combined with superior system integration. We do not compromise performance or function. Our triathlon and time trial bikes have proven their qualities in and out of the wind tunnel, and a road version developed with our BMC Racing Team now completes the series.

No other bikes come close to our time-machines for those who have the need for speed.

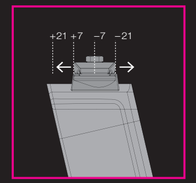
Team Erdinger Alkoholfrei, Michael Raelert, Ironman Regensburg.



$V_{max} = p2p \times sub^A$

p2p position to perform

Maximum adjustability with the p2p concept.
Every timemachine TM01 is delivered with a part kit allowing for 128 different positions.



21_21 offset
The saddle-clamping hardware can be mounted in four different positions so you can always adjust to the right setback.



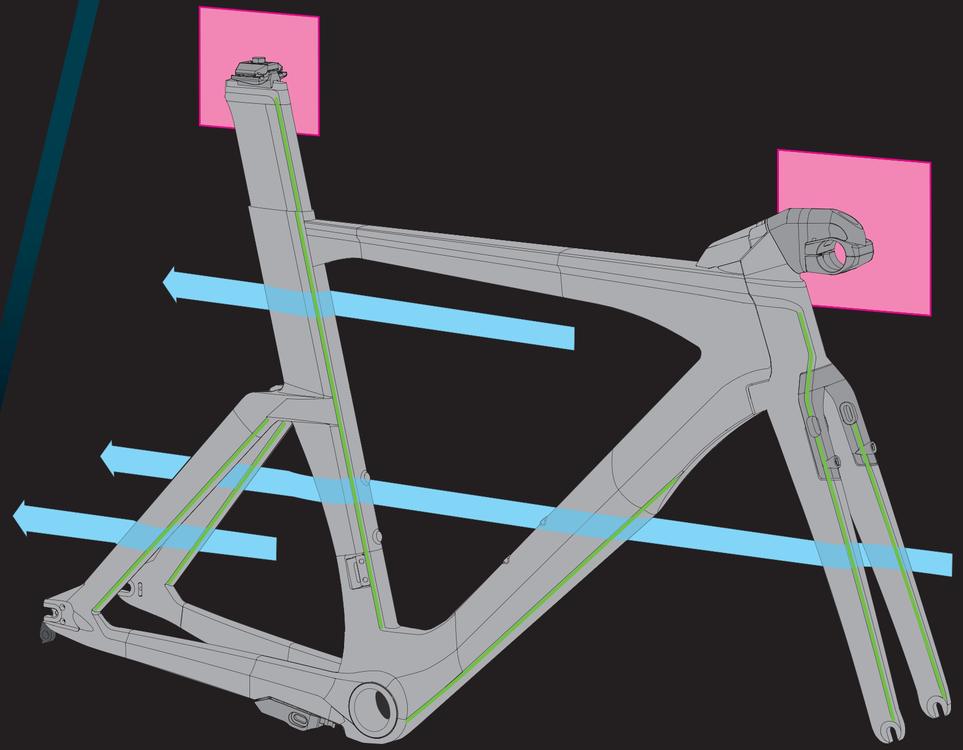
triangle concept
Six different spacers combined together offer 32 different stem-mounting positions.



Angled spacers can be flipped and switched to raise or lower the handlebars.



Length spacers are included to extend or shorten the stem.



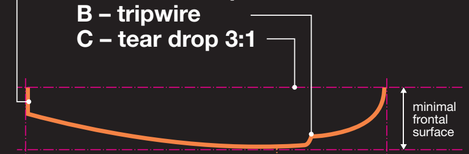
$V_{max} = p2p \times sub^A$

sub^A aerodynamics maximization

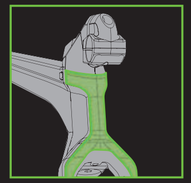
Best aerodynamics – the sub^A concept.
The goal of any triathlete is to race sub 8 hours on Ironman distance.
subA = maximizing aerodynamics performance. For that we use three core features.

sub^A concept

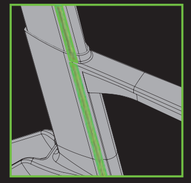
A – truncated profile
B – tripwire
C – tear drop 3:1



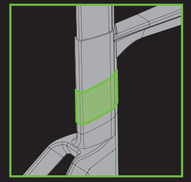
Crosssection of the half seat tube: TM01 profile



Narrow head tube and reduced frontal surface.



Tripwire edges on vertical frame tubing.



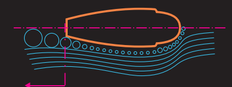
Tear drop tube shapes truncated to 3:1 UCI legal profiles.

Stiff, light, fast.

TT01 profile, without tripwire



TM01 profile, with tripwire



Benchmark speed machine

The fastest bike in an Ironman distance bike split. That is not just a claim, it is a fact, since Andreas Raelert on his way to the new Ironman distance world record went faster on the bike than anyone before. And the timemachine TM01 also proved its qualities in the World Tour, most notably during Cadel Evans' ride to victory on the penultimate day of the 2011 Tour de France.

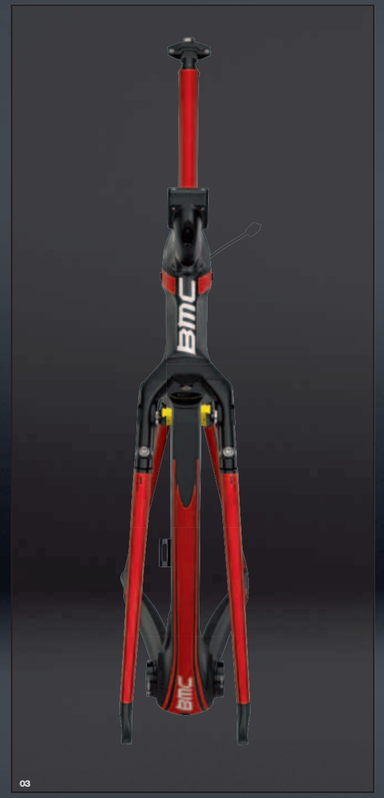
The SubA concept and component integration ensure the best aerodynamic performance, but not compromising adjustability. The p2p stem gives you the choice of 32 different positions. Add to that the adjustability of a modern handlebar and the p2p seatpost and you are sure to find your best fit on the timemachine TM01.



