

**CANYON**



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# INTRODUCTION

The pursuit of improvement is what drives athletes and engineers. Every day, we have the chance to get better.

In 2015 we launched the rim brake Speedmax. And ever since, it has achieved a level of success unmatched and unsurpassed in the world of triathlon. Continuously improved by our engineers, it has helped the best athletes in the world achieve the greatest success in our sport.

For five years in a row it went unbeaten at Kona, carrying Jan Frodeno and Patrick Lange through the bike split in fine fashion on their way to World Championship victory. It featured in a long-distance world record-setting performance, it holds three European titles, and is a two-time 70.3 world champion.



Speedmax CF SLX

## CHALLENGE YOURSELF

Every athlete knows that if you stand still, you fall behind. That's what drove us to set ourselves the toughest challenge in triathlon: to make the Speed-max even faster, and even better.

These kinds of challenges have always been an intrinsic part of our DNA. It's not about being better than someone else. But the beauty of a simple goal. Seeing how far we've come. Taking the purest benchmark. And moving it a step forward.

At Canyon, we believe that you don't achieve greatness by looking backwards at what you've achieved. We believe in forward thinking. We strive to constantly push the boundaries, to make the best athletes in our sports even better. And to make every single person on a Canyon a better rider. And to build the best triathlon bike of its time. Again and again.





## A NEW BENCHMARK

But how do you make such a successful bike even faster and better? How do you improve on its incredible aerodynamics? How do you take outstanding details like the bike's integrated storage and nutrition solutions, and raise them to an even higher level?

Thanks to our many years of experience, and the expertise gained through our continuous improvement of the Speedmax CF SLX, we pinpointed early on the key aspects of the bike we needed to optimise.

### MEET FERDI

Bikes are tested alone in the wind tunnel, but also with spinning dummy legs. A rider's legs have a significant impact on air moving across the frame. It is important however that the dummy is as light as possible so as to provide the most uninterrupted readings. Ferdi, a superlight, one-off carbon fibre leg dummy, was built by Canyon engineers specifically with this purpose in mind.



WE'VE BEEN WORKING TOGETHER IN AN ALMOST UN-CHANGED TEAM FOR 10 YEARS. DEVELOPING THE THIRD GENERATION SPEEDMAX WITH VIRTUALLY THE SAME TEAM HAS TAKEN US ANOTHER STEP FORWARD. WE WERE CLEAR, RIGHT FROM THE BEGINNING, THAT WE WANTED TO SET A NEW STANDARD. WE'VE NEVER STOPPED IMPROVING OUR BIKES – AND BETWEEN THE SEASON'S BIG RACES WE TESTED MANY FEATURES TOGETHER WITH OUR TOP ATHLETES.

WOLFGANG KOHL – PRODUCT ENGINEER, SPEEDMAX



We targeted three key areas to improve to take the Speedmax to the next level:

#### **SPEED & CONTROL**

**Aerodynamics:** world-class aerodynamic efficiency is required to save valuable watts, and let the rider go faster.

**Disc brakes:** the MY21 Speedmax had to feature disc brakes and still be faster and more aerodynamic than the rim brake model.

**Riding dynamics:** reduced steering torque required in crosswinds further improves the proven riding dynamics of the Speedmax.

#### **MAXIMUM SYSTEM INTEGRATION**

Improved integration of the hydration system and innovative storage and nutrition solutions, for better ergonomics and aerodynamics.

#### **FIT & COMFORT**

By offering more individualisation options, a wide fit range, and making the bike more user-friendly, we let the rider focus on what's most important: their performance on the bike.

No other Canyon bike comprises as many different parts as the rim brake Speedmax. In this respect, it's the most sophisticated bike in the entire Canyon portfolio. And with an even more advanced feature set, it's no exaggeration to suggest that, upon release, the new 2021 Speedmax disc will set a new yardstick in terms of engineering.

The Speedmax Disc consists of more than 150 Canyon engineered parts and was developed with more than 10 different external partners.



# CONSTRUCTION

From the beginning of the development process, one thing was clear: we wanted to make the world's most successful triathlon bike even better. By providing more configuration options, optimised aerodynamics, even more innovative integration solutions and storage spaces with a more refined design, the bike had to provide the athlete every possible performance advantage imaginable.

To achieve this goal, we collaborated with more performance partners than ever before – all experts in their field. In total, we worked with 11 different organisations, including renowned names such as ergonomics experts Ergon, Swiss Side for aerodynamics, and Hydrapak for the drinks system. We have also worked hand-in-hand with the Artefakt design agency since the development of the first Speedmax in 2010 – and they had an important influence on the design language of the new Speedmax.

The expertise of our partners united with our own years of experience and expertise in carbon engineering and design has resulted in a bike that meets the demands of the most exacting athletes. It has all the attributes required to excel in modern triathlon racing, such as super-efficient aerodynamics, easy adjustability, and a high level of integration.





"THINK OF THIRD-PARTY EXPERTS AS A KIND OF TRAINING PARTNER. THEY PUSH YOU AND YOUR EXPERTISE TO A NEW LEVEL. IT'S NOT ALWAYS EASY. BUT AT THE END, IT'S A GAIN FOR EVERYBODY."

