



CANNONDALE

STRIVE:ON

WIRED FOR SPEED

YOU FULLY CHARGED



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## THE ALL-NEW STRIVE:ON

Bike trends come and go. New disciplines lead to new innovations, but one thing remains the same: racing at the highest levels requires a damn good bike. Thanks to the playful and powerful Spectral:ON and rowdy and range-defying Torque:ON, Canyon has already staked its claim as one of the best e-MTB manufacturers in the scene. But with the birth of the e-Enduro World Series there was one big box Canyon needed to tick: e-MTB racing.

Enter the Strive:ON.

Built for the burly stages of EDR-E, the Strive:ON brings power and precision to the climbs along with all-out speed and handling on the descents. The bombproof CFR carbon frame is both lightweight and durable and an updated geometry

with mullet wheels strikes the perfect mix of high-speed stability and tight trail agility. The platform is designed around the fan favourite Bosch Performance CX, and newly released CX Race motors to deliver a baffling 600 watts of peak power and 85 Nm of torque to the pedals. Combine that with the easy-to-swap 625 and 750 Wh batteries and you've got a bike ready to race stages out of the box.

Whether you're hooked on racing or just want a fast paced, hard hitting trail machine, uphill or down on the rowdiest trails around, the Strive:ON will have you wired for speed.





## RACING GENETICS GO ELECTRIC



Since it was first piloted to victory by Fabien Barel at EDR Finale Ligure in 2014 the Strive's DNA has been built around enduro racing. The Strive:ON is no different. EDR-E has emerged as the proving grounds for the e-MTB world and the new format places highly specific demands on both its riders and bikes. The Strive:ON was designed from the ground up to meet and exceed those demands.

Beyond the progressive geometry numbers, dialled 170f/160r suspension, and race-ready carbon chassis, the Strive:ON and the Bosch Performance CX motor deliver maximum assistance, rapid motor response and sustained torque delivery for the most technical uphill Power Stages. A higher ground clearance, and moto-inspired skid plate keep the bike safe racing through tough terrain and two battery options make for fast swaps and your pick of lower weight versus longer range depending on the race.

While the needs are specific the end product is an e-MTB that loves to be ridden on the limit. Whether the race is between the tape or between your ears, you'll be going full gas.



## FLAT OUT LAYUP

Canyon Factory Racing (CFR) is our commitment to innovating for our racers and as a thoroughbred race bike, the entire Strive:ON line-up is built around a no-compromises CFR carbon frame. While our pros ride all out to shave seconds on stages, our designers and engineers take feedback and go to the drawing board to offer every possible advantage. The result: each CFR frame is built with the highest quality carbon fibres and sets the bar for weight, durability, and cutting-edge performance.

Maximising power to weight ratio is critical in e-MTB races so our carbon magicians optimised the Strive:ON layup to reduce weight while also improving stiffness at critical points. The Strive:ON frame weighs in at 3268g for a size M, including all assembly parts. On top of that, the optimised stiffness makes the Strive:ON's rear triangle more compliant to improve traction and reduce rider fatigue on long punishing stages without compromising confidence and control at high speeds thanks to a stiff front triangle.





## SHAPE SHIFTED

We're all thinking it. What happened to the shapeshifter? While the geometry-altering technology is a hallmark of the non-electric Strive, the Strive:ON does without. Adding the industry-leading motor and a long-range battery doesn't just make the Strive:ON an absolute rocket uphill, it also takes up a fair bit of frame space. The removal of the Shapeshifter and switch to a horizontal shock placement now used in the rest of our gravity range allows for an in-frame water bottle mount, top tube storage and ensures both the 625 and 750Wh batteries are available on every Strive:ON size from small to extra-large.

Helping to keep the climbing composure and descending capability of the standard Strive, the Strive:ON takes the steep 78 degree seat tube found in Pedal Mode on shapeshifter equipped acoustic bike, and blends it with a speed loving slack 63.5 degree headtube angle.



# AGGROGILITY

It's the shreddy blend of stability needed for fast aggressive riding and the agility to rip through tight technical sections. How did we do it? We worked with Fabien Barel and our other pro riders to land on a similar geometry to the non-electric Strive, but with a few important tweaks.