01



02



03

01 p2p modular stem system on the timemachine TM01 frameset. The different spacers are combined to set the bike according to the rider's position.

02 timemachine TM01 rear triangle showing the integrated rear brake, the DTi electronic port for the Di2 battery, and the full carbon adjustable dropouts.

03 Frontal view of the assembled timemachine TM01 frameset. Front and rear brakes disappear, the hinge fork design reduces the frontal surface for maximum aero performance.



TM01 Dura Ace Di2

- p2p x subA
- Aero hinge fork, pure carbon, with p2p & subA
- Shimano Dura Ace Di2
- Integrated design
- Profile PX-2 incl. Profile Carbon extensions
- Integrated design, with p2p
- Zipp 808 Firecrest
- Team Red

subA
aerodynamic maximization

p2p
position to perform

aero hinge fork

DTi
dual transmission integration

BB30
interface

TM01 Ultegra Di2

- p2p x subA
- Aero hinge fork, pure carbon, with p2p & subA
- Shimano Ultegra Di2
- Integrated design
- Profile Svet Zero incl. T2+ Cobra Carbon Extns.
- Integrated design, with p2p
- Mavic Ksyrium Equipe S WTS
- Aloha

subA
aerodynamic maximization

p2p
position to perform

aero hinge fork

DTi
dual transmission integration

BB30
interface



timemachine TM01 aero series

TM01 Ultegra

- p2p x subA
- Aero hinge fork, pure carbon, with p2p & subA
- Shimano Ultegra
- Integrated design
- Profile OZero incl. T2+ Cobra Carbon Extns.
- Integrated design, with p2p
- Mavic Aksium S WTS
- Silver

subA
aerodynamic maximization

p2p
position to perform

aero hinge fork

DTi
dual transmission integration

BB30
interface



High-tech aero performance

The timemachine TM02 shares most of the TM01's revolutionary technologies. The Sub^{A} concept reduces drag to a minimum by the use of tripwire technology and truncated profiles. The p2p seatpost offers a huge adjustment range that makes sure you find your perfect position. Like the timemachine TM01, a high level of integration takes components out of the wind and into the frame.



EWZ-Powerteam, Andrea Salvisberg, Ironman 70.3, Rapperswil, Switzerland.

TM02 Ultegra

p2p x subA
Aero fork, carbon, with subA
Shimano Ultegra
Integrated design, Shimano Ultegra
Profile OZero incl. T2+ Extns.
Easton, EA50
Mavic Aksium S WTS
White

subA
aerodynamic maximization

p2p
position to perform

aero fork

DTi
dual transmission integration

BB30
interface



TM02 105

p2p x subA
Aero fork, carbon, with subA
Shimano 105
Integrated design Shimano Ultegra
Profile T2 Wing incl. T2+ Extns.
Easton, EA50
Shimano R-501
Blue

subA
aerodynamic maximization

p2p
position to perform

aero fork

DTi
dual transmission integration

BB30
interface



roadclass aero series



BMC Racing Team, Giro d'Italia 2012, Stage 4.



BMC Racing Team, Marcus Burghardt, Tour de Suisse 2012, Stage 8.

roadclass technology

DTi – dual transmission integration

Our frames are future proof. With a growing selection of electronic groupsets, electronic shifting is becoming more popular and affordable. For this reason, all our new road frames are compatible with electronic shifting. You want to update to the latest high-end technology? No problem with a BMC frame. Even our entry level granfondo GF02 bike is compatible with Di2.

DTi leaves you total freedom in your choice of groupsets. The one frame is smartly designed to accept every transmission possibility; electronic or mechanical transmission. That is Dual Transmission integration. You have clean cable routing with mechanical shifting, but if you switch to Di2 no unnecessary cable stops are left, all the holes are in the right place for minimally exposed electronic cables and a clean look.



01



02



03

01 DTi interchangeable head tube cable guides, aero hinge fork and integrated front brake on the timemachine TMR01.

02 DTi electronic port holding the Shimano Di2 battery on the timemachine TM01. The port also gives access to the electronic junctions and the wires of the Di2 groupset.

03 DTi battery placement on the granfondo GF01 frame.

Made to ride fast

You go fast. Very fast. Because you are powerful and you know that with the timemachine TMR01, neither the wind nor your competitors can hold you back. You have the sharpest weapon in a bunch sprint, escape or Olympic distance triathlon.

We took integration to a new level with this bike and used the Sub^ concept to achieve the best aerodynamics while maintaining the stiffness needed for powerful riders.



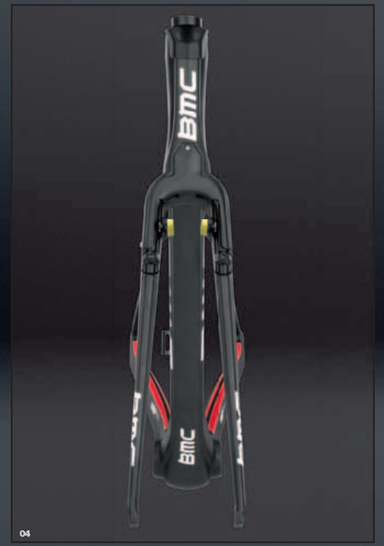
01



02



03



04

01 Integrated rear brake and BB86 bottom bracket. Core stiffness meets system integration.

02 Integrated front brake in the timemachine TMR01 hinge fork.

03 Close look at the truncated profiles and the rear brake integration. Sub^ aero-dynamics and core stiffness.

04 Frontal view of the timemachine TMR01 frameset, with hinge fork and integrated brakes. The clean look speaks for itself.