WOLFGANG KOHL - PRODUCT ENGINEER, SPEEDMAX

# SPEED & CONTROL

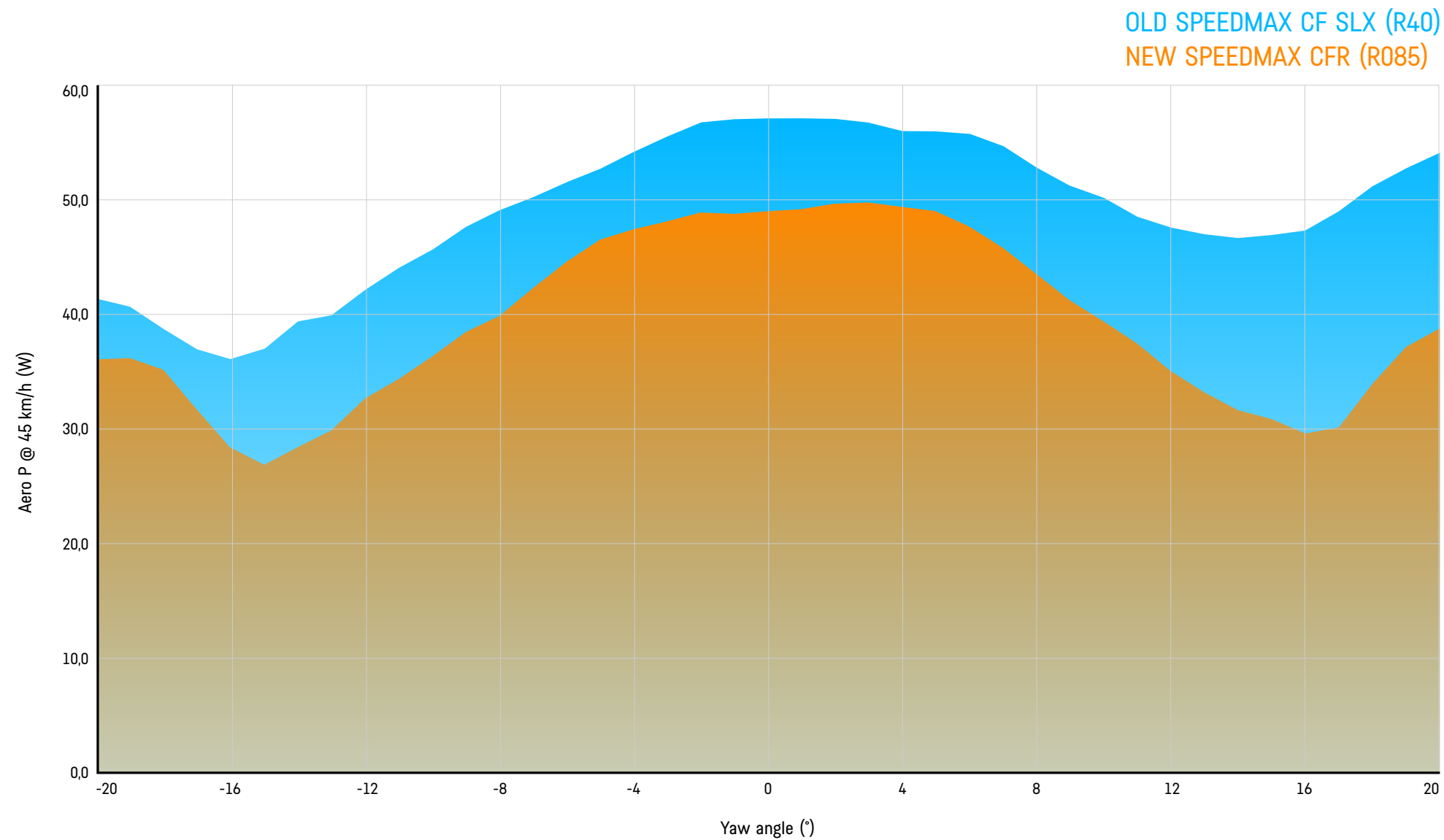
## AERODYNAMICS

Swiss Side is one of the world's leading authorities in aerodynamics, calling on many years of experience in F1. The Speedmax underwent the most comprehensive aerodynamic development process of any bike ever at Swiss Side's facilities.

A key challenge is to optimise aerodynamics while also maintaining the bike's stiffness-to-weight ratio. Thanks to the constant dialogue between Swiss Side and Canyon engineers, these performance factors are balanced on the new bike – achieving the best overall system performance. An example of this was replacing the external nutrition and storage system with a fully integrated solution. In general, the Speedmax disc's high integration levels create top aerodynamic values, making this bike even faster than its predecessor.

In the wind tunnel, we measured the following watt savings compared to the previous Speedmax:

- **FOR THE BIKE ALONE: A SAVING OF 8.9 W**
- **FOR THE BIKE WITH FERDI: A SAVING OF 8.0 W**
- **WITH PROFESSIONAL ATHLETES, WE ACHIEVED SAVINGS OF 9 – 10 WATTS**



A highly intensive CFD development process: a total of 456 CFD test runs and 97 validation runs in the wind tunnel made a decisive contribution to the creation and form of the current Speedmax.

#### **DISC BRAKES**

Here at Canyon, we take the time we need to do things properly. When it came to building a disc triathlon bike, we weren't prepared to make any compromises. Our aim was to create the best triathlon bike of its time. That's why all our Speedmax platforms feature disc models with the signature Canyon ride feel, and the extra control that only disc brakes can provide.

It's not that disc brakes give you more braking power. It's that they provide more control through more precise braking modulation. Equipped with disc brakes, the Speedmax is now at the cutting edge of cycling technology.





#### **RIDING DYNAMICS**

Three factors are essential when it comes to creating optimal riding dynamics: a low total weight, the right weight distribution, and minimal sidewind sensitivity. To keep the total weight within an acceptable range despite the additional weight of the disc brakes, we had to make the frameset – including all storage and hydration solutions – lighter.

Achieving optimal weight distribution was even more important than reducing the bike's total weight. We repositioned the toolkit and water hydration bladder to bring the centre of gravity down much lower, to minimize the torque created by the mass of the bike. This makes the handling more agile.

One challenge we faced when improving the aerodynamics was keeping crosswind sensitivity as low as possible while making the best possible use of the sailing effect. We achieved this by integrating the Bento Box and the hydration system into the frame, reducing the surface area of the handlebars and fork.

We equip all XS size Speedmax bikes with 650B wheels, so smaller riders can also benefit from the bike's outstanding riding dynamics.

## AERO DEVELOPMENT

The relationship between Canyon and Swiss Side unites the best in aero expertise and bike development expertise. The working relationship between the two can be summed up like this: Swiss Side are industry experts in optimising aerodynamics, Canyon are experts in building the best bikes – with this shared knowledge, together we were able to create the fastest bike possible in the new Speedmax.

Firstly, wind tunnel testing was done with the previous Speedmax SLX, and then the same configuration simulated in CFD. This way, the simulated performance in CFD could be validated with the wind tunnel result, and then the CFD was used to identify the areas of the bike where the aerodynamics could be improved the most. All areas of the bike showed potential for improvement but in particular the entire front end of the bike with the hydration system and cockpit showed the most potential.

The main aerodynamic development was done in CFD using Swiss Side's latest 3D bike-rider simulation models and methods, but also 2D CFD for the individual tube profile optimisation. For the 3D CFD simulations, a range of models were used depending on the purpose, including bike-only models, bike with rider upper body-only models (for cockpit sensitivity studies), and finally complete bike and rider models.

