



Media Information
December 9, 2011

BMW Motorrad Canada Announces 2012 Product and Pricing updates.

BMW Motorrad Maxi-Scooters debut in 2012, joined by the all-new G650GS Sertão and significant updates to two other models in the BMW Motorrad lineup.

Richmond Hill, ON. BMW Motorrad Canada is pleased to announce an expanded product lineup for 2012, highlighted by an emphasis on Urban Mobility and BMW's first entry into the globally popular and growing scooter market.

BMW Introduces the C600 Sport and C650GT Maxi-Scooters

The challenges facing inner city traffic in the future, already being experienced today, will be growing traffic volume, rising energy costs, and increasing pressure on CO2 emissions and fuel efficiency.

Recognizing these challenges as they apply to single-track vehicles, and as an integral component of a BMW Group strategy for sustainable mobility, BMW Motorrad is pleased to introduce two premium vehicles in the maxi scooter segment which address these challenges with innovative new concepts.

The BMW C600Sport and the BMW C650GT combine the outstanding riding characteristics of a motorcycle with the agility, weather protection and comfort of a scooter, creating a whole new dynamic riding experience.

Conceptually unique, the two BMW maxi scooters appeal to a wide target group: the C600Sport for riders with sporting preferences, and the C650GT for customers who place great emphasis on comfort and touring capability. Both BMW maxi scooters incorporate the unique, modern and dynamic design language of BMW Motorrad, setting a new benchmark in the scooter segment.

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Powerful 2-cylinder inline engine with CVT.

The 2-cylinder water-cooled inline DOHC four-valve engine of the C600Sport and C650GT is an all-new development by BMW Motorrad with a displacement of 647 cc. Both models are equipped with electronic fuel injection and have a class-leading output of 60 hp at 7500 rpm, with maximum torque of 48.7 ft-lb at 6000 rpm.

With its cylinder bank inclined forward 70°, the compact engine contributes to a low center of gravity, while its 90° crank pin offset, 270° ignition spacing, and two balancer shafts minimize vibration. Lubrication is via a double oil pump dry sump and the stainless steel exhaust system incorporates a closed loop catalytic converter and oxygen sensor.

Power is transferred via a directly integrated CVT transmission with an automatic centrifugal clutch and a maintenance-free secondary chain drive running in an oil bath.

Responsive suspension and exceptional riding stability.

One objective in the development of the C600Sport and C650GT was to combine directional stability at highway speeds with agile handling in city traffic and vivid feedback to the rider – just like a motorcycle.

The design of the C600Sport and C650GT suspension features a torsionally rigid hybrid interconnection of a tubular steel bridge frame and a diecast aluminum unit at the swingarm bearing with the engine functioning as a load-bearing member.

At the front, an upside down fork presents a generous fixed fork diameter of 40 mm. The rear employs a reclining spring strut on the left side. Spring travels are an identical 115 mm.

Both the C600Sport and C650GT roll on a 3.5 x 15" five spoke diecast light alloy wheel fitted with a 120/70-15 tire. The 4.5 x 15" rear wheel is fitted with a 160/60-15 tire.



Powerful braking system with standard ABS.

The new C600Sport and C650GT are fitted with dual 270mm disc brakes with double-piston floating calipers at the front and a single 270mm disc with double-piston caliper at the rear. BMW Motorrad dual-channel ABS is standard equipment on both models.

A separate rear caliper parking brake is automatically engaged on deployment of the side stand, ensuring stability when stationary.

Multifunctional instrument cluster.

The instrument cluster of the C600Sport and C650GT presents a large, easily readable LCD display with integrated tachometer and analogue speedometer. In addition to the standard complement of fuel level gauge, clock, and grip-heater level indicator, an on-board computer, standard on both models, also includes functions for monitoring exterior temperature, fuel consumption, oil level, average speed, date, and (optional) tire pressure control.

Unique Character for each model.

Distinguishing elements of the C600 Sport and C650GT are:

Ergonomics

- The C600Sport employs a more dynamic seat position with flatter handlebars, sporty seat design for both one and two persons, and sporty footrests for the passenger; seat height 810 mm.
- The C650GT seat position emphasizes comfort with higher handlebars, more comfortable and larger seat with adjustable backrest for the rider, and foot boards for the passenger as well; seat height 780 mm.

Windscreen

- C600Sport - manually adjustable to three positions.
- C650GT – electrically adjustable over 10 cm for even greater comfort and protection from wind and weather.

Body and design

- C600Sport – sporty and spartan panels. The lean rear flanks with dynamic upswing and emphatic body edges emphasize lightness and dynamics.
- C650GT - generously sized panel parts for outstanding comfort and protection against wind and weather.



Headlights, turn indicators, rear light

- C600Sport - front turn indicators integrated in the panelling, twin circular headlights with two side lights on the left and right, LED rear light cluster with single turn indicators
- C650GT - front turn indicators integrated in the mirrors, twin circular headlights with side lights between them presenting a vertical light strip of three elements, LED rear light cluster with integrated turn indicators.

