



Media Information
December 10, 2010

BMW Motorrad Canada Announces 2011 Product Updates and Pricing.

The spectacular K1600GT and GTL debut in 2011 while the R1200R and G650GS get extensive upgrades.

Richmond Hill, ON. BMW Motorrad Canada is pleased to announce an expanded product lineup for 2011 with the introduction of the all-new, six-cylinder K1600GT and GTL for 2011, along with a significantly upgraded duo of R1200R models, a thoroughly updated G650GS and a new suite of dynamic colour combinations on much of the model range.

K1600GT and K1600GTL – The Future of Touring

The long-anticipated successor to the BMW's acclaimed K1200LT, the all-new K1600GT and GTL introduce BMW Motorrad's first 6-cylinder powerplant in a sophisticated, "from-the-ground-up" new chassis. Housed in dynamic new aerodynamic bodywork, the new K1600GT and K1600GTL set a new benchmark for competence, presence, comfort and safety in Touring motorcycles.

Powertrain

The heart of both models is an all-new, transverse-mounted, DOHC 6-cylinder inline 1649cc engine, cast in lightweight aluminum. With an output of 160 hp @ 7,750 rpm and torque of 130 lb/ft @ 5,250 rpm (70% of which is available from 1,500 rpm), the undersquare configuration is both the narrowest (55mm) and lightest (102.6 kilograms - including clutch, gearbox and alternator) 6-cylinder motorcycle engine in the over-1000cc category, in production to date.

Capable of propelling the new K1600GT from 0 – 100 km/h in just 3.2 seconds (3.4 for the GTL), the efficient new powerplant also maintains exceptional fuel economy, achieving 4.5 l/100km (GT) and 4.6 l/100km (GTL).

The new high-compression (12.2:1) engine is oil and water-cooled, with a dual-oil pump, dry-sump lubrication system and delivers its power to a 10-disc self-

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energizing wet clutch to a narrow, 3-shaft 6-speed transmission with a straight-toothed primary drive and helical-cut gears for low running noise.

As in all large-volume BMW touring bikes, a Cardan shaft drive delivers power to the rear wheel with a bevel gear at the gearbox output housed in the gearbox cover.

Fully electronic “ride-by-wire” throttle control is complemented by a new 3-mode control switch which adjusts power delivery to accommodate different road conditions, offering Rain, Road (default setting) and Dynamic settings. The riding mode feature fully integrates with the new Dynamic Traction Control (DTC) function, optional on both models as part of the Safety Package. ABS is not controlled by the riding mode setting as it is in the S1000RR system introduced in 2010.

Chassis

The new BMW K 1600 GT and GTL share a lightweight (16 kg) aluminum diecast bridge-type frame, with BMW's familiar Duolever and Paralever suspension for wheel control at front and rear. Because of the special requirements of a touring bike with a 6-cylinder engine, particular attention was paid to balancing the masses, with a near-perfect weight distribution of 52% front/48% rear (GT).

A magnesium subframe weight just over 2 kg supports the forward ancillaries, headlamp fairing and instrument panel, combining optimum strength with lightweight construction.

Braking system

Latest-generation BMW Motorrad integral ABS combine with twin front wheel discs (320mm) activated via two 4-piston calipers and a single rear disc (also 320mm) actuated by a 2-piston caliper, to provide maximum stability and braking from the highest speeds.

Rear wheel braking is applied independently via the rear brake pedal, while application of the front brake simultaneously modulates application of the rear brake based on the motorcycle load conditions, controlled by the integral ABS control unit.



Aerodynamics

The new aerodynamic fairing incorporates adjustable wind flaps in the side trim which ensure effective ventilation for rider and passenger even at low speeds when deployed.

The electrically adjustable windshield incorporates a new memory function with anti-trap protection which lowers the windshield when the ignition is switched off and acts as theft-protection for the (optional) navigation system.

A unique colour palette is offered on each model.

K1600GT Body Colours (2): Vermilion Red Metallic and Light Grey Metallic, with engine finish in Platinum Metallic Matt and frame finish in Ostra Grey Metallic.

K1600GTL Body Colours (2): Mineral Silver Metallic and Royal Blue Metallic, with engine finish in Platinum Metallic Matt and frame finish in Magnesium Metallic Matt.

Cockpit

Harmonizing with the striking new aerodynamics of the K1600GT and GTL, the cockpit features a newly designed instrument cluster which includes a new speedometer and tachometer based on digital technology and an information display in the form of a 5.7" TFT colour monitor with high light-intensity and resolution. A photo sensor adjusts display intensity to ambient light conditions.