The first part of the development of the new Speedmax CFR was actually done on the previous Speedmax SLX. In particular, various aero performance sensitivity studies were made including the sensitivity of the front wheel proximity to the down tube, front wheel steering effects on the bike's performance (when the front wheel is not aligned with the down tube). These two particular sensitivity studies were very important because the stability of the bike in cross-wind conditions, in particular on the steering forces, is a very important factor to ensure that the rider is not disturbed by the wind and can remain confidently on the TT-bar extensions as much as possible, even in windy conditions. The results of this study gave clear directions for the geometry of the bike.

Also, a significant cockpit sensitivity study was done on the previous Speedmax SLX, including investigating the sensitivity of the stack height and the proximity of the rider's arms to the base bar. Furthermore, the impact of the hydration and storage systems was investigated including removing the part or all of these systems for improved aerodynamics.

Following all the CFD sensitivity studies on the previous Speedmax SLX, a new geometry and concept was defined for the Speedmax CFR. Part of the new concept was the decision to remove the external hydration and storage system which then had to be packaged within the frame tubes. With the new concept defined, the sizes for each tube on the bike frame could be set and an extensive 2D profile optimisation was then done for each tube profile, so that the first 3D bike concept of the R085 could be designed.

Once the first 3D bike frame of the new Speedmax CFR was ready, it was simulated in CFD and the areas which were working well aerodynamically as well as those which showed more potential for improvement, were identified for the next detailed optimisation phase. At the same time, further sensitivity studies were made in the cockpit area, in particular the performance potential of a twin pillar stack system compared to a mono-pillar stack, and also the comparison between twin TT-bar extensions and a mono-extension solution.

On the frame itself, the aero performance sensitivity to volume of the frame in different areas was investigated and optimised, in particular the head tube size, the lower bottom bracket area volume and the fork leg profile length. Even small details like the angular position of the front brake calliper relative to the fork was optimised.

Once the CFD optimisation phase was complete, 3D printed prototype bikes were produced using a special carbon reinforced laser sinter material normally used on F1 cars, and the new bike was taken to the wind tunnel. In the wind tunnel various configurations were tested, including different mono-extension configurations (with and without rider), seat stay chord length sensitivity as well as the effect of different external down tube bottles. Testing was done with the bike only, with the Canyon Ferdi leg dummy, and with a complete athlete on the bike.



# MAXIMUM SYSTEM INTEGRATION

Right from the start of the project, our development approach was to achieve a significantly higher level of integration on the Speedmax by replacing the external hydration and storage system with a fully integrated solution.

The new integrated solutions fit seamlessly into the overall design of the Speedmax. They make the Speedmax ready for riding and racing right out of the box and take the bike's integration levels to a new high.

In addition, they effectively cut down on drag by reducing the frontal area, further improving aerodynamics.

Simply put, the Speedmax disc raises the bar when it comes to smart detail solutions.



# FIT & COMFORT

## HIGH LEVELS OF ADJUSTABILITY

The latest-generation Speedmax takes things to a new level when it comes to the flexibility of its setup options.

Such a wide range of positions has never been possible before.

As body positioning possibilities are limited on triathlon bikes, getting the perfect cockpit setting is crucial.

The Speedmax comes with all the parts riders need to achieve their perfect riding position for maximum efficiency.

The athlete or a bike fitter can dial in the various adjustment options themselves without needing help from a mechanic.

## COMFORT

Triathletes often have to stay in the same position on the bike for hours. This means that comfort is crucial and has a direct effect on performance. In cooperation with the ergonomic experts at Ergon, we have considerably improved levels of comfort at all contact points between rider and bike.

A new geometry concept gives all riders – from beginners to pros – a wider range of adjustment, so they can reach their ideal, most comfortable position.

Due to the bike's high adjustability levels, every rider can find their individual position for an even more comfortable riding experience.

The bike's armpads and grips, developed together with Ergon, offer top levels of grip and comfort. Combined with the bike's high degree of adjustability, they guarantee huge comfort over the longest of distances.

For Canyon, the concept of comfort also includes creating the most hassle-free experience possible when living with the bike. Thanks to our many years of experience as a partner of the world's most successful triathletes, we know that athletes need a bike they can transport easily to races.

Even from the bike's development phase, we paid to making the bike as easy to transport as possible.

There is also a specially designed bike bag available for the Speedmax, which lets the owner transport the bike easily. This embodies a further aspect of our 'System Complete' concept.

The Speedmax is shipped in its own specially developed Bike Guard box, guaranteeing that the bike reaches the buyer safely, and that assembly is as easy as possible.



Speedmax Fitting Kit



## BEST OF THE BEST

The Speedmax is widely recognised as the world's most successful triathlon bike. To take a bike that has won every Kona event since its launch and make it even faster, you can leave no stone unturned in the search for performance. Because the only way to reach the next level is to find every last watt, every final percent.

Thanks to our athletes – including some of the most successful, meticulous triathletes in the world – we could gather feedback from those who know the sport the best from day one. Then, we distilled and incorporated that knowledge into the further development process.

As soon as the first prototypes were available in February 2020, developers, product managers, quality managers and designers met for a test camp in Girona. They all contributed their combined expertise to the Speedmax disc MY21 project together with Jan Frodeno.

# SPEEDMAX CFR

CFR is about reaching perfection – in the saddle, and on the drawing board. And then going on and doing one better. Taking things to the Next Level. And then doing it all over again. That's Canyon Factory Racing.

The Speedmax CFR is a pro-racing level bike. It represents the absolute pinnacle of triathlon technology – the embodiment of next-level tri performance.

CFR stands for the best of the best – both in terms of performance and optics. With special decals, dynamic CFR branding, and a premium finish only found on CFR models, the Speedmax CFR is unmatched by anything else out there on the tri course.

CFR bikes exclusively feature world-class components including integrated power meters on all models for effective training like the pros. In short: the very best that the market currently offers.

**"WE'RE IN AN ENGINEERING RACE, AND WE WANT TO BE THE BEST."**

WOLFGANG KOHL – PRODUCT ENGINEER, SPEEDMAX





## FEATURES CFR & SLX

### COCKPIT

Due to the limited body positioning possibilities available on triathlon bikes, it's crucial for a rider to find their perfect personal cockpit setup. The new-generation Speed-max significantly raises the bar in terms of cockpit adjustment flexibility.

The basic concept was to create a mono extension system instead of two individual extensions for a tidier cockpit and more scope for adjustment.

- Compared to two separate extensions, mono extensions have a reduced frontal area and a reduced surface area even in multi-directional turbulence.
- Easy adjustment with independent options for length, angle, and grip width and angle.
- The mono extension system increases the screw-on area for the arm pads, giving the athlete more range in their positioning.

