Create Speed.

Teammachine SLR Series

REDEFINE GRAVITY

Introducing the new generation of our iconic climbing bike.

Redefining balance has redefined gravity.

Higher — refining every profile and unlocking a new level of responsiveness.

This is more than an evolution — it’s the next standard in climbing performance.

Lighter, sharper, and faster — engineered to conquer elevation with uncompromised control.

For over a decade, the Teammachine SLR has defined how the world climbs.

Now, the latest Teammachine SLR series takes that legacy

WHAT IT A MAKES BMC?

We are BMC.

Our roots in Switzerland shape how we work: precise, innovative and dedicated to quality.
Every design, every test and every ride shows our commitment to performance and craftsmanship.
Create Speed.

Create Speed.

CRAZY ATTENTION TO DETAILS

Swiss Cycling Technology

Engineers, designers, and riders —
a team obsessed with performance, precision, and a bit mad. It’s this mindset that pushes us to create what others won’t even try.

Teammachine R 01

REDEFINE RACING

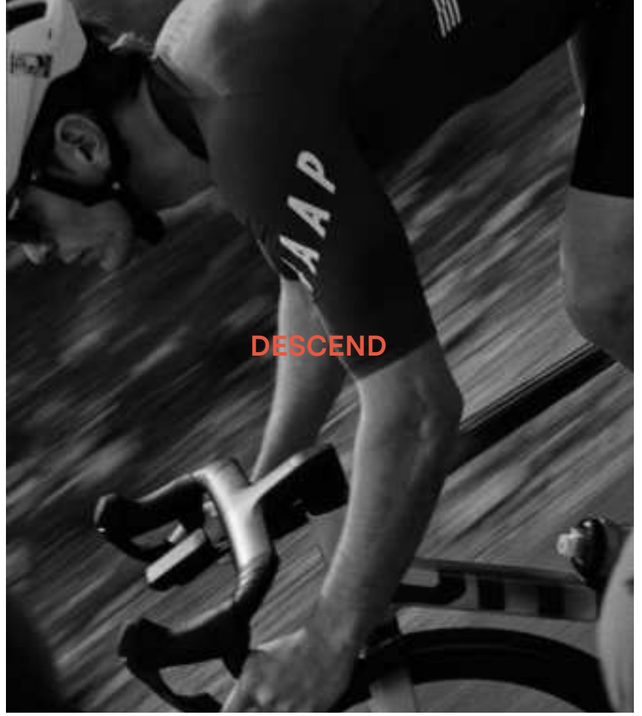
Teammachine SLR 01

REDEFINE GRAVITY

We have two Teammachine platforms: R and SLR.

The Teammachine R 01 is built for racing and is the bike our teams rely on at the highest level.
At the same time, we are equally excited by the SLR which continues writing the Create Speed story.

REDEFINE
GRAVITY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CLIMB

REDEFINE GRAVITY

The new Teammachine SLR series redefines what a climbing bike can be.

Transfers power like a BMC race bike. Stiffness for climbing excellence. An Impec Lab recipe that perpetuates what we believe is the best race formula.

A lightweight build at every aspect of the frame: materials, shapes and even artwork has been revolutionized to reduce weight.

Refined aerodynamics. Learning from the Teammachine R 01, the SLR 01 inherited from new tube profiles. Reduced frontal area, optimized drag: the CdA of this generation 5 is the fastest in it’s category.

BMC Ride Feel doesn’t get old. We maintain all the characteristics that make the Teammachine SLR a true BMC: Compliance, Fit, and Handling.