## BOOSTED BALANCE

We went to great lengths to place the Bosch motor and battery system as low in the frame as possible. This drops the bike's overall centre of gravity and boosts stability. To offset this and keep the bike balanced we slightly tweaked the headtube angle to a steeper 63.5 degrees. A generous reach gives riders room to move their weight where they want both uphill and down.

## ASCENSION

On e-bike enduro stages riders need to be able to clear extremely steep technical sections during Power Stages. To facilitate this, we went with the steeper 78-degree seattube angle from the Strive's climb mode and lengthened the chain stays by 10 mm to 445 mm.

## ON CLEARANCE

With 25 mm bottom bracket offset, the Strive:ON sits 7 mm higher than the Torque:ON. This improves pedal clearance for rocky, technical trails and sneaking in crucial pedal strokes through rough terrain. The change also adds a touch of slow speed agility.

## MULLET

While many race bikes are full 29er the added weight of the Strive:ON and lower centre of gravity make having a 27.5" wheel in the back even more important. The smaller wheel improves acceleration and keeps the bike quick and agile through tighter trails.

FRAME SIZE	S	M	L	XL
SEAT TUBE LENGTH (MM)	395	420	435	460
TOP TUBE LENGTH (MM)	584	610	637	665
HEAD TUBE LENGTH (MM)	110	120	130	145
HEAD TUBE ANGLE (°)	63,5	63,5	63,5	63,5
SEAT TUBE ANGLE EFFECTIVE (°)	78	78	78	78
SEAT TUBE ANGLE ACTUAL (°)	72,3	72,6	73	73,3
REFERENCE SEAT HEIGHT (MM)	720	760	800	840
CHAINSTAY LENGTH (MM)	445	445	445	445
BB OFFSET FRONT (MM)	25	25	25	25
WHEELBASE (MM)	1245	1274	1304	1336
STACK (MM)	628	637	646	660
REACH (MM)	450	475	500	525
SPACERS (MM)	20	20	20	20
STEM (MM)	40	40	40	40
HANDLEBAR WIDTH (MM)	780	780	800	800
CRANK ARM LENGTH (MM)	165	165	165	165
SEATPOST DIAMETER (MM)	30,9	30,9	30,9	30,9
DROPPER TRAVEL (MM)	150	170	200	200





## THE RACER'S CHOICE

Often packed with four hours of riding and over 3,000 metres of climbing, EDR-E races are in a league of their own. Throw in the infamous technical uphill Power Stages and you can't just throw a motor and battery on an enduro bike, you need an absolutely dialled setup.

That's where the Bosch Performance Line CX and CX Race motors come in. EDR-E racers love the Bosch motor for a few reasons. The first is the huge 600 watts of peak power and 85 Nm of max torque. Who wins or loses a stage can be decided by seconds and whether a rider clears a technical rock section is often up to a single pedal stroke. The Bosch motor kicks in that extra bit of power needed to avoid pedal strikes and keep you rolling. On top of that, it delivers power faster than other motors and all the way up to 120 rpm.

Finally, the overrun feature. All e-MTBs continue to drive the rear wheel for a short period of time after pedalling stops, but with Bosch, this continued drive is stronger, and lasts a little longer than the competition. Why does this matter? E-MTB riders can use partial turns of the cranks to generate surges in power from the motor to help them keep speed and negotiate challenging sections of trail.

## CX VS CX RACE

Never idle, Bosch have upped the ante with the CX Race motor. The new system is 150g lighter while keeping the same size and profile as the standard CX. It ramps up the pedal assist from 340% to meet the 400% of the new Shimano EP8. Lastly, the new Race Mode delivers power faster and stronger and the overrun feature drives even longer after you stop pedalling. The CX Race carries limited availability and will only feature on the flagship Strive:ON CFR LTD.

## UNDER CONTROL

The integrated Smart System Top Tube Control Centre is built into the frame and lets riders handle all the most important controls like power, mode select, battery level indication and interface to Bosch Flow App.

Even better is the new Bluetooth Mini Remote. Its minimal design and perfect position next to the grip allows riders to operate key functions without taking hands off the bars. It's quick and easy select modes, use walk mode (including hill hold), control an optional linked display and optional lights too.

