

For immediate release

New Teammachine from BMC Switzerland

– the Evolution of Acceleration

Grenchen, Switzerland June 1st, 2017

A World Championship and an Olympic title, countless Grand Tour stages, and numerous Classics – the Teammachine has won them all. Now, one of the best just got better. BMC Switzerland presents the new Teammachine: bearing testament to its unwavering commitment to engineering and design innovation at the pinnacle of performance cycling.

Targeting riders who take road cycling and racing very seriously, BMC left no stone unturned in the development of the new Teammachine to ensure its dominance of the peloton continues. Harnessing inputs from professional riders and external partners, using ACE Technology to create thousands of virtual prototypes and accelerate the development process – it represents an evolution in cycling technology.

According to Stefan Christ, Head of R&D at BMC Switzerland “Improving the existing Teammachine was no mean feat, it is one of the winningest bikes of all time, and people have asked us “Why even change a winning formula?” The answer is simple: we knew we could create a new, more competitive one! Besides, if you don’t keep on innovating, you get left behind – this really is the case in a performance-driven environment. To create the new Teammachine, we gathered all the inputs, technologies and components we had at our disposal, and identified the areas where we saw the highest opportunity for improvement. From those variables, we defined tangible targets and ran them through ACE to create as many digital prototypes as necessary until we were satisfied with a model that met our criteria.”

While new carbon technology and geometrical structures ensure that challenging weight, stiffness and compliance values are met, and perfectly balanced, the Teammachine also boasts a high level of functional integration – giving it a head-turning, sleek, new look. It is available in two versions, disc brake, and rim brake, giving riders complete freedom of choice.

ACE Technology delivers the Strongest, yet Lightest Generation of the Teammachine

BMC turned once again to its proprietary Accelerated Composites Evolution (ACE) Technology to accelerate the development phase of the new Teammachine and achieve the balanced weight, stiffness, and compliance attributes that it is famous for. New carbon layup, a revised

geometrical structure, oversized tube shapes and an asymmetric frame design are the outcomes of thousands of ACE-generated virtual prototypes.

New Carbon Layup and Geometrical Structure for Improved Performance

When ACE Technology identified the potential for an advanced carbon laminate and tube shapes, BMC's decades of carbon expertise were put to use to create a complex layup using the best carbon grades, to ensure that performance targets are met throughout the Teammachine frame. A stiffer bottom bracket translates into faster acceleration, while its vertical compliance values have also been improved to continue to keep riders fresh on long days in the saddle. Torsional stiffness has been preserved, ensuring that its handling is as lively as that of its predecessor.

The benefits of the Teammachine's carbon design are leveraged through a new non-traditional geometrical structure. Its distinctive seat stay design improves compliance by dampening vibrations through the seat tube – cleverly leading to a more compact rear triangle for increased power transfer and reduced weight.

Asymmetric Design

The fork of the new Teammachine SLR Disc is asymmetric to withstand disc brake-induced forces while at the same time meeting BMC's ambitious weight targets. Further weight reductions stem from BMC's new carbon technology, tube shapes, and innovative proprietary features. The resulting feathery-light disc frameset is only a shade heavier than its rim brake predecessor (MY18 Teammachine SLR DISC: 815g Vs MY17 Teammachine SLR: 790g).

Functional Integration and Cleverly-designed Proprietary Features

The Teammachine SLR01's Integrated Cockpit System (ICS) provides maximum adjustability and gives the frontal area a smooth, sleek look. BMC engineers also cleverly integrated the Di2 junction box, hiding it from sight within the frame. A cleverly-designed, proprietary, 'Direct Frontal Flat-Mount' optimized for 160mm disc brake rotors eliminates extra material to shave off grams. While an integrated seat clamp, called the 'No-Gap Seat Clamp,' allows for the lowering of the seat while enabling the seatpost to flex with a longer lever, thus increasing its compliance. Not satisfied with the alternatives, BMC engineers also developed an ultralight thru-axel and sandwich rear derailleur hanger at the Impec Lab – not a single gram on the new Teammachine frame went unscrutinized.

Sizing, Geometry, and Models

The new Teammachine is available in the following models: Teammachine SLR01 DISC, Teammachine SLR02 DISC, Teammachine SLR01, Teammachine SLR02 and available in sizes 47cm, 51cm, 54cm, 56cm, 58cm, 61cm across the entire range.

Ends

Landing page: <http://www.bmc-switzerland.com/teammachine>

Entire Altitude Series: <http://www.bmc-switzerland.com/bikes/road/#altitude>

About BMC Switzerland

Swiss, Premium, Performance Cycling

BMC Switzerland is a premium, Swiss, bike brand. Established in 1994, the company employs approximately 120 people, worldwide. It is headquartered in Grenchen, Switzerland where it also has its own research and development facility; the Impec Lab. BMC's bikes meet the highest standards in quality, design, and manufacturing and the company invests heavily in research and development to continue to improve its designs and technologies. BMC has written its way into history by supplying bikes for the world's top athletes, winning races such as the Tour de France, the Team Time Trial and Road World Championships, the MTB XCO World Championships, numerous Ironman Championships and the Olympic Road Race.

More information about its products, technologies and racing teams can be found on the [BMC website](#).

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