STIFFNESS
TO
WEIGHT
BMC
PIRELLI

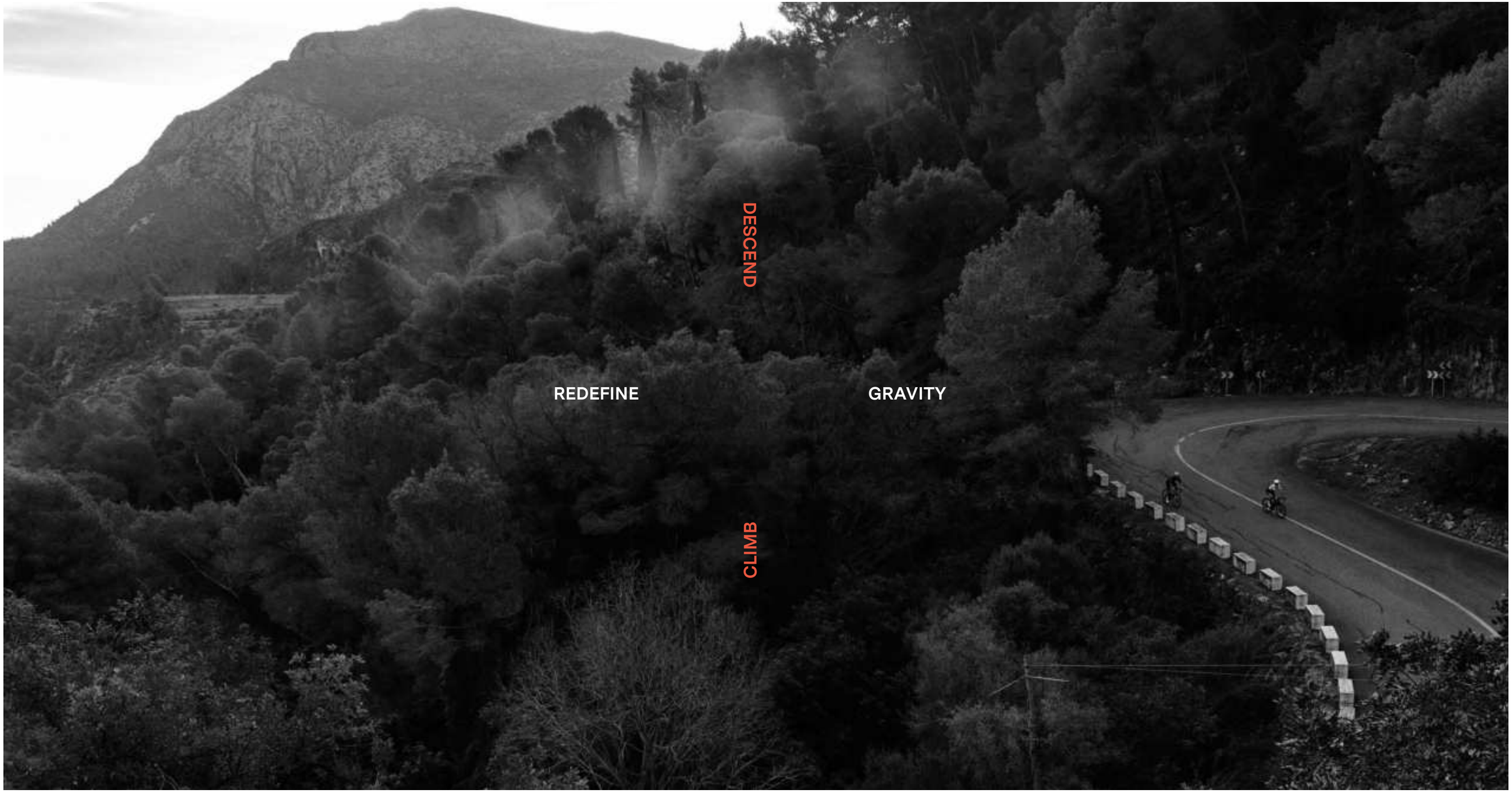
BUILT TO RISE -
WHERE EVERY GRAM COUNTS

Whether it’s switchbacks or summit finishes, the Teammachine SLR series delivers. A precision-optimized carbon layup, aero refinements, and minimal branding — while keeping handling, compliance, and ride feel exactly where elite riders need it.

We are able to maintain the same stiffness as the previous generation, while shaving 222 grams of weight. Yes, 222 grams, 16%, the numbers don’t lie.

The frame alone is only 700g – painted size 54.

From the first pedal stroke, you’ll know: this bike was built for altitude.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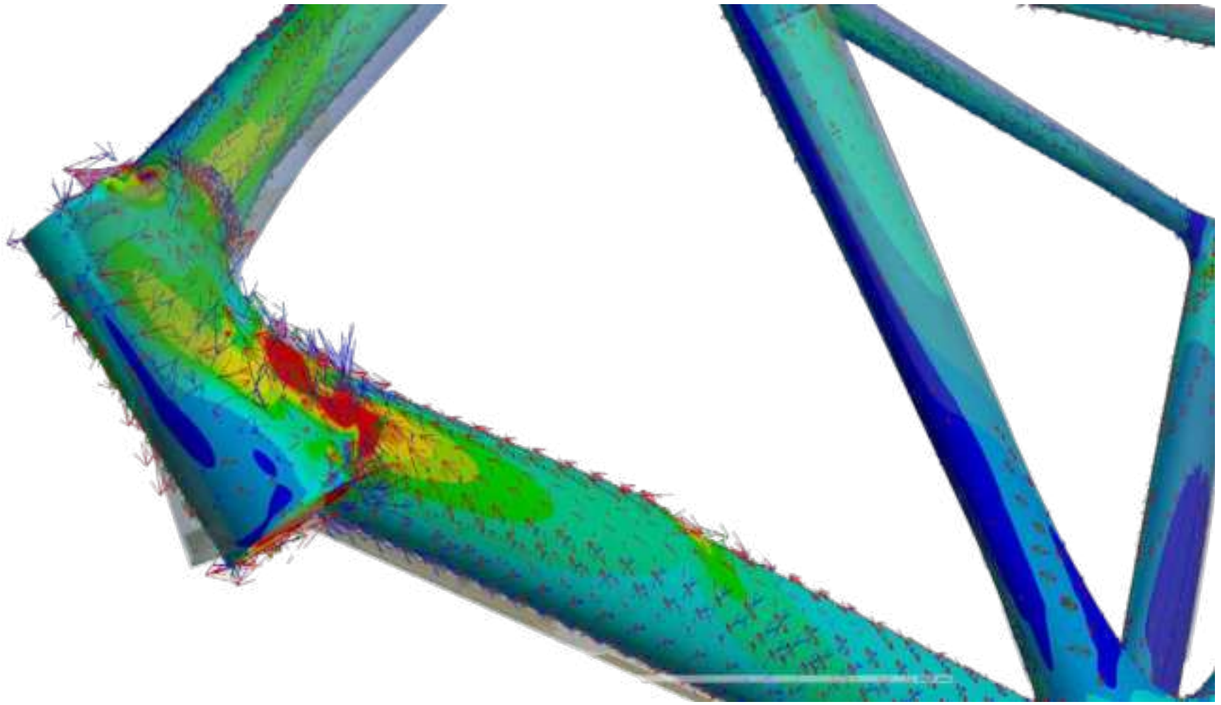
REDEFINE
GRAVITY
CLIMB

FEA — FINITE ELEMENT ANALYSIS.

At BMC, we repeat it continuously, refining each iteration.
Allowing us to build deep expertise and
give real meaning to stiffness values.