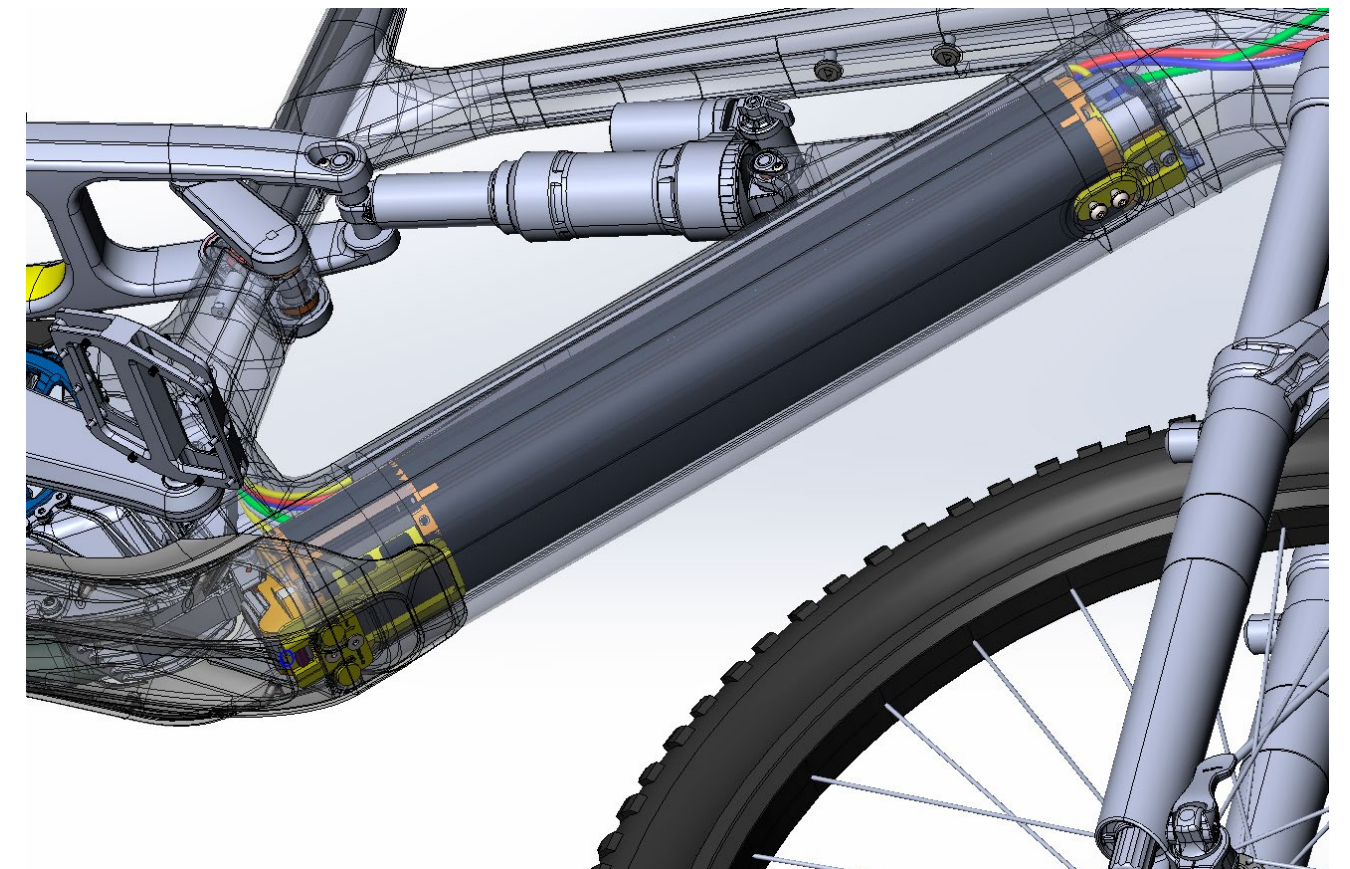
## FULLY CHARGED

For the Spectral:ON and Torque:ON the math is simple. Bigger batteries = longer range = better. For the Strive:ON the equation is a little more complicated. Some EDR-E races allow battery swaps while some don't and for some shorter stages reducing weight might be more important than the longest range possible. The 625 and 750 Wh Bosch Powertube batteries give you the choice to pick the best setup for your next race.