timemachine TMR01 aero series



TMR01 Dura Ace Di2

- p2p x subA
- Aero road fork, pure carbon, with subA
- Shimano Dura Ace Di2
- Integrated road design
- Easton, EC70 SL3
- Easton, EA90
- Easton, EC90 Aero
- Team Red

subA
aerodynamic maximization

p2p
position to perform

aero road fork

DTi
dual transmission integration

BB86
interface

TMR01 Ultegra Di2

p2p x subA
Aero road fork, pure carbon, with subA
Shimano Ultegra Di2
Integrated road design
Easton, EA70
Easton, EA70
Mavic Cosmic Carbone SL
Stealth

subA
aerodynamic maximization

p2p
position to perform

aero road fork

DTi
dual transmission integration

BB86
interface



TMR01 Ultegra Di2 compact

p2p x subA
Aero road fork, pure carbon, with subA
Shimano Ultegra Di2
Integrated road design
Easton, EA70
Easton, EA70
Mavic Cosmic Carbone SL
Flame

TMR01 Ultegra compact

p2p x subA
Aero road fork, pure carbon, with subA
Shimano Ultegra
Integrated road design
Easton, EA70
Easton, EA70
Mavic Cosmic Elite
White

subA
aerodynamic maximization

p2p
position to perform

aero road fork

DTi
dual transmission integration

BB86
interface



roadclass race series

Direct from the pro peloton

BMC road bikes are built upon a successful heritage in the pro peloton. Racing is in our blood.

Our bikes are raced by the best riders in the world, and those riders actually belong to our own team! Their feedback becomes our knowledge, so we never cease to improve and refine. BMC stands for Swiss precision and design, so all our race bikes share the same genes.

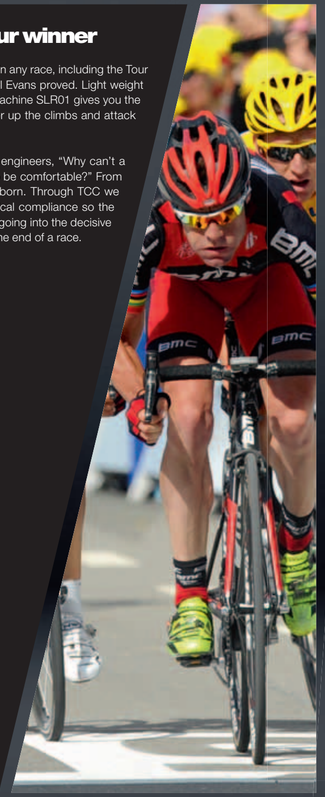


BMC Racing Team, Giro d'Italia 2012, Stage 2, Herning, Denmark.

Grand Tour winner

A bike capable to win any race, including the Tour de France. As Cadel Evans proved. Light weight and stiff, the teammachine SLR01 gives you the confidence to power up the climbs and attack the descents.

We questioned our engineers, "Why can't a top racing bike also be comfortable?" From that idea TCC was born. Through TCC we added enough vertical compliance so the rider still feels fresh going into the decisive moments towards the end of a race.



BMC Racing Team, Cadel Evans, Tour de France 2012, Stage 8.

SLR01 Dura Ace Di2

TCC
teammachine SLR01, pure carbon, with TCC
Shimano Dura Ace Di2
Shimano Dura Ace BR-9000
Easton, EC70 SL3
Easton, EA90
Easton, EC90 SLX
Team Red
Compact

TCC
tuned compliance concept

ESi
electronic shifting integration

balanced
weight reduction

tapered
steerer

BB86
interface

teammachine SLR01 race series

SLR01 Dura Ace compact

TCC
teammachine SLR01, pure carbon, with TCC
Shimano Dura Ace
Shimano Dura Ace BR-9000
Easton, EC70 SL3
Easton, EA90
Easton, EA90 SL
White
Double in Team Red

SLR01 Sram Red compact

TCC
teammachine SLR01, pure carbon, with TCC
Sram Red
Sram Red
Easton, EC70 SL3
Easton, EA90
Mavic Ksyrium Elite S WTS
Lime
Double in Team Red

TCC
tuned compliance concept

ESi
electronic shifting integration

balanced
weight reduction

tapered
steerer

BB86
interface



Full-on race bike

With the RM01 you get all the genes of a Tour de France-winning superbike at a more affordable price. With its bigger brother, the teammachine SLR01, it shares the industrial design, light weight construction and all the details that make it a recognised race bike. Like the SLR01 it is a great all-rounder, feeling at home on any road.



BMC Racing Team, Tour de France 2012, Stage 16, Col du Tourmalet.

RM01 Ultegra Di2 compact

	TCC, with weave compliance
	racemachine RM01, pure carbon, with TCC
	Shimano Ultegra Di2
	Shimano Ultegra
	Easton, EA70
	Easton, EA70
	Mavic Ksyrium Elite S WTS
	White
	Double in Blue

TCC
tuned compliance concept

ESi
electronic shifting integration

tapered
steerer

BB86
interface

iSC
integrated skeleton



racemachine RM01 race series

RM01 Ultegra

	TCC, with weave compliance
	racemachine RM01, pure carbon, with TCC
	Shimano Ultegra
	Shimano Ultegra
	Easton, EA70
	Easton, EA70
	DT Swiss R-1650 Tubeless
	Blue
	Compact in White

TCC
tuned compliance concept

ESi
electronic shifting integration

tapered
steerer

BB86
interface

iSC
integrated skeleton



Design and integration

You want an affordable carbon bike, but not the look and performance of a generic frame? The roadracer SL01 inherits the pedigree of World Tour winning bikes with distinctive BMC design and attention to detail like cleanly integrated cables or the airfoil seatpost. The perfect bike to enter the exciting world of road racing.



BMC Racing Team, Paris-Nice, Stage 7, Sisteron, France.