Stowage space

- C600Sport - with world premiere FlexCase/variable stowage space concept in the tail under the seat. Despite its sporty, spartan tail section, two helmets can be easily stowed in the parked vehicle.
- C650GT - large stowage space of about 60 litres in the rear, also accomodating two helmets.

The luggage compartments share LED lighting and can also be equipped with an auxilliary power socket (accessory).

Colours

C600Sport

- Cosmic blue metallic matt
- Titan silver metallic
- Sapphire black metallic

C650GT

- Sapphire black metallic
- Platinum bronze metallic
- Vermilion red metallic

Factory Options

Both the C600Sport and C650GT will be available with the following factory options:

1. BMW Anti-theft Alarm
2. Highline Package, including:
 - Heated Grips
 - Heated Seat
 - Tire Pressure Monitor



Accessories

A full range of accessories will also be available from market launch, including:

- Large Volume waterproof Top Case (35L) in all body colours
- Central Tunnel Bag (12L)
- BMW Motorrad Navigator IV navigation system w/integrated mount
- BMW Motorrad Communication System
- USB charging unit
- Drop-protection pads
- Scooter lock
- Akrapovic Sports Silencer
- Chrome features (passenger footrests and footplate inserts)
- Additional power socket for luggage compartment

Pricing for the new BMW Maxi-Scooters will be announced in spring of 2012. The C600Sport and C650GT will reach BMW Motorrad dealers in fall of 2012 as 2013 models.

The new G650GS Sertão

Echoing the iconic previous-generation F650GS Dakar, the new 2012 BMW G650GS Sertão extends the G650GS Enduro family, offering greater off-road practicality, with equipment and design graphics reflecting its more rugged orientation.

Incorporating all of the upgraded features of the “refreshed” G650GS introduced in 2011, the new 2012 G650GS Sertão adds:

- Long spring travels (210 mm front/rear)
- Wire spoke wheels w/light alloy rims – 21” front/17” rear
- High Windscreen
- Hand protectors
- Extended front mud guard
- Standard seat height of 860 mm (Optional High Seat – 900 mm)
- Aluminum engine skid plate
- Black Luggage
- An exclusive Aura White w/Arroyo Blue colour combination with Sertão tank and rear panel graphics and high-contrast black/grey seat.

The new G650GS Sertão debuts with an **MSRP of \$9,750**.

Available Factory options include ABS Brakes (\$525 – includes Hazard Warning Flashers), Anti-Theft Alarm System (\$270) and auxiliary electrical socket (\$30).



Serious Evolution of the S1000R

Scarcely two years after the S1000RR set a new benchmark in the one-litre supersports category, the S1000RR enters its next stage of evolution in 2012, with a multitude of refinements that enhance its already spectacular power delivery, handling dynamics and visual impact.

The multitude of technical changes to the RR**, too numerous to catalogue in detail here, can be summarized as:

Power Delivery enhancements

- Optimized torque curve for improved rideability
- Expansion from two to three performance curves - one each for Rain and Sport modes and an additional one for Race and Slick modes); Rain Mode now 163 hp.
- Reconfigured throttle for enhanced response (particularly gentle and sensitive acceleration in Rain Mode, and immediately direct and spontaneous response in Sport, Race and Slick modes.
- Reduced throttle twisting force and tighter twistgrip angle.
- Smaller secondary ratio for increased acceleration.

Handling/Suspension enhancements

- Refined tuning between Race ABS and DTC.
- Revised spring elements for a wider range of damping forces.
- New mechanical steering damper adjustable over ten levels.
- Modified steering geometry – steering head angle, offset, swing arm pivot position, fork projection and spring strut length.

Cockpit/Instrument enhancements

- New instrument display with more readable tachometer.
- New functions: “Best lap in Progress” and “Speed-warning”
- Available heated grips.

Design and visual enhancements

- Revised design with leaner tail section, redesigned side-panels, center airbox cover with side aperture grilles, and new air deflector « winglets » which improve aerodynamics and dissipate air pressure on riders' hands and arms.



- Two dramatic new colour combinations complement the new dynamic elements:
 - Racing Red non-metallic with Alpine White non-metallic
 - Blue Fire non-metallic(still available are Sapphire Black Metallic and the Motorsport combination of Alpine White/Lupin Blue and Magma Red).
- Revised tank graphics with new emphasis on RR logo.

****Note:** for additional detailed information on the myriad enhancements to the new RR, please consult the international S1000RR press release attachment found with this release on [BMW Press Club](#).

With an **MSRP of \$17,750**, virtually unchanged (+\$100) over 2011, the new BMW S1000RR restates its value and reinforces its position as the benchmark supersports bike for 2012.

F800R gets dramatic makeover for 2012

Since its market launch in May 2009, the BMW F800R has provided impressive agility, performance and light-footed handling combined with excellent fuel consumption. For 2012, the compact BMW Motorrad sport roadster gets a significant visual makeover.