The 625Wh battery has 20% less range than it's big sibling but weighs 700 grams less. It's perfect for stages where battery swaps are allowed, and agility takes preference over range. The 750Wh Powertube weighs a bit more but packs more miles for those looking to get the

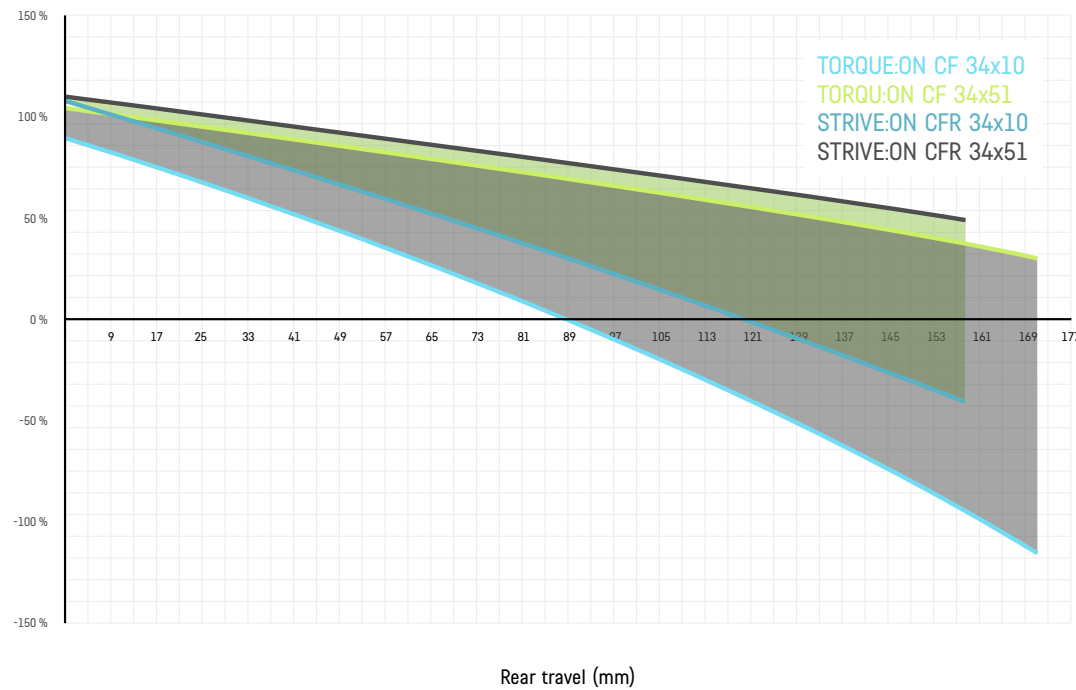
most out of a single charge. Both battery sizes are available on every model in all sizes and the 750Wh is a 200€ upcharge.

The batteries are held in the frame with a Canyon designed mount compatible with the proven Bosch rail fixing latch that allows them to be quickly and easily swapped out while also being locked in and secure. This system saves 300g compared to the standard Bosch mount. Bikes equipped with the smaller 625Wh battery will ship with a spacer mounted to the end of the battery for a snug fit. This spacer is also available as a spare part for anyone buying additional batteries later.