SL01 Ultegra

iSC
Straightedge SL TP 048, carbon
Shimano Ultegra
Shimano Ultegra
Easton, EA30
Easton, EA70
Mavic Ksyrium Equipe S WTS
White
Triple

iSC
integrated skeleton

ESi
electronic shifting integration

unidirectional
pure carbon

tapered
steerer





SL01 105

iSC
Straightedge SL TP 048, carbon
Shimano 105
Shimano 105
Easton, EA30
Easton, EA70
Mavic Aksium S WTS
Red
Triple

SL01 Ultegra Di2

iSC
Straightedge SL TP 048, carbon
Shimano Ultegra Di2
Shimano Ultegra
Easton, EA30
Easton, EA70
Mavic Aksium Elite
Team Red

iSC
integrated skeleton

ESi
electronic shifting integration

unidirectional
pure carbon

tapered
steerer





crosscountry series 64-91



allmountain series 92-101



sport series 102-105

mountainbikeclass

Swiss mountains

+ Swiss precision = mountainbike Swissness

Because Swiss people are so precise, Switzerland is famous for watches and banks. Switzerland is also famous for the Alps.

There are 206 mountains in Switzerland. 48 of the highest Alpine summits are located in Switzerland, all towering above 4,000m. Switzerland maintains a 62,000km network of high-quality trails, including 23,000km in mountain areas. We ride those trails. That's why we build the best mountainbikes, it's in our nature.

BMC Trailcrew riders Tobias Woggon and Guillaume Farin exploring the trails in Lenzerheide.

mountainbikeclass crosscountry series

Smoother is faster

Today we are confident to say: 29er wheels make faster bikes. It is a strong statement, but we definitely believe in big wheels and their potential in technical terrain.

Our bikes are developed on Alpine single-tracks, and race proven on the World Cup circuit. Is there any better testing ground? We are proud of the result: faster bikes with no compromise.



BMC MTB Racing Team, Moritz Milatz and Alexandre Moos, Cape Epic 2012, RSA.

mountainbikeclass technology

Four Steps

An inside view of our development process, described in four main steps.

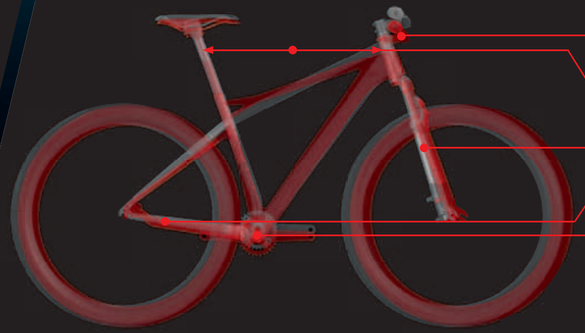
1. Requirements

We always start a new project by asking ourselves the following questions: Who do we build the bike for? What will the user do with our bike, where and how does he ride? What does he really need? By answering those questions, we define the main characteristics needed for the bike.

light **fun** **strong** fast **altitude** **quick** stable **long** singletrack **simple** **climbs** reactive **desire** comfortable **challenge** elevation **durable** jump **stiff** **design** **smooth** responsive **hardcore** **straightforward** clever **good** long **engineering** **mountains** beautiful **low** trails **benchmark** descents **efficient** technical **flow**

2. Geometry

Example of BWC



- **lower stack height**
- **longer top tube**
- **slacker head angle**
- **shorter chainstays**
- **lower bottom bracket**

- **efficiency**
- **comfort**
- **position**
- **control**
- **strength**
- **agility**
- **weight**
- **stiffness**

3. Suspension

The goal:
Combining control, comfort and efficiency.

The solution:
advanced pivot system.









4. Testing







The fastest carbon hardtail

Cross country racing: Think again about what it means, about what you need…

You want to be fast. Everywhere and for a long time. For that we built a super light and super smooth bike that handles like a dream. TCC carbon technology and BWC geometry are refined together to get the best ever performance out of 29er wheels. Confidence + efficiency = speed. Isn't it simple?


01



02



03



04

01 Full carbon dropouts with natural born postmount and replaceable derailleur hanger.

02 BB90 Pressfit bottom bracket with chain catcher plate and down tube cable routing.

03 TCC frame construction with lowered seat stays and crosslock, provides vertical compliance and traction.

04 Increased downtube cross sections are connected to a tapered head tube and a wide seat tube for maximum lateral and torsional stiffness.

teamelite TE01 29 crosscountry series



TE01 29 XTR

	iSC
	Fox 32 Float CTD Adj FIT Fac Kashima
	Shimano XTR
	Shimano XTR 180mm ICE-Tech
	Easton, EC70 XC Flat
	Easton, EA90
	Easton, EA90 XC
	Brown

BWC
big wheel concept

TCC
tuned compliance concept

natural born
postmount

tapered
steerer

BB90
interface

front travel
range 100

teamelite TE01 29 crosscountry series

TE01 29 XX

- iSC
- DT Swiss XMM Single Shot Carbon tap Steerer
- Sram XX
- Sram XX 180mm
- Easton, EC70 XC Flat
- Easton, EA90
- DT Swiss XR 1450 SPLINE
- Team Red

BWC
big wheel concept

TCC
tuned compliance concept

natural born
postmount

tapered
steerer

BB90
interface

front travel
range 100





TE01 29 XO

- iSC
- Fox 32 Float CTD FIT Factory 100mm w/Remote
- Sram XO
- Sram XO CARBON 180mm
- Easton, EC70 XC Flat
- Easton, EA70
- Easton, EA70 XCT
- Team Red

BWC
big wheel concept

TCC
tuned compliance concept

natural born
postmount

tapered
steerer

BB90
interface

front travel
range 100

Fast, light, efficient

The teamelite TE02 is a mountain bike made to win cross country races. It shares the carbon design and 29er technology with its World Cup proven brother, the TE01. Trickle down development at its best: sharp and fast handling, smooth and confidence inspiring, all combined into a great value race bike.



BMC Mountainbike Racing Team, Reto Indergand, Mont Saint Anne XC, Canada.