This is the most advanced and adjustable cockpit we have ever developed. To optimise adjustability, a specially designed fitting kit is included on delivery. Using the kit, the athlete can make a wide range of adjustments to reach their ideal position – from comfortable to aggressive.

- The mono extension is available in three different basic lengths, each of which can be adjusted between 35 mm and 52 mm. The system allows a total 110 mm of length adjustment.
- For the first time ever on a triathlon cockpit, the extension grips also feature stepless wrist extension adjustment. This vastly increases comfort on the bike.

High comfort levels improve performance, because the more comfortable an athlete is, the more slowly they get tired. With this thinking in mind, we fundamentally revised all contact points between rider and bike. In collaboration with the ergonomics specialists at Ergon, we developed new arm pads, extension grips, and a new basebar, all offering optimum grip and comfort.

### ARMPADS

We chose a base material manufactured in Italy which costs eight times more than the standard products used in the industry. In testing, the material demonstrated restoring forces far superior to those of cheaper foams. The high-quality surface is significantly more grippy than that found on previous models.

Both the pads and the carbon spring plate underneath have multiple screw holes for adjustment. This allows the arm pad position to be adjusted with much more flexibility than other options (adjustability: 54 mm fore/aft, 96 mm left/right).

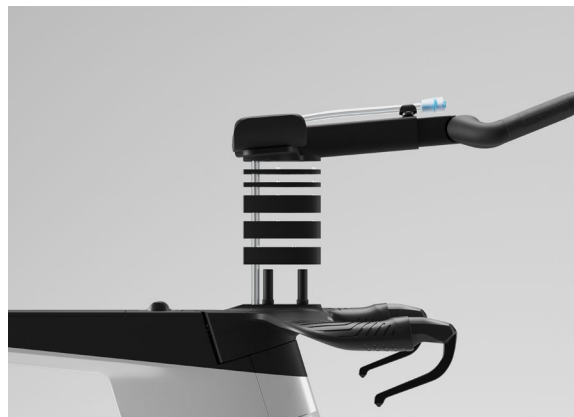
The new pads, together with the carbon spring plate they are attached to, create an aggressive setup that's also highly comfortable.

### BASEBAR GRIPS

Two different versions (for SRAM and Shimano setups) improve upon the overall design of the bike, and boost grip and damping in wet and dry conditions. The materials (high-grade 2k plastic) and surface finish were specially selected according to the latest ergonomic research and standards.

### EXTENSION GRIPS

When selecting the extension grips, we focused on achieving maximum grip levels. At the same time, the integrated extensions enhance the bike's optics.



The fitting kit contains all parts required to adjust the height of the cockpit, using spacers, from 0 mm up to 110 mm.



Using angled spacers, the cockpit can be tilted upwards by a further 3.5° or 7° (default setting: 5°).



Using grip spacers, the rider can adjust the distance between left and right grips.

## POWER METER

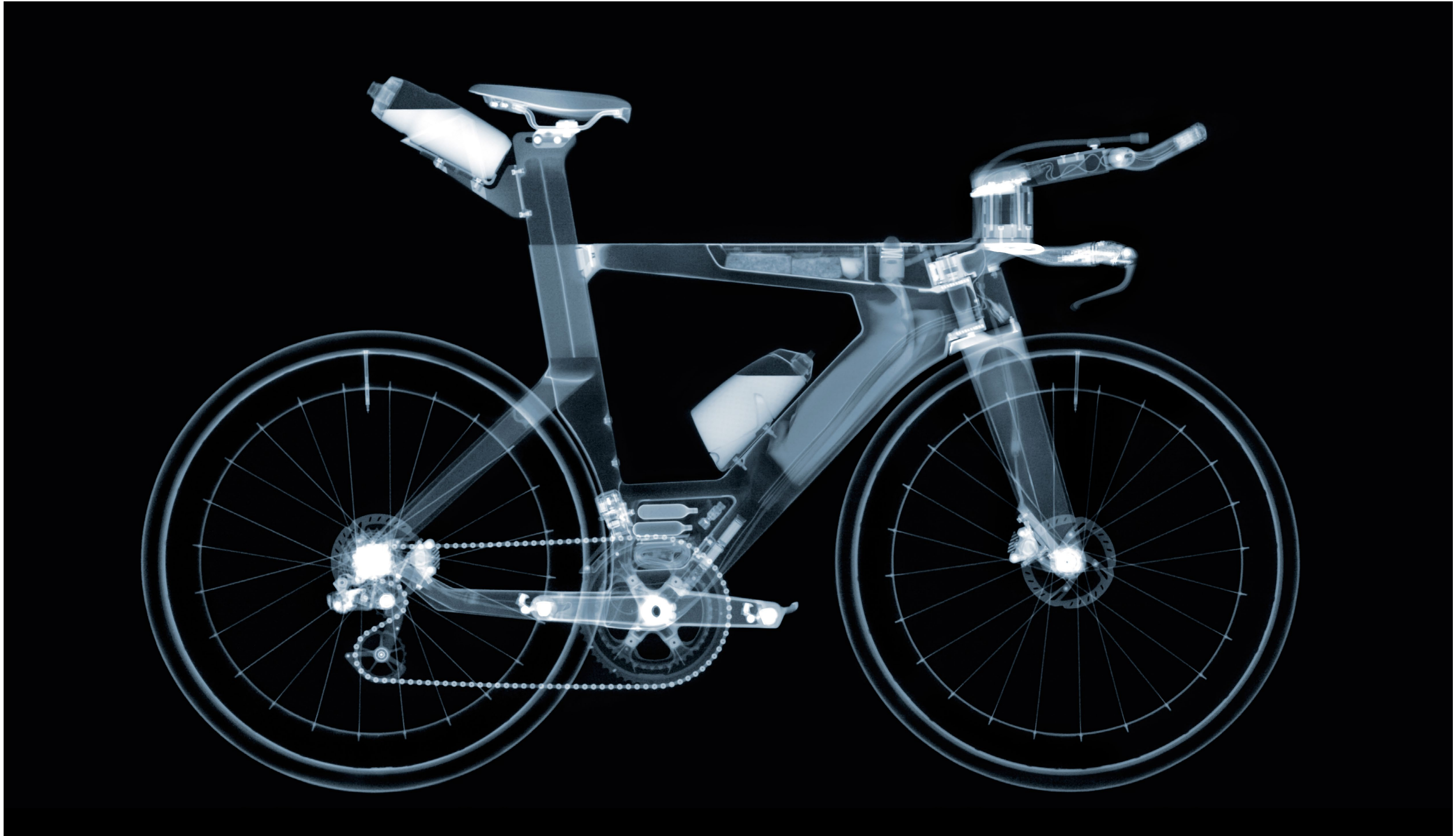
Riding with power is becoming increasingly important in training and competition. Collecting reliable data in real time helps to monitor and evaluate performance down to the smallest detail, to achieve top results both in training and racing.