The new generation of switch units familiar from the K and S series is used in the K 1600 models. The function for the left and right direction indicators are clustered on the left-hand side of the handlebars. The hazard warning flashers are activated via a separate, clearly visible switch at the top of the left-hand handlebar fitting. The functions for low beam, high beam and headlamp flasher are combined in a switch which is located near the left index finger for convenient access.

Options

The new K1600GT and GTL are also the showcase for the World Premiere of the optional Adaptive Headlight (for motorcycles). Complementing the standard xenon and two-high beam circular headlights with fibre optic rings, the Adaptive Headlight technology utilizes a swivel-mounted reflector which angles the light



beam into a corner via actuators and banking-angle detection, adding a significant degree of active riding safety.

Also being introduced with the new K1600GT and GTL is the optional Central Locking System, which locks the panniers, storage compartment, audio compartment and topcase simultaneously using the remote control, or a switch mounted on the right handlebar end. An added feature of this option allows panniers to remain removable when armed (only available in conjunction with the anti-theft alarm option)

An evolutionary development from Automatic Stability Control, the new Dynamic Traction Control (DTC) option, originally introduced on the S1000RR, adds ride angle-sensing to rear-wheel slip detection to deliver the highest level of safety and traction when accelerating. DTC also controls front wheel lift, is adjustable on-the-fly, and fully integrates with the standard 3-mode throttle control.

Still globally unique in the motorcycle market, the optional ESA II (Electronic Suspension Adjustment) , allows the rider to conveniently press a button to electronically adapt not only the rebound damping properties of the front and rear spring strut but also the spring rest ("spring preload") of the rear spring strut as well as the latter's spring rate and therefore the "hardness" of the suspension. This is carried out conveniently using the Multi-Controller in conjunction with the menu in the TFT colour display panel.

With both models sharing basic chassis and powertrain components, **the K1600GT debuts with an MSRP of \$24,100**, and an extensive list of standard equipment, including:

- Heated Grips.
- Seat Heating.
- Cruise Control.
- ABS Brakes.
- Xenon Headlight.
- On Board Computer.
- LED Indicator Lights and Rear Light.
- Removable rear panniers in body colour with rear backflow function.



The K1600GTL, with an MSRP of \$27,225, the new flagship of BMW Motorrad (in addition to the equipment listed for the GT), distinguishes itself with an array of additional standard equipment including:

- A single-section seat with wider seat area lower seat height (750mm) for the rider, and more padding in the passenger seat area.
- Revised rider footrests and handlebar placement, along with an adjustable shift lever, to accommodate the lower riding position.
- 49L topcase with wider “comfort” backrest and integrated second brake light.
- Wider “comfort” windshield.
- Audio system with Bluetooth Control Interface (connection for rider and passenger), GPS and Satellite radio preparation and control of the integrated navigation unit (optional accessory) from the handlebars. The audio system is housed in a lockable, waterproof compartment on the right side of the cockpit.
- Matching frame and engine colour.
- Discreet yet elegant chrome features including w/shield mount covers, air foil wings, handlebar weights, pannier and top case trim and cladding tubes of rear silencer.

R1200R

BMW's boxer-engined R1200R roadster gets an engine upgrade for 2011, now powered by the same latest-generation DOHC flat-twin engine as it's R1200GS and RT stablemates. Equipped with two overhead chain-driven camshafts per cylinder and dual spark plugs, the new 1,170 cc engine embodies a smoother torque curve with an increase in maximum torque from 85 - 88 lb-ft at 6,000 rpm, while the (unchanged) 110 horsepower occurs at 7,750 rpm (previously 7,500 rpm) and the overall range of useful engine speed increased by 500 rpm to a maximum 8,500 rpm.

The 2011 R1200R also benefits from a range of technical and ergonomic enhancements:

- completely redesigned front forks with a greater standpipe diameter (now 41 mm instead of the earlier 35 mm) for even greater stability.
- redesigned exhaust system with an electronically-controlled flap for more muscular sound.
- redesigned symmetrical cockpit with two round analog instruments.
- new headlight cover and revised side sections.
- revised seat modeled after the optional “comfort” seat.
- All-new cast light-alloy wheels
- standard centre stand



The updated 2011 R1200R debuts with an MSRP of \$15,100, and is also available with the optional “Classic” Package (\$1,000), which incorporates metallic sapphire black paintwork in conjunction with a centre stripe in plain alpine white extending over the tank and front wheel and components like the Telelever, drivetrain, cylinder head covers, frame, and fork finished in silver. The paint scheme further complements the chrome-plated mirrors, wire spoked wheels and chrome plated stainless steel exhaust of the Classic Package.

In addition to being available with optional ABS, ASC and ESA, the R1200R is also available with four seat height options – a High Comfort Seat at 830mm, a regular High Seat at 830mm, an 800mm Sport Seat and and 760mm Low Seat included with the factory-installed 750mm Lowering Kit (\$225).