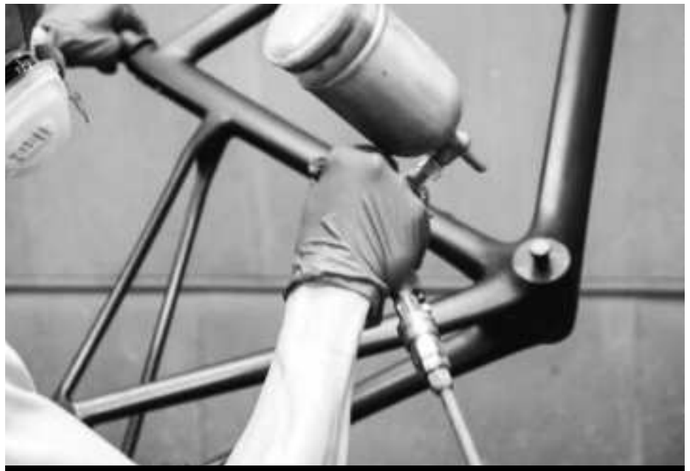
The result: stiffness performance on par
with the Teammachine R 01.



Lightweigth - The SLR diet

Optimized Tube Shapes

Newer Materials



Smarter Artwork

Forget Marginal Gains (Losses)

Frame 700g = -18%*

Fork 339g = -8%*

Seatpost 134g = -27%*

Frameset 1173g = -16%*

*When compared to previous generation of Teammachine SLR 01

Teammachine SLR 01 01 Premium Carbon

- 1173 g frameset weight.
- Lightweight paint.
- Compatible with Di2 and AXS.

Teammachine SLR 01 One	6.5kg
Teammachine SLR 01 Two	6.5kg
Teammachine SLR 01 Three	7.1kg

Teammachine SLR 01 01 Pro Carbon

- Standard paint.
- Compatible with Di2 and AXS.

Teammachine SLR 01 Four	7.4kg
Teammachine SLR 01 Five	7.6kg
Teammachine SLR 01 Six	7.9kg
Teammachine SLR 01 Seven	8.1kg

Teammachine SLR Advanced Carbon

- Standard paint.
- Compatible with Di2, AXS and mech.

Teammachine SLR One	8.3kg
Teammachine SLR Two	8.6kg
Teammachine SLR Three	8.7kg

MY27 line-up weight information. Frame size 54, as pictured, with all accessories.

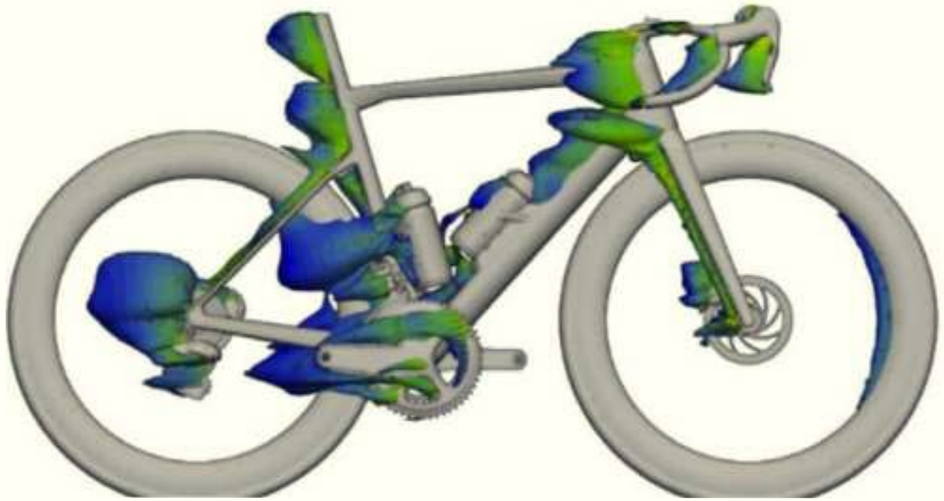
AERODYNAMICS

Sculpted by speed – Integration meets Intelligence

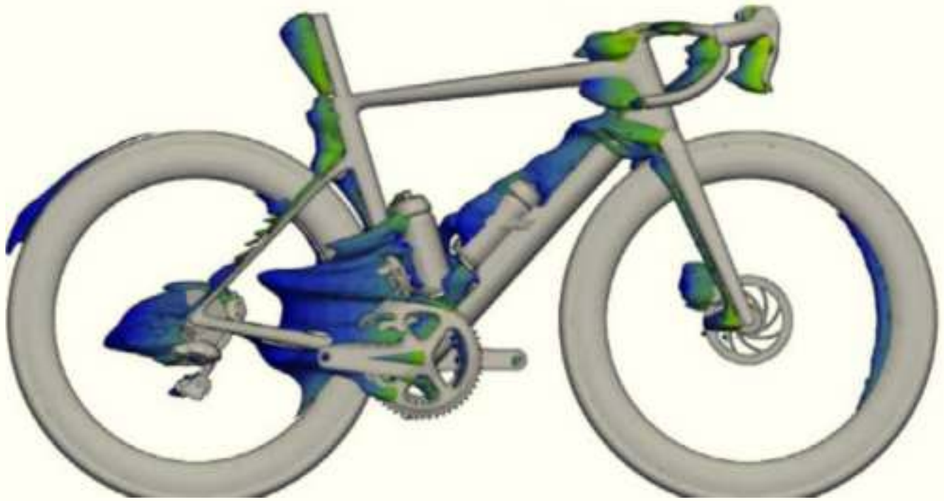
The latest Teammachine SLR series embodies BMC’s relentless pursuit of aerodynamic efficiency and intelligent engineering. Designed for seamless integration, its sculpted frame minimizes drag while preserving the clean, race-focused aesthetics riders associate with BMC. The ICS cockpit systems and full internal cable routing elevate both form and function — delivering a sleek, high-performance system. At the heart of it, is BMC’s continuous investment in innovation, relentless efforts in conquering air flow through Computational Fluid Dynamics simulations, wind tunnel hours, velodrome testing and multiple collaborations between the engineers of their Impec Lab and specialists of the field of aerodynamics.