TE02 XT

ISC
Fox 32 Float CTD FIT Perfor 100mm w/Remote
Shimano XT
Shimano XT 180mm
Scor MKII Flat Top Bar
Easton, EA90
DT Swiss X1600
Red

BWC
big wheel concept

TCC
tuned compliance concept

natural born
postmount

tapered
steerer

BB90
interface

front travel
range 100



teamelite TE02 29 crosscountry series

TE02 XT/SLX

ISC
Fox 32 Float CTD O/C Evo 100mm w/Remote
Shimano XT/SLX
Shimano SLX 180mm
Scor MKII Flat Top Bar
Easton, EA90
MAVIC Crossride Disc
White

BWC
big wheel concept

TCC
tuned compliance concept

natural born
postmount

tapered
steerer

BB90
interface

front travel
range 100

teamelite TE03 29 crosscountry series

Big-wheel concept

If we wanted to prove that it is possible to build a bike that is simple, light, and fun, we would create a high-end aluminum hardtail, use 29er wheels and most important design a great geometry with short chain stays and low stack height. Of course we would add some comfort by using the lowered seat stays frame construction. Wait a minute… we already have this bike! It is called teamelite TE03 29.



BMC Mountainbike Racing Team, Moritz Milatz, Pietermaritzburg XC, RSA.

TE03 XT/SLX

iSC	
Fox 32 Float CTD O/C Evo 100mm w/Remote	
Shimano XT/SLX	
Shimano SLX 180mm	
Scor MKII Flat Top Bar	
Easton, EA50	
Alex XD-Comp	
Black	

BWC
big wheel concept

triple butted
aluminium

iSC
integrated skeleton concept

front travel
range 100



TE03 Deore/SLX

iSC	
RockShox Recon Gold TK Solo Air 100mm	
Shimano Deore/SLX	
Avid Elixir 1 180mm	
Scor MKII Flat Top Bar	
Easton, EA50	
Alex XD-Comp	
Gun Metal	

BWC
big wheel concept

triple butted
aluminium

iSC
integrated skeleton concept

front travel
range 100

mountainbikeclass crosscountry series





BMC Product Manager Mountainbike, Matthias Schmid

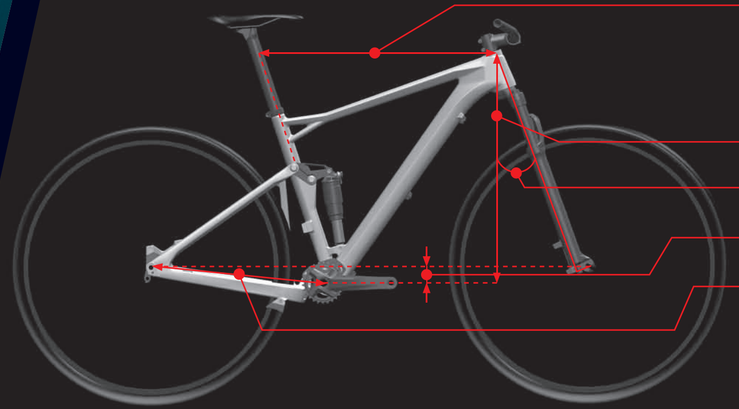
BMC Sales Support Germany, Martina Deisenberger and BMC Bike Engineer Guillaume Farin, Lenzerheide, Switzerland.

mountainbikeclass technology

Geometry

The geometry is the soul of a bicycle. The most important characteristics of a bike, how it handles and how it behaves, can already be achieved by working on the geometry. It doesn't matter how light or strong the frame will be in the end, and it also doesn't matter how well the suspension works: If the geometry isn't just right, the bike simply will not do the job it is designed for.

Example of BWC



- longer top tube
- lower stack height
- slacker head angle
- lower bottom bracket
- shorter chainstays









Race ready, trail proven

Because the fourstroke has so much potential, it fits into many categories. The new FS01 is an amazing bike: light and efficient enough for cross-country racing, yet the big wheels, APS suspension and BWC geometry inspire so much confidence it makes it an incredibly fast and capable trail bike. Actually, it does belong to one category: mountain biking.


01


02


03

01 Carbon rear triangle and APS suspension on the fourstroke FS01 29 complete bike. The dropouts are constructed with 160mm natural born postmount and 12x142 through axle.

02 Optional chain guide mounted on the fourstroke FS01 29 rear triangle, with stainless steel chain-suck protection plate and chain catcher plate on the downtube.

03 BWC geometry on the fourstroke FS01 29 includes a lower stack height and longer top tube, designed to ride with a shorter stem and wider handlebars.

fourstroke FS01 29 crosscountry series



FS01 29 XTR

APS (Rear Travel 100mm)	
Fox 32 FLOAT CTD Adj FIT Fac Kashima 100mm	
Shimano XTR	
Shimano XTR 180mm ICE-Tech	
Easton, EC70 XC Flat	
Easton, EA90	
Easton, EA90 XC	
Brown	

BWC
big wheel concept

APS
advanced pivot system

natural born
postmount

tapered
steerer

BB90
interface

full travel
range 100

fourstroke FS01 29 crosscountry series

FS01 29 XX

- APS (Rear Travel 100mm)
- DT Swiss XMM Single Shot Carb tapered Steerer
- Sram XX
- Sram XX 180mm
- Easton, EC70 XC Flat
- Easton, EA90
- DT Swiss XR 1450 SPLINE
- Team Red

BWC
big wheel concept

APS
advanced pivot system

natural born
postmount

tapered
steerer

BB90
interface

full travel
range 100



FS01 29 XO

- APS (Rear Travel 100mm)
- Fox 32 Float CTD FIT Performance 100mm
- Sram XO
- Sram XO CARBON 180mm
- Easton, EC70 XC Flat
- Easton, EA90
- Easton, EA70 XCT
- Team Red

BWC
big wheel concept

APS
advanced pivot system

natural born
postmount

tapered
steerer

BB90
interface

full travel
range 100



XC? Trail? Mountainbike!