YELLOW MARKED PARTS ARE THE CANYON DESIGNED CRADLE

## ANTI-SQUAT



## KILLER KINEMATIC

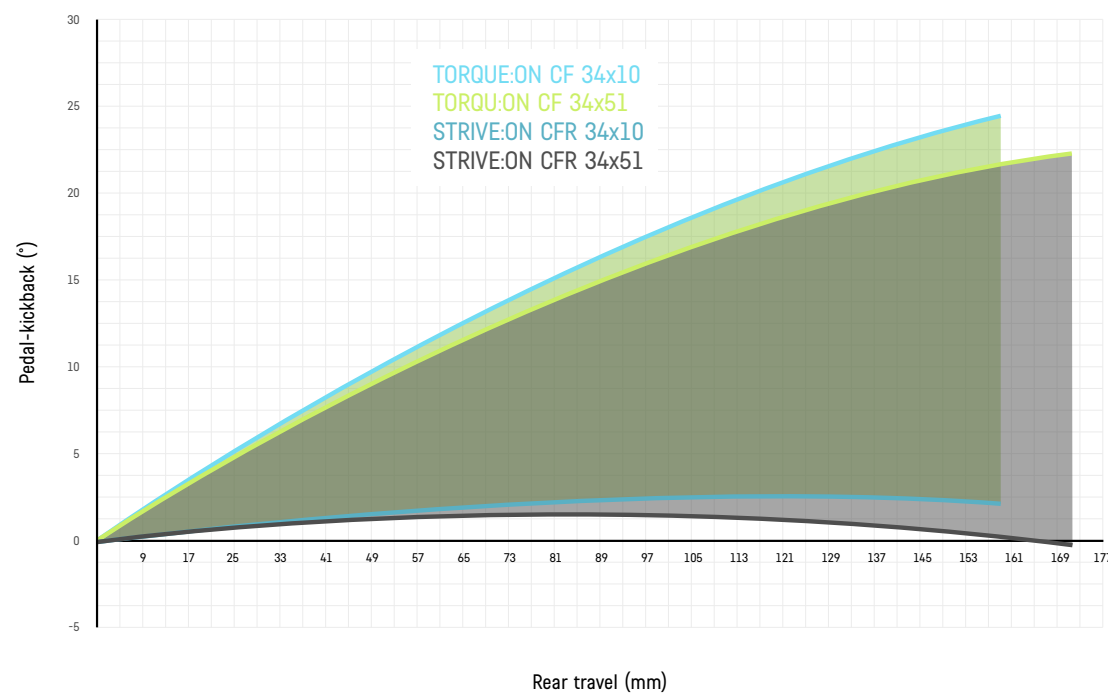
If it ain't broke, don't fix it. Since its debut on the original Sender in 2016 the Triple Phase Suspension has become a staple of our whole mountain bike range. The sensitive beginning of the leverage curve improves traction and reduces trail chatter while the more supportive mid stroke gives riders a stable platform to pump through take-offs and stay stable in the tough stuff. The end of the stroke ramps up to

keep the suspension from bottoming out in case you accidentally (or intentionally) launch it.

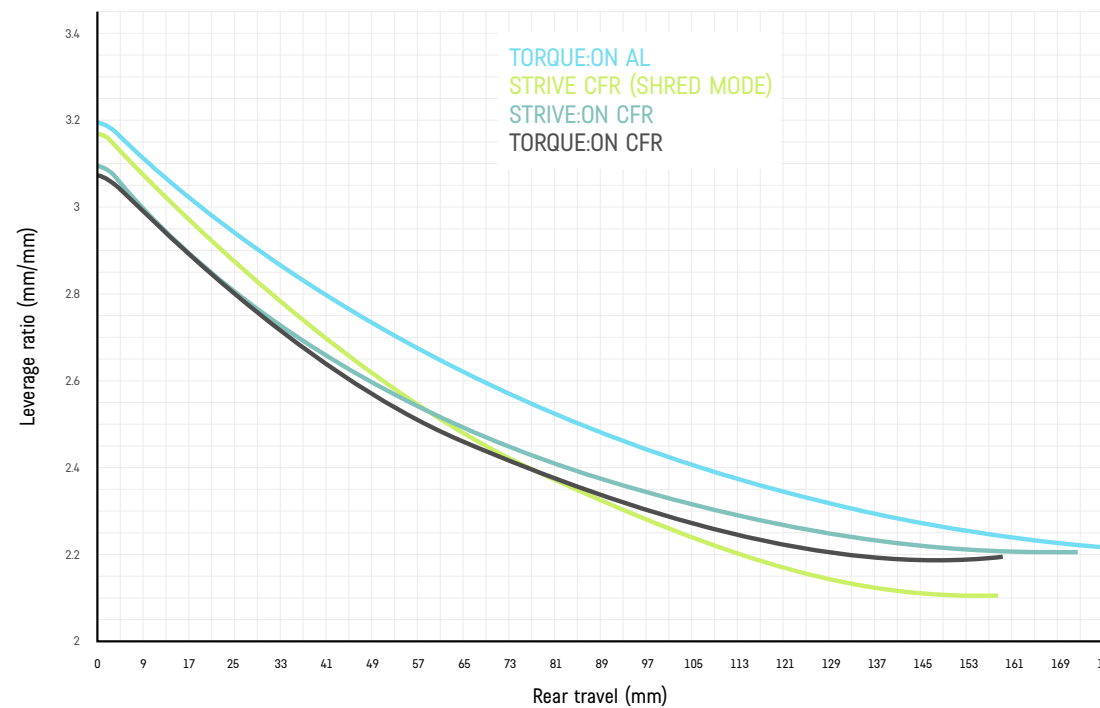
But just because the Triple Phase works great doesn't mean we haven't optimised it for e-MTB racing. To improve range, boost response on climbs, or save rider energy on long punishing descents, the Strive:ON's suspension has been optimised to be