All Speedmax CF SLX and CFR models come with integrated power meters as standard. This lets riders track their training and racing performance in fine-grained detail, just like the pros.





Speedmax CFR



## HYDRATION SYSTEM

Triathlon is about time, speed, and efficiency – and you can only beat your best times if you get sufficient food and hydration in the saddle. The drinking system of the Speedmax, developed in collaboration with Hydrapak, comprises a durable hydration bladder, a drinking tube, and a mouthpiece with bite valve. It provides the athlete with fuss-free hydration at all times.

By integrating the fluid supply directly into the frame, we used a large part of the space already required to build a stiff, aerodynamic bike. The large down tube increases stiffness – especially head tube and bottom bracket stiffness. Fully integrated and invisibly placed in the downtube, the hydration bladder does not create any additional frontal area.

A specially developed opening makes it easier to fill the bladder. The bladder is easy to access, allowing you to drink without taking your hands off the handlebar or needing to adjust your sitting position.

The hydration bladder is available in two different sizes, holding either 600 ml (frame sizes XS and S) or 700 ml (M, L, XL).

Advantages over an external system:

- completely covered surfaces with no gaps create better aerodynamics
- a lower centre of gravity, less side surface, and less weight on the handlebar and fork improve the bike's riding dynamics
- integration makes for a super clean design – reduced to the max





## **BENTO BOX**

Having the right nutrition, easily accessible, plays a crucial role in triathlon.

To achieve our ambitious weight and aero goals, we had to design the storage so that it a) is light, and b) contributes to the stiffness of the bike.

The newly developed Bento box on the Speedmax is unique, and the first of its kind on a triathlon bike. It is positioned invisibly in the top tube, so it doesn't increase the frontal area in any way. This fully integrated design makes for top aero performance.

A newly designed, high-grade cover offers easy access to the inside of the Bento box. It has room for at least two energy bars and one gel.

The sides and bottom of the Bento box are made of carbon for minimal weight. Moving the Bento box to the inside of the frame also helps improve the bike's stiffness-to-weight figures.

By integrating the Bento box and hydration system into the frame structure, we could save around 200 g of weight.



#### TOOLBOX

Many triathlon bikes on the market do not offer easy, elegant, integrated access to tools. Most existing solutions create drag and have a significant detrimental effect on the design of the bike.

The newly developed toolbox on the Speedmax is a neat, fully integrated storage solution in the bottom bracket area, which also contributes to increasing bottom bracket stiffness.

The toolkit provides quick and easy access to tools. It comes complete with a spare inner tube, two tyre levers, an adapter for CO2 cartridges, and offers space for up to 2 CO2 cartridges. The sliding lid ensures top aesthetics and ease of use.



### CUSTOMIZATION OPTIONS FOR CFR & SLX

Thanks to the customisation options featured on the Speedmax, the bike is not only the best choice for world-class pros. It's so adjustable that it's a perfect choice for World Champions and beginners alike.

Riders can select from many cassettes without paying any extra, creating many gearing options.

		STANDARD	OPTION
<b>COCKPIT</b>	CPT CP0019-01 FLAT/SHORT	x	
	CPT CP0019-01 FLAT/LONG		x
	CPT CP0021-01 RISE/SHORT		x
	CPT CP0021-01 RISE/LONG		x
<b>EXTENSION</b>	CAYN GP0242-01 AEROBAR SHORT	Frame size XS	x
	CAYN GP0226-01 AEROBAR MEDIUM	Frame size S - M	x
	CAYN GP0243-01 AEROBAR LARGE	Frame size L - XL	x
<b>CASSETTE (SHIMANO)</b>	Shimano 11s 11-28	x	
	Shimano 11s 11-25		x
	Shimano 11s 11-30		x
<b>CASSETTE (SRAM)</b>	SRAM 12s 10-26	x	
	SRAM 12s 10-28		x
	SRAM 12s 10-33		x
<b>SADDLE</b>	Fizik Mistica KIUM	x	
	COBB Fivty-Five		x
<b>CERAMIC SPEED</b>	CeramicSpeed Bottom Bracket coated		x
	CeramicSpeed Over Sized Pulley Wheels System		x



Flat Base Bar



Rise Base Bar



Coming soon

#### PRO ARMREST UPGRADE KIT

We applied our tried-and-tested development approach to our arm pads – creating a solution for a professional athlete, then adapting it for serial production to make it available for all triathletes, from age groupers to pros.

As a result, we now offer the special Pro armpads and Quattro armpads as an upgrade to the Basic armpads found on all Speedmax CFR and CF SLX models.

"Improved handling in demanding race situations and more comfort thanks to the reduced pressure resulting from the larger contact surface" – that was Jan Frodeno's feedback on the custom-built Pro armpads at the 2019 Ironman World Championships.

Since then, we have modified the armpads, adding adjustability to make them adapt to the needs of any triathlete. Their generous contact surface – a result of lengthening the pads – and the high-quality padding offer increased levels of grip and support, especially towards the end of the rider's forearm.