G650GS Enduro

The BMW G650GS Enduro, an evolution of the iconic former single-cylinder BMW F650GS, rejoined the lineup in 2010 as the G650GS, and rides into 2011 with thoroughly updated bodywork, sporty new cockpit design with asymmetrical headlight module, new instrument cluster and dynamic new colour schemes.

With an MSRP of \$8,800, the 2011 G650GS continues to be powered by the familiar 652cc liquid-cooled four-valve DOHC powerplant little changed from its predecessor, featuring BMW’s Digital Motor Electronics and fuel injection, closed-loop catalytic convertor and high-performance cylinder head technology. Producing 50 bhp at 6,500 and maximum torque of 44 ft-lb at 4,800 rpm, the G650GS not only provides sparkling acceleration, but also delivers a modest fuel consumption rating of 3.2 l/100km.

Power transmission is maintained by the proven five-speed gearbox and an O-ring chain drive while the familiar bridge frame supports a steel swing arm, telescopic forks, and monoshock (spring travel front 170 mm, rear 165 mm). Dynamic new cast light alloy wheels, with a 2.50 X 19” front and a wider 3.50 x 17” rear, enhance both appearance and riding stability.



With single discs employed front and rear, the latest generation two-channel ABS system, weighing only 1.5 kg, is optional and can be deactivated for off-road use. Dual-level heated grips are standard equipment.

The G650GS has a standard seat height of 780mm, while an optional 820mm high seat is available, along with a (factory-installed) 750mm lowering kit.

A Myriad of colour and detail changes for several 2011 models.

Keeping several BMW Motorrad models fresh for 2011, dramatic new colours and colour combinations find their way into the lineup, also with individual detail changes:

F800R

Three new colours: Shine Yellow Metallic, Granite Grey Metallic and a combination of Alpine White/Lupin Blue/Magma Red. Previous colours discontinued.

Note: The Chris Pfeiffer Edition has been discontinued.

F800ST

Two new colours: Sapphire Black Metallic and a combination of Light Grey Metallic/Sapphire Black Metallic/Granite Grey Metallic. Previous colours discontinued.

R1200GS

New colour: Triple Black – includes swingarm, rear frame and valve covers in Asphalt Grey Metallic with engine and front fork in Black. Black cross-spoke wheels are also included in this package (\$600).

S1000RR

Two new colours: Shine Yellow Metallic and Light Grey Metallic. Previous colours discontinued.

Note: Drop sensor is now standard equipment.

K1300R

Two new colours: Acid Green Metallic and a combination of Black Silk shining/Granite Grey Metallic.

Note: new Dynamic Package, including: Sport Wheels, Gear Shift Assistant, ESA II, OBC and new Sport Windshield.

K1300S

Two new colour combinations: Magma Red/Sapphire Black Metallic and Lupin Blue/Alpine White/Sapphire Black Metallic. Previous colours discontinued.



The balance of the BMW Motorrad lineup carries over into model year 2011 unchanged, with the total BMW Motorrad lineup now numbering fifteen models. **Notable exceptions are the G450X and HP2 Sport, which are now discontinued.**

A full price list for 2011 models, along with product guides and photos for the the new K1600GT, K1600GTL, G650GS and R1200R are included as attachments with this press release.

BMW Group in Canada

BMW Group Canada, based in Richmond Hill, Ontario, is a wholly-owned subsidiary of BMW AG and is responsible for the distribution of BMW luxury performance automobiles, Sports Activity Vehicles, Motorcycles, and MINI. BMW Group Financial Services Canada is a division of BMW Group Canada and offers retail financing and leasing programs and protection products on new and pre-owned BMW and MINI automobiles, as well as retail financing for new and pre-owned BMW Motorcycles. A total network of 41 BMW automobile retail centres, 19 BMW motorcycle retailers, and 26 MINI retailers represents the BMW Group across the country.

The BMW Group

The BMW Group is one of the most successful manufacturers of automobiles and motorcycles in the world with its BMW, MINI and Rolls-Royce brands. As a global company, the BMW Group operates 24 production facilities in 13 countries and has a global sales network in more than 140 countries.

The BMW Group achieved a global sales volume of approximately 1.29 million automobiles and over 87,000 motorcycles for the 2009 financial year. Revenues totaled euro 50.68 billion. At 31 December 2009, the company employed a global workforce of approximately 96,000 associates.

The success of the BMW Group has always been built on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an



integral part of its strategy. As a result of its efforts, the BMW Group has been ranked industry leader in the Dow Jones Sustainability Indexes for the last six years.

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