Continuing with its proven and popular 798cc/87 hp DOHC parallel twin, the emphasis on dynamic design changes make for a significant transition into 2012, highlighted by:

- New front side trim panels in body colour
- Front fender/mudguards in body colour
- Rear strut spring finished in red
- Sport windshield in body colour – now standard
- White indicators –now standard
- Striking new colour combinations:
 - Alpine White with Black Satin gloss
 - Magma Red with White Aluminum metallic matt
 - Mineral Silver metallic

The **MSRP** of the 2012 F800R is virtually unchanged (+\$50) at **\$10,150**.



A myriad of colour and detail changes for several 2012 models – one model discontinued.

Keeping several BMW Motorrad models fresh for 2012, dramatic new colours and colour combinations find their way into the lineup, also with individual detail changes as follows:

G650GS No technical changes. MSRP unchanged at \$8,800.

F650GS No technical changes. MSRP unchanged at \$9,850.
New “Special Model” (\$325), includes new colour combination of:

- Body in Sun Yellow with Black satin gloss.
- Frame in Granite Grey metallic matt.
- Swing-arm in Nürburg Silver metallic/black fork tubes.

Also includes:

- Front fender/mudguard and High windscreen from F800GS.

F800GS No technical changes. MSRP unchanged at \$12,750.
Two new limited-production “Special Model” packages:

Triple Black model (\$195), includes new colour combination of:

- Body in Deep Black
- Frame in Granite Grey metallic matt.
- Swing-arm Nürburg Silver metallic/black fork tubes.
- Seat in Black/Rally Grey.

Trophy Special model (\$460), includes new colour combination of:

- Body in Desert Blue/Alpine White
- Side covers and all other painted body parts in Alpine White non-metallic.

Also includes:

- Aluminum skid plate/engine protector.
- Hand protection guards (large with built-in spoiler).

F800ST No technical changes. MSRP unchanged at \$12,550.

New Colour:

- Lupin Blue Metallic w/Sapphire Black and Metallic Grey (\$500).
(Light Grey metallic discontinued)
- Also: Touring Package (\$1,000) now includes ABS.

R1200R No technical or colour changes/carryover. MSRP unchanged at \$15,100.

R1200GS No technical changes. MSRP *virtually* unchanged (+\$50) at \$17,900.
New R1200GS Rally model (\$1,700), includes new colour combination of:

- Body in Alpine White.
- Rear frame in Red.
- Swing-arm in Granite Grey metallic/black fork tubes/black engine.

Also includes:



- Cross-spoke wheels.
- White Hand Protectors.
- Chrome Exhaust.
- Enduro ESA.
- OBC.
- Luggage brackets.

R1200GS Adventure No technical changes. MSRP unchanged at \$20,600.
New Triple Black model (\$600) includes new colour combination of:

- Body and all painted body parts in Sapphire Black Metallic.
- Swing-arm and frame in Asphalt Grey metallic/black fork tubes/black engine.
- Silver aluminum knee panel.
- Seat in black and Rally Grey

R1200RT No technical changes. MSRP virtually unchanged (+\$100) at \$20,550.
New Colours:

- Midnight Blue Metallic
- Light Magnesim Metallic w/Magnesium beige metallic (\$750 option)
- Fluid Grey Metallic

(Polar Metallic, Thunder Grey Metallic, Ostra Grey discontinued)

K1300R No technical changes. MSRP unchanged at \$16,850.
New Special model (\$1,300) includes colour combination:

- Ostra Grey Met w/Sapphire Blk Metallic.
- Design tape in Ostra Grey/Sun Yellow.

Also includes:

- Carbon Engine Spoiler

(Acid Green Metallic paint discontinued)

K1300S No technical changes. MSRP unchanged at \$16,990.
New Colour:

- Titan Silver Metallic w/Sapphire Blk Metallic
- Still available in Magma Red w/Sapphire Blk Metallic

(Light Grey Metallic w/Lupin and Alpine White w/Sapphire discontinued)

New Special model – K1300S with HP Package (\$5,000), includes new colour combination of:

-Alpine White w/Night Blk + design tape.

HP Package also includes:

- ESA II.
- Gear Shift Assistant.
- ASC, TPC, OBC.
- Tinted W/shield.
- HP foot pegs front & rear.
- Akrapovic sport silencer,
- Paddock stand.
- HP Carbon parts: front fender, air box cover, clutch cover, pillion seat cover.



K1300GT **Discontinued.**

K1600GT No technical changes. No colour changes.
MSRP virtually unchanged (+\$100) at \$24,200.

K1600GTL No technical changes. No colour changes
MSRP \$29,500 (+\$250).

With the exception of the new BMW Maxi-Scooters, all 2012 BMW motorcycles will be on sale in spring of 2012.

A full price list for 2012 models (exc. Scooter), along with product guides and photos for the the new Maxi-Scooters, G650GS Sertão, S1000RR and F800R 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 44 BMW automobile retail centres, 20 BMW motorcycle retailers, and 29 MINI retailers represents the BMW Group across the country.

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For more information, please contact:

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