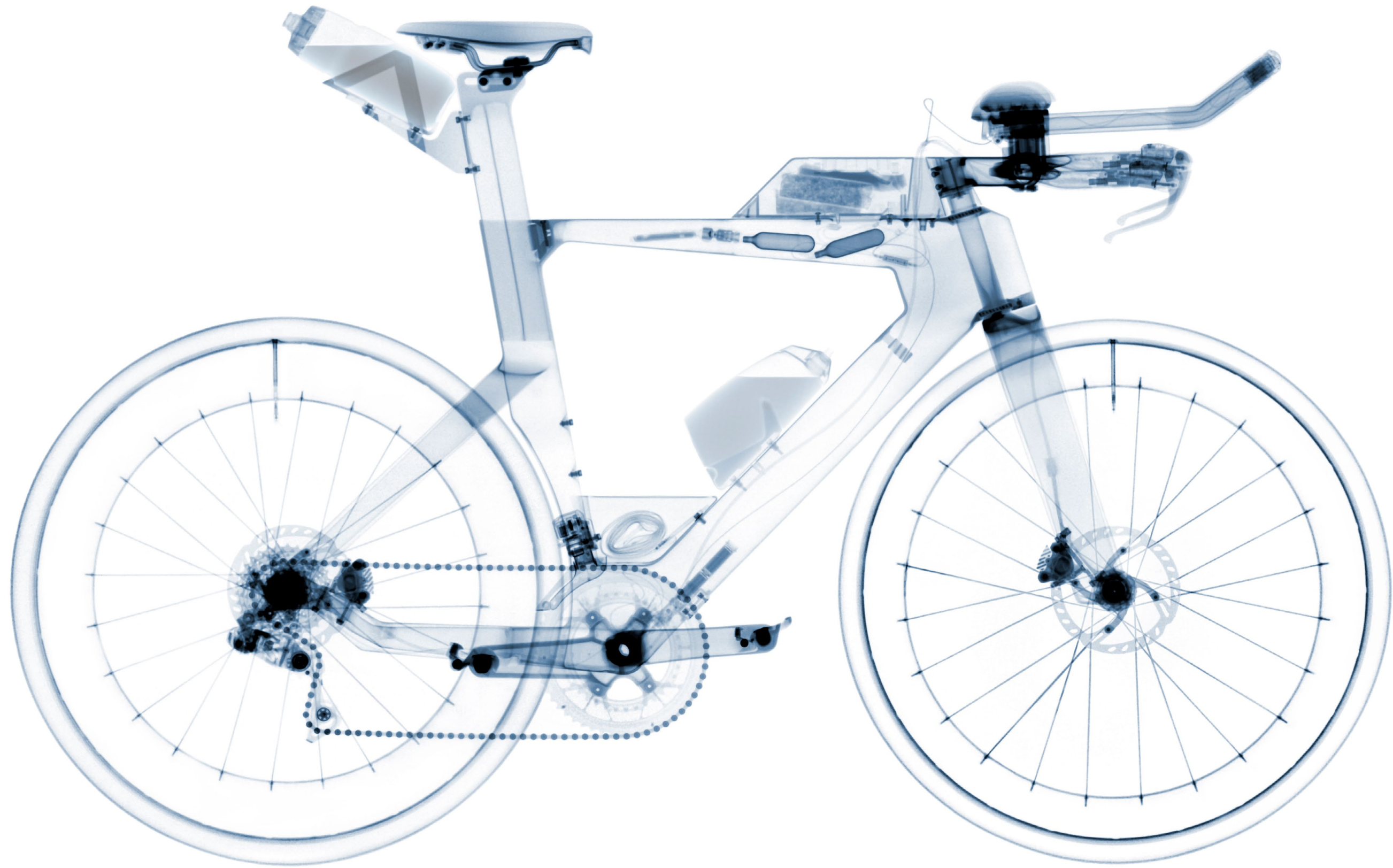
The Speedmax cockpit fitted with Pro armpads is based on the prototype developed for Jan Frodeno in 2019. It is the same cockpit that Frodeno currently uses in his own personal setup.

The armpad upgrade kit will cost €299 and contains the following:

- Long armrests + Premium Pads from Ergon
- 'Quattro' armrests + Premium Pads from Ergon
- Adapter for an attachment to the Garmin mount
- Installation instructions



Speedmax CF



# SPEEDMAX CF

Our aim is to provide as many athletes as possible with the highest standards of design and engineering. We call it Democratising Performance.

The Speedmax CF platform realises this vision. The absolute best triathlon bike at the absolute best price. It was developed for competition – it's race-ready and meets all our exacting performance requirements.

Like all Speedmax platforms, the Speedmax CF is the product of an intensive, high-tech development process. Aerodynamics optimised through extensive CFD analysis and a DNA shared with the previous CF SLX rim brake bike, make the Speedmax CF Disc as fast as our 5 time Kona winning bike – just 0.2 watts slower!

## AERO DEVELOPMENT

The R073 is derived directly from the R085 aero development project. The areas which most impact the aero performance are:

- Shorter handlebar profile
- Shorter fork leg profile
- Shorter head tube profile
- Shorter down tube profile
- No lower bottom bracket sail form.
- It uses a standard twin pillar and twin TT-bar extension cockpit system.

Following the wind tunnel test of the R073 prototype, further improvement in the aero performance was required, so a modified version of the wind tunnel geometry was produced with an improved base bar shape and mounting, longer chord fork profile, a narrower down tube profile, and a new improved head tube shape. In CFD this design showed to bring the desired improvements and is predicted to bring around -3.5W aero drag performance improvement at 45 km/h, compared to the R040 Speedmax.

- Newly developed cockpit with aerodynamic profiles and direct mount spacer system.
- For easy adjustability and a wide range of options for dialling in the rider position, we use proven components from Profile Design.
- Profile Design Aeria Ultimate 2 with integrated angle adjustment (only for electronic groupsets)

Performance measurement: even at CF level, selected Speedmax bikes come with integrated power meters for optimal performance tracking in racing and training.



## BENTO BOX

The storage concept has been completely revised for outstanding user-friendliness and simplicity.

- Box positioned on top of the top tube for easy storage of bars and gels
- Implemented as a robust hard-shell box with a hinged lid
- Integrated design for optimised aerodynamics
- The box offers space for two energy bars and one gel



#### TOOLBOX:

Tidy, aerodynamic, designed for racing: this flexible toolbox, made of nitrile rubber, is in the bottom bracket area between the seat tube and down tube. It provides storage space for a spare tube as well as small additional tools such as Allen keys or a small multi-tool.

The toolbox is available in 3 different sizes to ensure a gap-free fit to the frame.

#### TOP TUBE SNAKE

This long bag gives athletes what they need to quickly fix punctures. It is stowed in the top tube, and offers space for a cartridge adapter as well as two CO2 cartridges and a set of tyre levers



# FAQ

## WHEN WILL THE SPEEDMAX GO ON-SALE?

The new Speedmax will go live on Canyon.com at **11:00 CET on 17.11.2020**. We kindly request all our partners to respect the communication embargo in-place until that time.

## HOW MANY MODELS OF THE NEW SPEEDMAX WILL BE AVAILABLE?

The new portfolio contains eleven models split across three different platforms. The range starts with the Speedmax CF which features mechanical and electronic shifting. Even at CF level selected Speedmax bikes come with integrated power meters. This is followed by the Speedmax CF SLX which features full system integration, and then tops out with the new benchmark, the Speedmax CFR. All SLX and CFR are spec'd with integrated power meters. Full models, specs and prices are listed on the next pages.