CFD SIMULATION

Aerodynamics isn’t just about size —
it’s about smart shaping, and we’ve done both.



Teammachine SLR 01 Gen 4

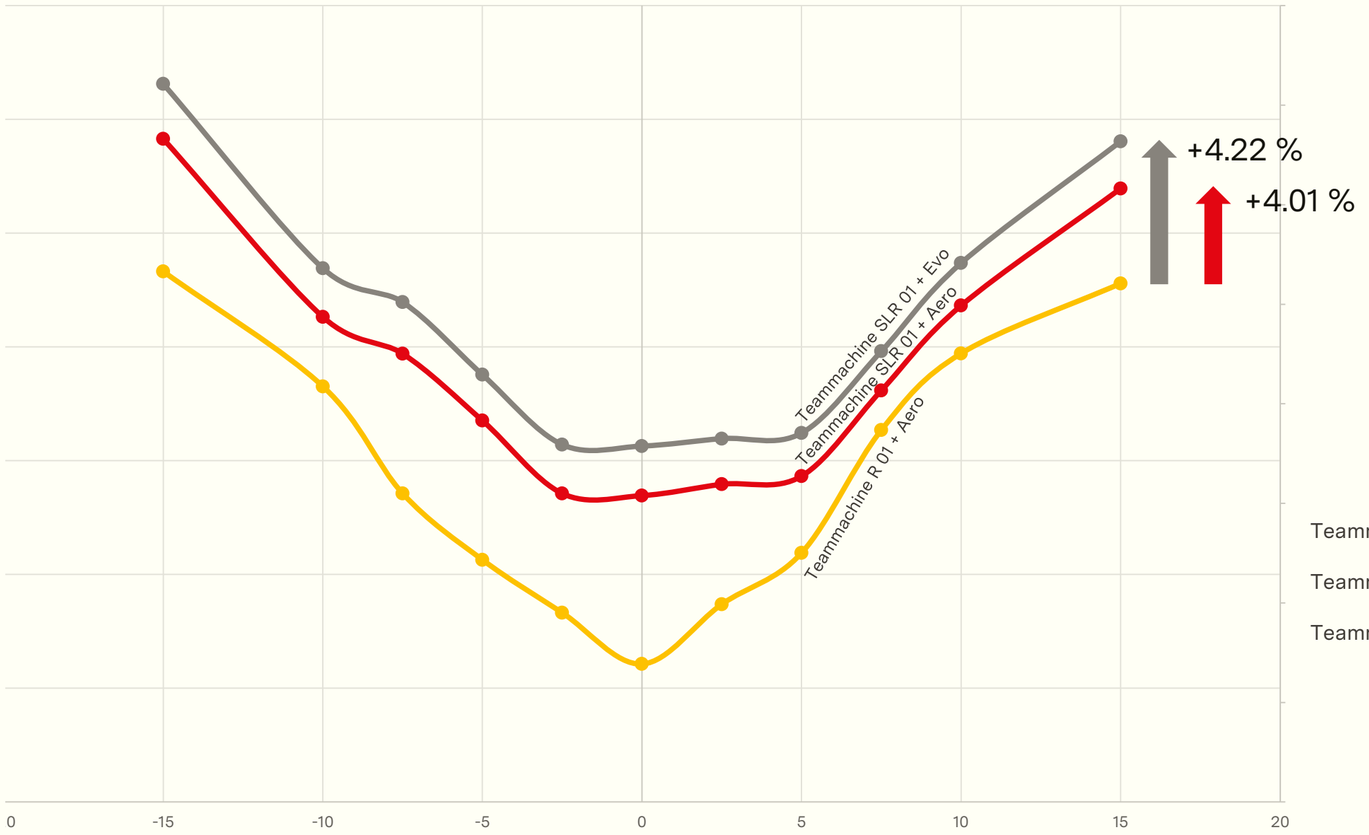


Teammachine SLR 01 Gen 5

AERODYNAMICS

CdA: is the coefficient of aerodynamic drag (Cd) multiplied by the frontal area (A). Firstly, we reduced the “A” with much smaller frontal areas on the headtube, fork blades, downtube, and seatpost. “Cd” (coefficient of aerodynamic drag) is improved by borrowing the shapes of the Teammachine R 01, multiple computed simulations, countless wind tunnels hours, and all the learnings from our continuous interest in aerodynamics.

This is speed shaped by science.



Teammachine R 01 + ICS Aero Cockpit

Teammachine SLR 01 + ICS Aero Cockpit

Teammachine SLR 01 + ICS Evo Cockpit

CdA bike only,

same components,

@ 45kph riding speed

BMC RIDE FEEL

FAST UP. FAST DOWN.

The Teammachine SLR series doesn’t just fly uphill — it’s razor-sharp on the descent.

Take the proven BMC geometry numbers, keeping the magic 63mm trail number and you get the formula for fast downhills.

Together with our “pro peloton” proven geometry, the ride feel is as balanced as it is aggressive. You climb with power. You descend with confidence.

Compliance | Handling | Fit

BMC Ride Feel is the one thing you will always appreciate when you need it the most.