The fourstroke FS02 29 uses the carbon front triangle, the APS suspension and the BWC geometry from our flagship FS01 29, combined with an aluminum rear end. We see it as a trail capable race bike; the perfect companion for a bike marathon race, a tour in the Alps, or just a short blast through your local trails.

FS02 – Trailcrew edition

Built to race the trails

The Trailcrew was created to strengthen our products on the alpine MTB segments. As a part of this concept, we now offer our fourstroke FS02 29 in a more trail-oriented version called Trailcrew, equipped with reliable and functional components such as the Reverb seatpost, bash guard crankset and longer travel suspension fork.



BMC Trailcrew, Guillaume Farin, Lenzerheide, Switzerland.

FS02 29 Trailcrew

	APS (Rear Travel 100mm)
	Fox 32 Float CTD FIT Performance 120mm
	Race Face/Sram X9
	Avid Elixir 7 180mm
	Scor MKII Flat Top Bar
	Easton, EA70
	DT Swiss M 1800 Tubeless
	Blue

BWC
big wheel concept

APS
advanced pivot system

natural born
postmount

tapered
steerer

BB90
interface

full travel
range 100



fourstroke FS02 29 crosscountry series

FS02 29 XT

	APS (Rear Travel 100mm)
	Fox 32 Float CTD FIT Performance 100mm
	Shimano XT
	Shimano XT 180mm
	Scor MKII Flat Top Bar
	Easton, EA70
	DT Swiss X1800
	White

BWC
big wheel concept

APS
advanced pivot system

natural born
postmount

tapered
steerer

BB90
interface

full travel
range 100



Confidence inspiring

We really believe in the potential of 29er wheels and we carried our big wheel concept through the whole fourstroke range. The fourstroke FS03 29 is the full aluminum version which inherits the suspension and geometry of its brothers, as well as the amazing capability which makes our fourstrokes great all-rounders.



BMC Sales Support Germany, Martina Deisenberger and BMC Bike Engineer Guillaume Farin, Lenzerheide, Switzerland.

FS03 29 SLX/XT

APS (Rear Travel 100mm)	
Rock Shox Reba RL	
Shimano SLX/XT	
Shimano SLX 180mm	
Scor MKII Flat Top Bar	
Easton, EA50	
MavicCrossride Disc	
White	

BWC
big wheel concept

APS
advanced pivot system

triple butted
aluminium

iSC
integrated skeleton concept

full travel
range 100



fourstroke FS03 29 crosscountry series

FS03 29 SLX

APS (Rear Travel 100mm)	
Rock Shox Recon Gold TK	
Shimano SLX	
Shimano Deore 180mm	
Scor MKII Flat Top Bar	
Easton, EA50	
Alex XD-Comp	
Gun Metal	

BWC
big wheel concept

APS
advanced pivot system

triple butted
aluminium

iSC
integrated skeleton concept

full travel
range 100



mountainbikeclass technology

Suspension

Kinematics is the mechanical science behind supension performance. We always define the geometry first, then we optimize the pivot placement by iterative calculation. The APS suspension gives us enough freedom to fine tune the response of the system, independently for each suspension parameter. The goal for our BMC suspension is always to find the perfect balance of comfort, control and efficiency, for any kind of bike.

The process

1.
2D sketches



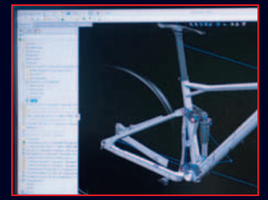
2.
Calculation



3.
Industrial design



4.
3D drawings



5.
Prototype production



6.
Testing and shock tuning



The result

comfort



control



efficiency



Technical all-rounder

The speedfox is a light and efficient bike with a well balanced suspension offering both climbing performance and downhill capability. It will not let you down, whether on technical trails or fast, rough descents. The speedfox is a reliable and versatile partner for all riding situations.



BMC Trailcrew, Tobias Woggon in Norway.

SF01 XT

APS (Rear Travel 120mm)	
Fox 32 Float CTD O/C Evolution 120mm	
Shimano XT	
Shimano XT 180mm	
Easton, EA70 Rise Bar	
Easton, EA70	
DT Swiss X 1600	
Black	

APS
advanced pivot system

triple butted
aluminium

iSC
integrated skeleton concept

full travel
range 120



SF01 SLX/XT

APS (Rear Travel 120mm)	
Fox 32 Float CTD O/C Evolution 120mm	
Shimano SLX/XT	
Shimano SLX 180mm	
Scor MKII Rise Bar	
Easton, EA70	
Alex XD-Comp	
White	

SF01 Deore/SLX

APS (Rear Travel 120mm)	
RockShox Recon Gold Solo Air 120mm	
Shimano Deore/SLX	
Avid Elixir 1 180mm	
Scor MKII Rise Bar	
Easton, EA50	
Alex XD-Comp	
Gun Metal	

APS
advanced pivot system

triple butted
aluminium

iSC
integrated skeleton concept

full travel
range 120



mountainbikeclass allmountain series

Swiss trail technology

Born on Swiss singletracks, the trailfox is the ultimate bike for challenging trail riding. Our bikes were developed with a very clear target; to be like Swiss army knives: versatile, easy to use, durable and light weight. More than just a bike, we build the perfect tool to conquer all mountains.



BMC Trailcrew, Tobias Woggon, La Palma.

mountainbikeclass technology

Testing

Owning a modern and well equipped test lab facility is clearly a good thing. It allows us to simulate any kind of load in specific areas of the frame and precisely measure and evaluate the behavior of each component. It is good but not enough. What happens on the trail just cannot be computerized. We rely on our athletes to expose our prototypes and products to the most severe and varied conditions.



Weight

The target weight is defined with the requirements. The carbon structure and the molding process are refined until the expectations are met.

Strength

Our products are first tested to the CEN standard, but they must also meet our internal requirements and of course withstand the hard riding tests from our athletes.

Stiffness

Our stiffness targets are defined at the start of the project, and we have a huge database to back up our testing. But the most important is always the feedback from the riders regarding control, precision and efficiency.