## WHAT'S THE STORY BEHIND THE SPEEDMAX CFR?

The Speedmax CFR is second addition to our new flagship road line-up, following on from the Ultimate CFR. CFR stands for Canyon Factory Racing, and to us represents the Next Level. As such, the new Speedmax CFR features full system integration and our most advanced carbon layup, employing the same materials as the Ultimate CFR for an even lighter and stiffer construction. These models feature exclusively top-line groupsets and wheels to deliver top performance every time.

## DO I HAVE TO WORRY ABOUT MY PREMIUM BIKE GETTING DAMAGED IN SHIPPING?

No, there's absolutely nothing to worry about. Exclusively for these bikes, we've optimised the packaging to ensure maximum safety and a seamless unboxing experience

## IS IT DIFFICULT TO BUILD UP THE BIKE FROM THE BOX?

No, when designing the packaging we ensured that everything's intuitive, and that it's possible to assemble the bike in a few easy steps. If you follow the main steps in the manual, it's simple to get riding very soon.

## WHY DOES THE NEW SPEEDMAX HAVE SHORTER CRANK LENGTHS THAN IN THE PAST?

In cooperation with gebiomized's renowned Bike Fitting Team, we followed a long-standing trend in the triathlon scene. Shorter cranks open up opportunities for biomechanical optimisation of the seating position and related performance improvements, especially in triathlon. We always try to incorporate the latest findings from the market and research into our specifications, so that you, the customer, get a product that's as good as we can make.

## IS THE NEW SPEEDMAX UCI-COMPLIANT?

Our Speedmax family is divided into UCI approved and non-approved bikes. Currently, the following bikes have been approved for UCI races:

Approved:

- R41 Speedmax CF
- R40 Speedmax CF SLX

Non-approved:

- R073-01 Speedmax CF Disc
- R091-01 Speedmax CF SLX Disc
- R085-01 Speedmax CFR Disc

## WHAT TYRE WIDTH DOES THE SPEEDMAX HAVE?

All new Speedmax models mix different tyre widths, with a narrower 25 mm tyre at the front for top aero performance, and a wider 28 mm tyre at the rear. The wider rear tyre has no aero drawbacks, while the extra volume improves comfort and traction. Speedmax is specially designed with this tyre concept in mind. We even adjusted the bottom bracket height to compensate for the extra height at the rear.

## MAXIMUM TYRE WIDTHS

Tyre clearance (according to ISO 4210)

- Front: 28 mm (measured width)
- Rear: 30.5 mm (measured width)



# GEOMETRY & SPECS

## SPECS SPEEDMAX DISC CFR

	SPEEDMAX CFR DISC DI2	SPEEDMAX CFR DISC AXS
FRAME	Canyon Speedmax Disc CFR	Canyon Speedmax Disc CFR
FORK	Canyon FK0080 / FK0081	Canyon FK0080 / FK0081
BRAKE	Shimano Dura-Ace Disc Brake	SRAM Red HRD Disc Brake
WHEELS	DT SWISS ARC1100 Dicut db 80	Zipp 858 NSW Disc Brake
TYRES	Continental GP5000 25/28 + TPU	Continental GP5000 25/28 + TPU
CHAINSET	Shimano Dura-Ace Di2 Powermeter	SRAM Red eTap AXS Powermeter
GEAR RATIO	53/39   11-28	50/37   10-28
COCKPIT	Canyon CP0019 / CP0021	Canyon CP0019 / CP0021
SADDLE	Fizik Mistica 55 mm	Fizik Mistica 55 mm
SEATPOST	Canyon SP0049 Aeropost CF	Canyon SP0049 Aeropost CF
COLOURS	Dark Chrome, Blue Chrome	Dark Chrome, Blue Chrome
SIZES	XS, S, M, L, XL	XS, S, M, L, XL
WEIGHT	9.14 kg	9.12 kg
PRICE	9,999€	11,999€

## GEOMETRY SPEEDMAX DISC CFR

	XS	S	M	L	XL
SEAT TUBE LENGTH (MM)	488	531	552	592	616
TOP TUBE LENGTH (MM)	466	494	519	548	576
HEAD TUBE LENGTH (MM)	64	62	83	123	150
HEAD TUBE ANGLE (°)	72	73	73	73	73
SEAT TUBE ANGLE (°)	80.5	80.5	80.5	80.5	80.5
CHAINSTAY LENGTH (MM)	410	420	420	420	420
WHEELBASE (MM)	960	986	1014	1047	1079
STACK (MM)	435	469	489	527	553
REACH (MM)	393	415	438	459	483
STR	1.11	1.13	1.12	1.15	1.15
STEM (MM)	70	70	70	70	70
HANDLEBAR WIDTH (MM)	400	400	400	400	400
CRANK ARM LENGTH (MM)	165	170	170	172.5	175
SEATPOST LENGTH (MM)	295	295	345	345	345
WHEEL SIZE	650B	700C	700C	700C	700C



## SPECS SPEEDMAX SLX

	SPEEDMAX CF SLX 8 DISC DI2	SPEEDMAX CF SLX 8 DISC DI2 WMN	SPEEDMAX CF SLX 8 DISC ETAP
FRAME	Canyon Speedmax Disc CF SLX	Canyon Speedmax Disc CF SLX	Canyon Speedmax Disc CF SLX
FORK	Canyon FK0080 / FK0081	Canyon FK0080 / FK0081	Canyon FK0080 / FK0081
BRAKE	Shimano Ultegra Disc Brake	Shimano Ultegra Disc Brake	SRAM Force HRD Disc Brake
WHEELS	DT SWISS ARC1400 Dicut db 62/80	DT SWISS ARC1400 Dicut db 62/80	Zipp 404 / 808 Firecrest
TYRES	Continental GP5000 25/28 + TPU	Continental GP5000 25/28 + TPU	Continental GP5000 25/28 + TPU
CHAINSET	Shimano Ultegra Di2 / 4iii Powermeter	Shimano Ultegra Di2 / 4iii Powermeter	SRAM Force eTap AXS Powermeter
GEAR RATIO	52/36   11-28	52/36   11-28	50/37   10-28
COCKPIT	Canyon CP0019 / CP0021	Canyon CP0019 / CP0021	Canyon CP0019 / CP0021
SADDLE	Fizik Mistica 55 mm	Fizik Mistica 55 mm	Fizik Mistica 55 mm
SEATPOST	Canyon SP0049 Aeropost CF	Canyon SP0049 Aeropost CF	Canyon SP0049 Aeropost CF
COLOURS	Pro White, New Blue	Pacific Purple	Pro White, New Blue
SIZES	XS, S, M, L, XL	XS, S, M	S, M, L, XL
WEIGHT	9.38 kg	9.18 kg	9.7 kg
PRICE	7,799 €	7,799 €	8,499 €