It’s one thing to make a stiff, light and aero bike. It’s another one to make a great riding bike. This is why we never compromise on handling, compliance and fit.

Handling is guaranteed by high stiffness and the magic trail number of 63mm. Whatever the size you ride, the Teammachine SLR is designed to take curves at high speed and with ultimate confidence.

Engineered vertical flex through the frame saves you energy, and helps you to produce power. Seat tube, dropped seat stays, and seatpost are designed to flex and absorb road buzz. It’s not invisible: you get up to 14mm of vertical flex when riding on some gnarly road surfaces that you will inevitably encounter on mountain roads.

100% COMPLIANT
Same compliance as the previous Teammachine SLR series.

100% PREDICTABILITY

Same confidence inspiring handling as Teammachine SLR Gen 4.

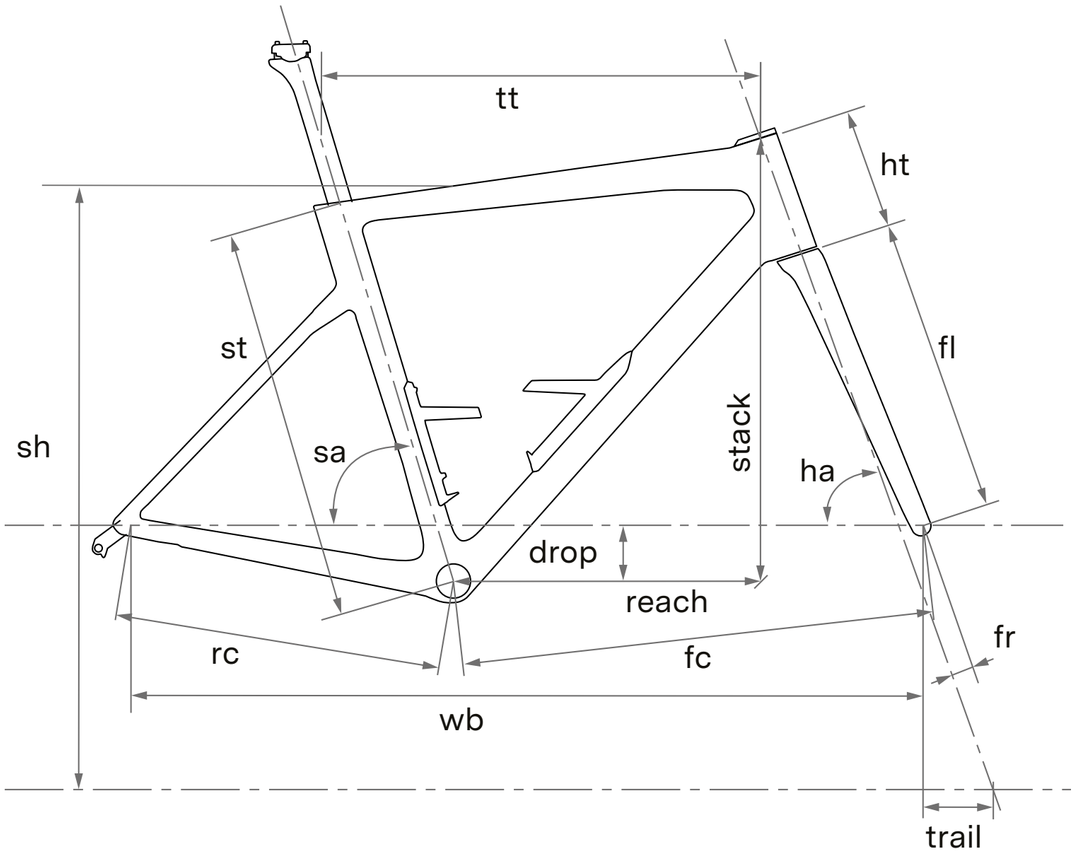
Perfect Trail Number

G E O M E T R Y

Same Geometry as Teammachine R 01

Geometry

Size	47	51	54	56	58	61
Rider height (cm)	<166	166-174	172-180	178-186	184-192	>190
Stack	504	528	548	563	582	606
Reach	368	378	387	393	402	409
Seat Tube (st)	418	463	499	519	541	570
Rear Center (rc)	410	410	410	410	410	410
Front Center (fc)	568	586	589	599	614	630
Wheelbase (wb)	968	986	989	999	1015	1030
BB drop (drop)	69	69	69	69	69	69
Headtube (ht)	108	133	149	165	185	211
Head Tube Angle	71.5	71.5	72.3	72.3	72.3	72.3
Fork Length (fl)	367	367	367	367	367	367
Fork Rake (fr)	48	48	43	43	43	43
Trail	63	63	63	63	63	63
Seat Tube Angle (sa)	74	74	73.5	73.5	73	73



FIT Components
You Deserve the Perfect Fit.

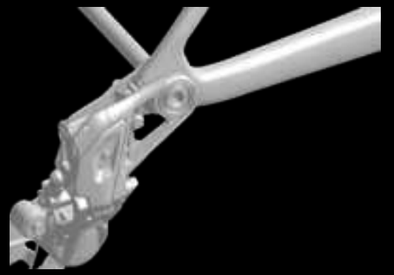
Multiple cockpit and seatpost options allow you to tailor your setup.

Tune your bike or frameset with our one-piece EVO cockpit, the new Aero cockpit, or modular ICS stems.
All SLR models feature the aero-profiled AS10 seatpost, offered in 0, 10, and 25 mm offsets.

FULL MOUNT
Universal Derailleur Attachment Across Platforms.