Ride all mountains

The trailfox has been refined over the years as the "Swiss army knife": versatile, durable and the best companion to face challenging trails. The TF01 is the full carbon version within the trailfox family and an exceptional mountain bike. It is the lightest trail bike on the market and a recognized class leader.







01 Carbon rear triangle with 180mm natural born postmount and 12x142 through axle on the trailfox TF01.

02 APS suspension, 150mm of travel tuned for comfort, control and efficiency.

03 Optional BMC chainguide mounted below the chain stay, available for 2x and 3x cranksets. Coupled with Shadow+ or Type II rear derailleurs, the chain simply stays where it belongs.

TF01 XTR

APS (Rear Travel 150mm)
Fox 32 Talas CTD Adj FIT Fac Kashima 150mm
Shimano XTR
Shimano XTR 180mm ICE-Tech
Easton, Haven Carbon
Easton, Haven
Easton, Haven Carbon
Brown

APS
advanced pivot system

natural born
postmount

tapered
steerer

full travel
range 150

trailfox TF01 allmountain series



TF01 XO

APS (Rear Travel 150mm)
Fox 32 Talas CTD FIT Performance 150mm
Sram XO
Sram XO Carbon 180mm
Easton, Haven Carbon
Easton, Haven
Easton, Haven
White

APS
advanced pivot system

natural born
postmount

tapered
steerer

full travel
range 150

Born on alpine trails

The trailfox TF02 combines the carbon front triangle from our flagship model TF01 with an aluminum rear triangle. Light, stiff and reliable, it offers the full trailfox experience. The APS suspension is tuned for the perfect balance of comfort, control and efficiency. Ride any trail, any day on our trailfox, and you will come back satisfied.

TF02 Trailcrew

Enduro racer's choice

The BMC Trailcrew was created to strengthen our products on the alpine MTB segments. Because we see so much potential in our trailfox frame, we decided to build a more gravity oriented version, called Trailcrew. This specification has been optimized for durability and includes bigger forks, stronger tires and a special chain device.



Olympic BMX rider Roger Rinderknecht, La Palma.

TF02 XT

- APS (Rear Travel 150mm)
- Fox 32 Talas CTD FIT Performance 150mm
- Shimano XT
- Shimano XT 180mm ICE-Tech
- Easton, Haven
- Easton, Haven
- DT Swiss M 1800 Tubeless
- Gun Metal

APS
advanced pivot system

full travel
range 150



TF02 Trailcrew

- APS (Rear Travel 150mm)
- Fox 34 Talas CTD FIT Performance 150mm
- Race Face/Sram X9
- Avid Elixir 7 200mm/180mm
- Easton, Haven
- Easton, Haven
- DT Swiss M 1800 Tubeless
- Lime

APS
advanced pivot system

full travel
range 150



Versatile trail bike

There has always been an aluminum trailfox frame in the BMC line, and the new trailfox TF03 continues the tradition. We keep the weight low and the strength high by using the best-quality aluminum tubing and processes. This is not an entry level design; suspension performance and geometry are directly transferred from our benchmark trailfox TF01.



BMC Trailcrew, Tobias Woggon on the trails in Norway.

TF03 SLX/XT

APS (Rear Travel 150mm)
Fox 32 Talas CTD FIT Performance 150mm
Shimano SLX/XT
Shimano SLX 180mm
Easton, Vice
Easton, EA50
DT Swiss M1900
White

APS
advanced pivot system

triple butted
aluminium

iSC
integrated skeleton concept

full travel
range 150



TF03 Deore/SLX

APS (Rear Travel 150mm)
Fox 32 Talas CTD FIT Performance 150mm
Shimano Deore/SLX
Shimano Deore 180mm
Easton, Vice
Easton, EA50
DT Swiss M1900
Green

APS
advanced pivot system

triple butted
aluminium

iSC
integrated skeleton concept

full travel
range 150

trailfox TF03 allmountain series

mountainbikeclass sport series

Biking for all

Because we all started somewhere, we know it's important to get it right in the first place. Our blast and sportelite bikes offer the best for those who are new to the sport. Function, style and simplicity, we don't leave anything or anyone behind.



Lenzerheide, Switzerland.

First experience

The sportelite is a quality bike at the entry-level of our mountainbike product range. A simple but efficient bike built around a light-weight and durable aluminium frame, and equipped with traditional 26 inch wheels.



SE01 SLX/Deore

XC Hardtail
Rock Shox Recon Gold TK Solo Air 100mm
Shimano SLX/Deore
Avid Elixir 1 160mm
Scor MKIII Riser Bar
Easton, EA50
Alex TD17
White

triple butted
aluminium

front travel
range 100





SE01 Alivio/Deore

XC Hardtail
SR Suntour XCM MLO 100mm
Shimano Alivio/Deore
Avid Elixir 1 160mm
Scor MKIII Riser Bar
Easton, EA50
Alex X2100
Red

triple butted
aluminium

front travel
range 100

BL24

XC Hardtail
SR Suntour M3010
Shimano Acera
Tektro V-brake
Alloy
Alloy
Alex Z1000
Red

triple butted
aluminium

front travel
range 50

BL20

XC Hardtail
SR Suntour M3010
Shimano Acera
Tektro V-brake
Alloy
Alloy
Alex Z1000
Yellow

triple butted
aluminium

front travel
range 35



blast BL24 / BL20

BMC quality for kids as well.

The first bicycle shouldn't just be fun, but reliable and user-friendly as well. We figure we owe the kids features such as reliable braking, a low standover height and cool design.



lifestyleclass

Extraordinary bikes, daily challenges

Our lifestyle models are developed for people who live on their bikes, day in, day out.

Commute to work, ride to the gym, pick up something at the store… After more than ten years of development in Switzerland, BMC mountainroad series bicycles are ready to help you enjoy every ride, every day, wherever you live.

BMC Racing Team, Jeremiah Ranegar, Soigneur, Tour de France 2012, Stage 9.