## GEOMETRY SPEEDMAX SLX

	XS	S	M	L	XL
SEAT TUBE LENGTH (MM)	488	531	552	592	616
TOP TUBE LENGTH (MM)	466	494	519	548	576
HEAD TUBE LENGTH (MM)	64	62	83	123	150
HEAD TUBE ANGLE (°)	72	73	73	73	73
SEAT TUBE ANGLE (°)	80.5	80.5	80.5	80.5	80.5
CHAINSTAY LENGTH (MM)	410	420	420	420	420
WHEELBASE (MM)	960	986	1014	1047	1079
STACK (MM)	435	469	489	527	553
REACH (MM)	393	415	438	459	483
STR	1.11	1.13	1.12	1.15	1.15
STEM (MM)	70	70	70	70	70
HANDLEBAR WIDTH (MM)	400	400	400	400	400
CRANK ARM LENGTH (MM)	165	170	170	172.5	175
SEATPOST LENGTH (MM)	295	295	345	345	345
WHEEL SIZE	650B	700C	700C	700C	700C



## SPECS SPEEDMAX CF

	SPEEDMAX CF 7 DISC	SPEEDMAX CF 8 DISC	SPEEDMAX CF 8 DISC WMN	SPEEDMAX CF 8 DISC DI2	SPEEDMAX CF 8 DISC DI2 WMN	SPEEDMAX CF 8 DISC ETAP
<b>FRAME</b>	Canyon Speedmax Disc CF	Canyon Speedmax Disc CF	Canyon Speedmax Disc CF	Canyon Speedmax Disc CF	Canyon Speedmax Disc CF	Canyon Speedmax Disc CF
<b>FORK</b>	Canyon FK0077 / FK0078	Canyon FK0077 / FK0078	Canyon FK0077 / FK0078	Canyon FK0077 / FK0078	Canyon FK0077 / FK0078	Canyon FK0077 / FK0078
<b>BRAKE</b>	Shimano 105 Disc Brake	Shimano Ultegra Disc Brake	Shimano Ultegra Disc Brake	Shimano Ultegra Disc Brake	Shimano Ultegra Disc Brake	SRAM Force HRD Disc Brake
<b>WHEELS</b>	Reynolds AR 58/80 DB	DT SWISS ARC 1600 Spline db 62/80	DT SWISS ARC 1600 Spline db 62/80	DT SWISS ARC 1400 Spline db 62/80	DT SWISS ARC 1400 Spline db 62/80	Zipp 404/808 Firecrest
<b>TYRES</b>	Continental GP5000 25/28	Continental GP5000 25/28	Continental GP5000 25/28	Continental GP5000 25/28	Continental GP5000 25/28	Continental GP5000 25/28
<b>CHAINSET</b>	Shimano 105 Disc	Shimano Ultegra Disc	Shimano Ultegra Disc	Shimano Ultegra Disc Di2 / 4iii Powermeter	Shimano Ultegra Disc Di2 / 4iii Powermeter	SRAM Force eTap AXS Powermeter
<b>GEAR RATIO</b>	52/36   11-30	52/36   11-30	52/36   11-30	52/36   11-28	52/36   11-28	50/37   10-28
<b>COCKPIT</b>	Canyon H30 Basebar CF Profile Design	Canyon H30 Basebar CF Profile Design	Canyon H30 Basebar CF Profile Design	Canyon HB0053 Basebar CF Profile Design	Canyon HB0053 Basebar CF Profile Design	Canyon HB0053 Basebar CF Profile Design
<b>SADDLE</b>	Fizik Mistica 55 mm	Fizik Mistica 55 mm	Fizik Mistica 55 mm	Fizik Mistica 55 mm	Fizik Mistica 55 mm	Fizik Mistica 55 mm
<b>SEATPOST</b>	Canyon SP0048 Aeropost CF	Canyon SP0048 Aeropost CF	Canyon SP0048 Aeropost CF	Canyon SP0048 Aeropost CF	Canyon SP0048 Aeropost CF	Canyon SP0048 Aeropost CF
<b>COLOURS</b>	Stealth, Flash Yellow	Stealth, Flash Yellow	Light Lobster	Stealth, Non Mint	Light Lobster	Stealth, Non Mint
<b>SIZES</b>	XS, S, M, L, XL	XS, S, M, L, XL	XS, S, M	XS, S, M, L, XL	XS, S, M	XS, S, M, L, XL
<b>WEIGHT</b>	9.35 kg	9.32 kg	9.22 kg	9.15 kg	9.22 kg	9.47 kg
<b>PRICE</b>	3,699 €	4,199 €	4,199 €	5,799 €	5,799 €	6,499 €

## GEOMETRY SPEEDMAX CF

	XS	S	M	L	XL
<b>SEAT TUBE LENGTH (MM)</b>	480	518	543	577	607
<b>TOP TUBE LENGTH (MM)</b>	454	489	511	540	570
<b>HEAD TUBE LENGTH (MM)</b>	113	115	140	176	207
<b>HEAD TUBE ANGLE (°)</b>	72	73	73	73	73
<b>SEAT TUBE ANGLE (°)</b>	80.5	80.5	80.5	80.5	80.5
<b>CHAINSTAY LENGTH (MM)</b>	410	420	420	420	420
<b>WHEELBASE (MM)</b>	956	988	1014	1047	1081
<b>STACK (MM)</b>	482	519	544	578	608
<b>REACH (MM)</b>	374	402	420	443	468
<b>STR</b>	1.29	1.29	1.29	1.30	1.30
<b>STEM (MM)</b>	70	70	80	90	90
<b>HANDLEBAR WIDTH (MM)</b>	400	400	400	400	400
<b>CRANK ARM LENGTH (MM)</b>	165	170	172.5	172.5	175
<b>SEATPOST LENGTH (MM)</b>	295	295	345	345	345
<b>WHEEL SIZE</b>	650B	700C	700C	700C	700C



ARTWORK OVERVIEW



Non Mint



Flash Yellow



Stealth



Light Lobster



New Blue



Pro White



Pacific Purple



Blue Chrome



Dark Chrome



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