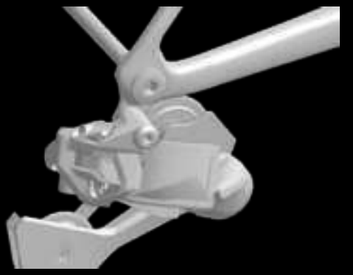
The Full Mount frame design makes the installation of current derailleur attachment universal thanks to the UDH hangers –or – hanger less derailleurs.
The design ensures exact derailleur positioning, maintaining optimal shifting performance under load.

Hanger-less derailleurs
It as well allows for the assembly of hanger less derailleurs such as the latest SRAM derailleurs (RD-RED-1E-E1 for example).



New hanger for SHIMANO Direct Mount on Full Mount frames
SHIMANO Direct Mount such as Shadow RD and Shadow RD+ derailleurs.

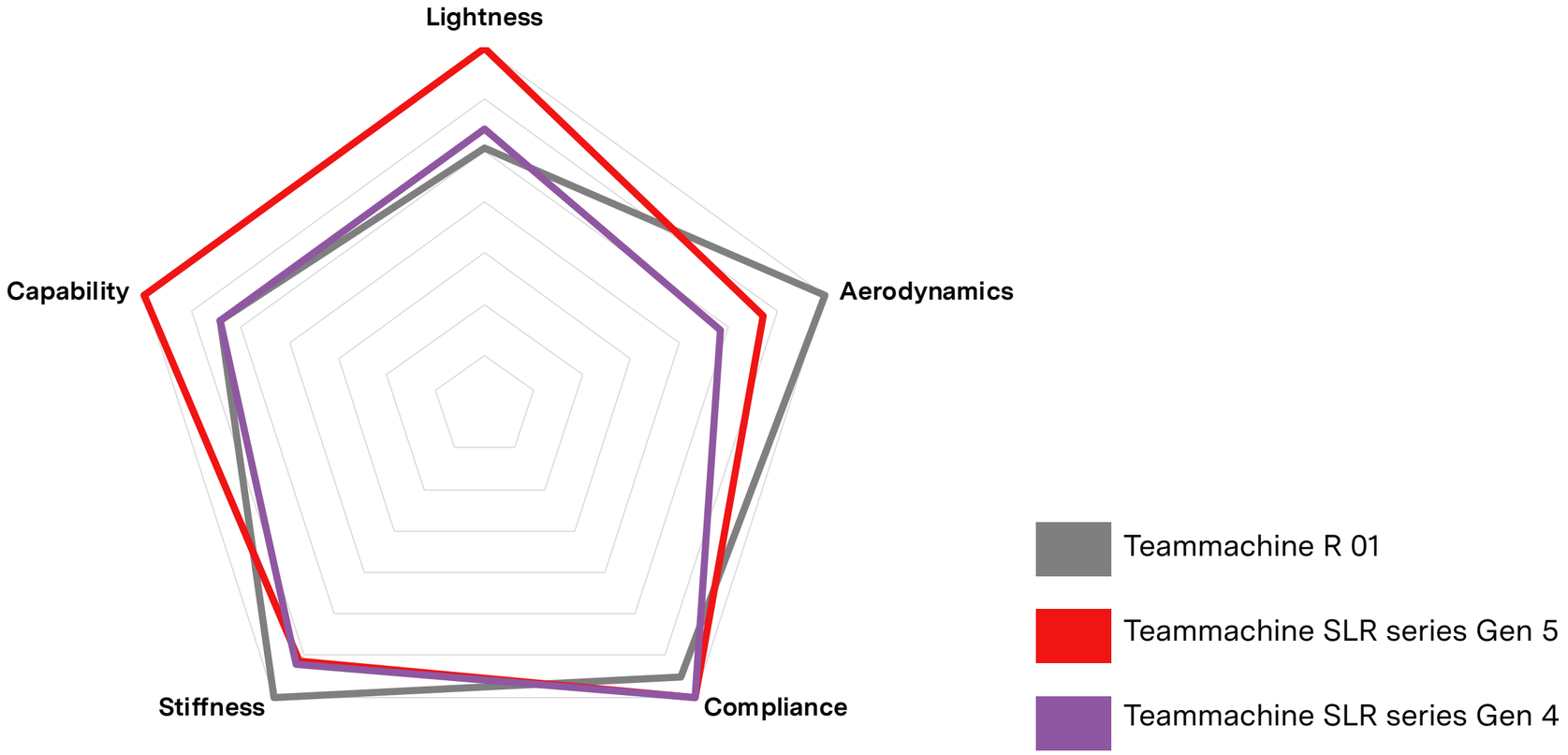
Universal Derailleur Hanger (UDH)
SRAM Classic (RD-RED-E-E1 for example), SHIMANO Direct Attachment and Standard derailleur design.

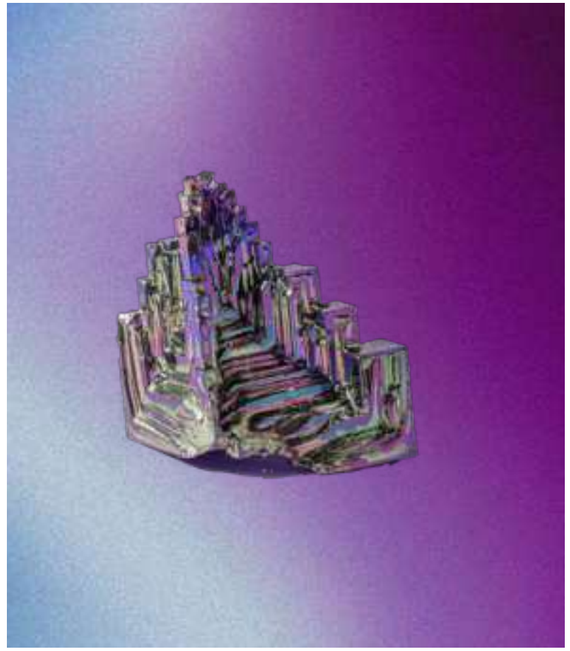


TEAMMACHINE HEAD-TO-HEAD

The Teammachine SLR is engineered to excel in every road scenario, delivering an ideal balance of stiffness, low weight, aerodynamics, and compliance for all-round performance.