Powered by Gates Carbon Drive

At BMC, racing forms part of our brand identity. Our stylish, stealthy alpenchallenge bikes have been used outside of competition by the BMC Racing Team athletes and staff for years. Their feedback continues to help us develop new, high-performance solutions relevant to everyday cyclists.

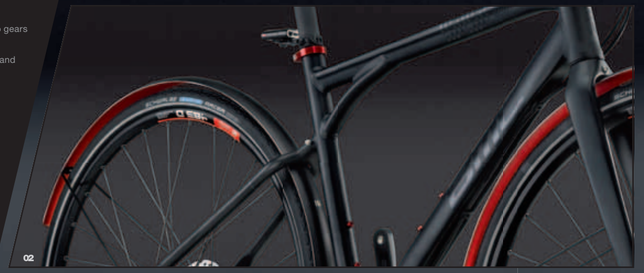
Gates Carbon Drive also develops premium, innovative, race proven products with clear benefits to daily riders. We quickly recognized that their carbon-fiber-reinforced belts are quieter, lighter, cleaner, longer lasting, kinder to the environment and require far less maintenance than traditional steel chains. Our urbanchallenge was developed from the very start with Gates compatibility as a key requirement.

The UCI might not be ready to accept Gates Carbon Drive belts on road-racing bikes, but the BMC Racing Team already enjoys all of the benefits on their urbanchallenge UC01 bikes. Press officers roll out to conferences, and arrive clean and ready for the cameras. Mechanics appreciate that rain or shine, they only need keep the tires inflated. Soigneurs quietly and quickly approach finish lines to support our riders. Racers make in town espresso runs on convenient, lightweight, high tech machines at home in the off season.

If you're also ready to throw away the chains that bind, a BMC urbanchallenge UC01 with Gates Carbon Drive will help you escape everyday frustrations with a smile.



01



02

01 Gates Carbon Drive and Shimano Alfine internal hub gears propel the urbanchallenge UC01.

02 The urbanchallenge UC01 is specified with stealthy and minimalistic Curana fenders.

UC01 Alfine 11

- iSC
- urbanchallenge disc concept, carbon
- Shimano Alfine, with Gates CDX-CT
- Shimano M575, 160mm rotors
- SCOR MKI Urban, carbon fiber
- SCOR MKI Urban
- DT Swiss 485d
- Black

triple butted aluminium

belt drive compatible



urbanchallenge UC01 mountainroad series

UC01 Alfine 8

- iSC
- urbanchallenge disc concept, aluminium
- Lasco, with Gates CDC-MP
- Shimano M575, 160mm rotors
- SCOR MKII Urban
- SCOR MKIII Urban
- Alex XD Lite
- Black

triple butted aluminium

belt drive compatible



Versatile with style

The alpenchallenge is an extraordinary bike built to face the ordinary challenges of daily life. It combines the speed of a road bike with a mountain bike's heads-up position and controls. Compatibility with convenient accessories makes everyday riding easier. The alpenchallenge delivers climbing efficiency, high speed capability and in town versatility.



AC01 105/Tiagra

- iSC
- alpenchallenge disc concept, carbon
- Shimano 105/Tiagra
- Shimano M575, 160mm rotors
- SCOR MKII Urban
- SCOR MKII Urban
- Alex XD Lite
- Black

triple butted aluminium



alpenchallenge AC01 mountainroad series



AC01 Alivio/Deore

- iSC
- alpenchallenge disc concept, aluminum
- Shimano Alivio/Deore
- Shimano M395, 160mm rotors
- SCOR MKII Urban
- SCOR MKIII Urban
- Alex XD Lite
- Black

AC01 Deore/SLX

- iSC
- alpenchallenge disc concept, aluminum
- Shimano Deore/SLX
- Shimano M575, 160mm rotors
- SCOR MKII Urban
- SCOR MKIII Urban
- Alex XD Lite
- Black

triple butted aluminium



Feature explanations

APS – advanced pivot system
Suspension system that we can tune to achieve the best balance of comfort, control and efficiency in any riding situation and for any type of bike.

Aero hinge fork
A hinge doubles the traditional head tube: The fork shaft tube forms an aerodynamic nose and is not only guided through the head tube.

Airfoil post
Matching seattube and seatpost designs optimized for aerodynamics.

BB30 interface
The bearings are directly pressed in the frame and the axle diameter is 30mm. Improved stiffness to weight over other systems.

BB86 interface
BB shells are directly pressed into the frame. A reliable solution, compatible with all the cranks on the market.

DTi – dual transmission integration
Future proof and very clean cable routing system that is compatible with traditional mechanical gear cables and with the electronic Di2 components from Shimano.

ESi – electronic shifting integration
Specific frameset with cable routing dedicated to electronic Di2 drivetrains from Shimano.

Front travel range
Maximum travel of the front wheel on mountain bikes.

Full travel range
Maximum travel on full suspension mountain bikes.

Initial load indicator
Visual indication of the SAG setting for full suspension mountain bikes.

iSC – integrated skeleton concept
Skeletal reinforcement elements are designed at the tube junctions for better stress distribution.

LSW – load specific weave
Braided carbon frame tubes with load specific fiber orientation.

Natural born postmount
The brake caliper is directly bolted onto the frame, without an additional adapter

p2p – position to perform
Maximum adjustability is built into the stem, handlebar and seatpost.

sub^{A} – aerodynamics maximization
Maximum aerodynamics performance by using technical solutions such as reduced frontal surface, tripwires and 3:1 truncated profiles.

SNC – shell node concept
Frame tubes are connected by high strength half-shells made out of injected thermoplastic with a large proportion of carbon fibers.

Tapered steerer
Tapered head tube and fork shaft. Improved stiffness to weight over a straight steerer tube.

TCC – tuned compliance concept
Careful selection of shapes and carbon composite materials to increase vertical compliance while maintaining high levels of lateral and torsional stiffness.

Triple butted aluminum
Tube set made out of aluminum alloy with three different wall thicknesses along the tube.

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MTB p. 90: Manfred Stromberg

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