The Teammachine R is purpose-built for pure speed, with a strong emphasis on aerodynamics and stiffness to maximize racing efficiency.





BMC

Teammachine SLR 01 Premium

ICS Carbon Cockpit –or- ICS 2 stem
Integrated Cockpit Systems (ICS)

New AeroShape Seatpost

BMC front brake mount

700g frame
High Stiffness-to-Weight

Stealth Dropouts Design

Full Mount

Aerodynamic Optimized Tube Profiles

32mm Tire Clearance

AeroCore Bottle Cages

Teammachine SLR 01 Pro

ICS Carbon Cockpit –or- ICS 2 stem
Integrated Cockpit Systems (ICS)

New AeroShape Seatpost

BMC front brake mount

High Stiffness-to-Weight

Stealth Dropouts Design

Full Mount

Aerodynamic Optimized Tube Profiles

32mm Tire Clearance

AeroCore Bottle Cages

Teammachine SLR Advanced

RSM01 ICS stem
Integrated Cockpit Systems (ICS)

New AeroShape Seatpost

AXS, Di2, Mechanical
Compatibility

High Stiffness-to-Weight
frameset

BMC front brake mount

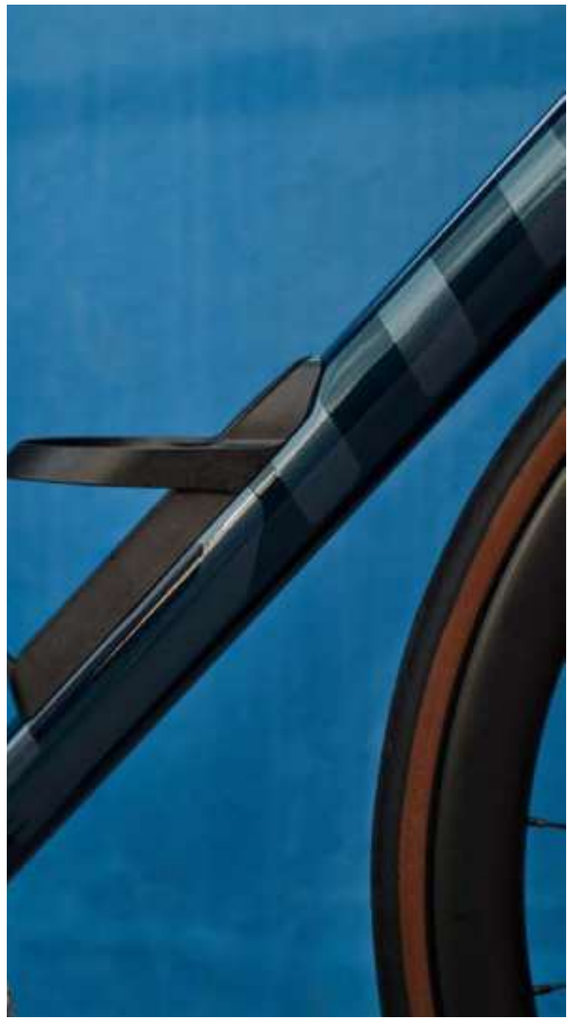
Stealth Dropouts Design

Full Mount

Aerodynamic Optimized Tube Profiles

32mm Tire Clerance

AeroCore ready



QUESTIONS & ANSWERS

How does the Teammachine SLR 01 Gen 5 compare to the Gen 4?
The Teammachine SLR 01 Gen 5 is a much lighter package with 222g saved over the previous generation.
Stiffness numbers are similar as BMC always target Pro rider needs and this hasn‘t changed since 2020. Stiffness is identical between Teammachine SLR 01 Gen 4, Gen 5 and Teammachine R 01.
System‘s Aerodynamic (bike+rider) has been improved a lot over the past generation. The Gen 5 is 2.2% faster than the Gen 4.
If we look at bike only, the difference is 12% making the Teammachine SLR 01 is only 4% slower than Teammachine R 01. Making it the fastest climbing bike on the market from BMC‘s testing.
Tire clearance has been increase from 30mm to 32mm.

What is the weight of the Teammachine SLR 01 bike?
Complete bike weight is indicated on BMC‘s website for a size 54. The Teammachine SLR 01 ONE or TWO weight 6.6kg without pedals (as displayed on the website picture). This makes it one of the lightest and most aerodynamic bikes in its class.

What is the weight of the Teammachine SLR 01 frameset?
The claimed weight for a size 54cm SLR01 frameset is 1‘173g. However, actual weights can vary based on size and paint scheme.

	01 Premium
Frame	700g
Fork	339g
Seatpost	134g

What is the difference in stiffness-to-weight ratio between SLR 01 and R?
Teammachine SLR 01 Gen 5 is 287g lighter than Teammachine R.
Here are the weight of painted size 54 framesets (without hardware):

	Teammachine SLR 01 Gen 4	Teammachine R 01	Teammachine SLR 01 Gen 5
Frame	865	910	700
Fork	345	395	339
Seatpost	185	155	134
Total	1395	1460	1173

Stiffness numbers are almost identical. We don‘t communicate these numbers.

What is the difference between the Teammachine R and SLR models?
The Teammachine R is BMC‘s aero-focused race bike, developed with input from Formula 1 engineers. It features aerodynamic tube shapes and integration, making it suitable for flat and fast courses. The SLR models prioritize a balance between weight, stiffness, and compliance, catering to a broader range of racing scenarios.

How does head tube stiffness compare to the Team Machine R and the old SLR 01 ?
Stiffness numbers are almost identical. We don‘t communicate these numbers.

What are the differences between the Teammachine SLR01 and SLR?
The SLR01 is BMC‘s top-tier model, featuring a lighter frame, integrated cockpit, and premium carbon layup. The SLR models, while still high-performing, have a slightly heavier frame. Both share similar geometry and ride characteristics, but the SLR01 is much lighter.

How does the Teammachine compare to the Roadmachine?
The Teammachine is designed for racing, emphasizing stiffness and responsiveness. In contrast, the Roadmachine offers a more relaxed geometry and increased compliance, making it suitable for endurance rides and rougher terrains.

How much weight does the new fork save over the old SLR?
Only few grams have been saved. 345-339 = 6g. However, this was not the only improvement. Remember, we reduced the frontal area for better aerodynamics and kept a similar stiffness. So saving weight is quite an achievement still.

How much weight does the new BB area save over the old SLR?
We don‘t have the number for a section of the frame. It would be a guess more than a factual claim/statement.

How does the SLR 01 compare aerodynamically to the outgoing SLR?
System‘s Aerodynamic (bike+rider) has been improved a lot over the past generation. The Gen 5 is 2.2% faster than the Gen 4.
If we look at bike only, the difference is 12% making the Teammachine SLR 01 is only 4% slower than Teammachine R 01. Making it the fastest climbing bike on the market from BMC‘s testing.

What is the difference in vertical compliance between the SLR and R?
We don‘t have enough production data to make a precise claim. However, SLR01 is more compliant by about5 to 8% based on our development data.

What size Teammachine SLR 01 should I choose?
BMC provides a sizing guide based on rider height. You can as well refer to the geometry table to compare stack and reach against your current bike.

Is the Teammachine SLR 01 suitable for long rides?
Yes, the Teammachine SLR 01 is designed for both performance and comfort. Its compliance and geometry make it suitable for extended rides without compromising speed.

Can I use wider tires on the Teammachine SLR 01?
Yes, the Teammachine SLR 01 Gen 5 accommodates tires up to 32mm measured, allowing for increased comfort and versatility across various road conditions. Please always control the tire size by measuring it with a caliper, at pressure after having let settle the tire at pressure for some time.

Is the Teammachine SLR 01 easy to maintain?
While the Teammachine SLR 01 features integrated components for aerodynamic efficiency, it is designed to be user-friendly. All assembly steps, spare parts list and maintenance recommendations are available through the Teammachine SLR 01 Gen 5 specific manual (available on BMC‘s website).

Is the Teammachine suitable for indoor trainers?
Yes, BMC carbon frames, including the Teammachine, should be used exclusively with direct-drive trainers that require the removal of the rear wheel.

Why was the top tube made more horizontal than the old SLR? Was it to save weight (if so, how much) did it increase stiffness (if so, how much) ?
Our geometry is exactly the same from Gen 4 to Gen 5. There are some visual differences between tube shapes, tube profile, and tubes connections but nothing was done to the „angle“ of the top tube.
The Teammachine R 01 top tube may look a bit more sloping as the toptube-headtube junction comes a bit higher (same geometry but different junction design).

What computer mount comes or fits the Teammachine SLR?
Computer mount is included with every ICS Carbon cockpit equipped bike. ICS2 stem and RSM01 equipped models are compatible with the optional:30000718 COM ICS1 ICS2 Computer Mount | ICS, ICS2, ICS MTT and RSM01 Stems
Our computer mounts will hold up to a GARMIN Edge 1040 or 1050 or WAHOO Elemnt Roam v2

Can I have flip my RSM01 stem up?
Unfortunately not as it’s not mechanically possible as the RSM01 ICS kit will no longer fit the bottom of the stem.

Why are the bottle cages included with the SLR 01 and not the SLR?
Yes we are including the bottle cages with the 01. These are available after-market for the SLR.Do you have bottle cages included with other brands bikes? So BMC is quite nice right?

Can customers change the cockpit at the point of sale? If someone wanted a different bar, could this be replaced?
Unfortunately, complete bikes are delivered to retailers as specified on our website. BMC does not offer a custom build program.
However, we carefully select components—such as stem length, handlebar width, crank length, and saddle width—to suit the vast majority of riders. While we understand that one setup cannot meet every individual need, we continuously listen to feedback from our retailers and riders to make the best possible choices.
For riders with specific fit or component requirements, we recommend starting with our frameset and cockpit options. Many demanding riders choose this route when planning a custom-built bike tailored to their preferences.

Note that for MY27, the stem length is shorter by about 10mm, bar width is narrower, crank length is one size down, seatpost of 47 and 51 use 0mm offset.

MY27 OEM components sizing (general rules)

Frame	Stem Length	Bar Width	Crank Length	Seatpost Length	Seatpost Offset
47	70 or 80	370	165	335	0
51	90	370	165 or 167.5	335	0
54	90	370	170	385	10
56	100	390	170	385	10
58	110	390	172.5	405	10
61	110	390	172.5	405	10

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