both fun and fast. Compared to its long travel e-powered cousin, the Torque:ON CF, the anti-squat is higher at the SAG point to improve pedalling efficiency. While this might seem less important on an e-MTB, tell that to yourself when you're trying to clear a feature on a technical uphill. To offset any potential pedal kick back, the anti squat drops away quickly after the SAG point to reduce unwanted feedback in the pedals.

## PEDAL-KICKBACK



## LEVERAGE RATIO



With more anti-squat than the Torque:ON CF throughout the travel, the pedal kickback is a little higher, but the overall impact is still very minimal – especially deep into the travel where the feedback is most noticeable. This helps manage rider comfort and fatigue, and keeps the suspension active, maximising traction, speed and performance.



## DON'T SLIP. SLIDE.

While the higher bottom bracket of the Strive:ON improves pedal clearance, enduro stages are strewn with chainring grabbing terrain. To keep the motor casing and chainring safe, the Strive:ON features a protection plate to shrug off technical trail features. Thanks to a reduced contact area compared to a flat plate, the special 'sled' design encourages the plate to slide when it contacts the ground or an obstacle. Inspired by the designs of Enduro MX skid plates (which are frequently dragged over rocks and roots) and secured directly to the motor mount bolts, this thing is built tough.



## ALL SEASON. ALL OUT.

A real race rig needs to be able to withstand a whole season's worth of full tilt riding. That's why the Strive:ON is tested and rated to our Category 4E rating. We subject the bike to the same intense testing as the Category 4 Strive but ramp it up and do load and stress tests longer and harder to simulate the added forces of e-MTB racing. It's just our guarantee that this bike is built to last.

Throw in the same sealed bearings and thread inserts developed for Sender CFR by our race team mechanics, and you can rest easy race hard knowing your frame is safe. The thread inserts protect your frame from irreparable thread damage and wear across all major pivot points and as with our Spectral:ON and Torque:ON CF models, the pivot bearings also get the market-leading double sealed protection and proprietary grease fill- keeping the linkage moving smoother for longer in any conditions.



## SO E-ENDURO

Let's talk about those all-important enduro bolt-ons like a water bottle mount, on bike storage and of course, fenders. Canyon's latest front fenders come in two different versions that attach via screw mounts to the RockShox Zeb and Fox 38 respectively.

The Strive:ON also features two mounting points beneath the top tube and seat tube junction where you can easily mount a tube strap or bag bracket. Our Canyon Load bag is a great example of a bag to carry your tube, some tyre levers, and a tool without worrying about scuffing the paintjob.

Finally, based on input from our team mechanics, we developed a series of frame protectors. An integrated rubber downtube protector shields the frame from errant rocks and crashes and a moulded seatstay protector does the same. A proprietary chainstay protector with special ridges protects the rest of the rear triangle while also dampening any chain slap.



# FAQ

## WHEN CAN I TALK ABOUT THE NEW STRIVE:ON?

Tell your friends on **May 9, 2023**, at **11:00 AM CET**.

## HOW MANY BIKES ARE IN THE STRIVE:ON LINE-UP?

There are 3 models, each available with a choice of 625 Wh or 750 Wh batteries.

- Strive:ON CFR Underdog
- Strive:ON CFR
- Strive:ON CFR LTD

## WHAT MOTOR SYSTEM DOES THE STRIVE:ON USE?

The Strive:ON CFR and CFR Underdog come with the Bosch CX Performance motor and the CFR LTD is kitted with the CX Performance Race. We chose the Bosch CX Performance line because of its proven e-MTB race pedigree. The additional pedal assist, extra torque and overdrive features were must haves for our pro riders. The Race edition is a special version of the standard CX and only a limited number are available to

each cycling brand. Compared to the normal CX Performance, the CX Race weighs less, delivers up to 400% assistance including a boost up to 85 Nm of torque, and features a special housing with a unique colourway.

## HOW MUCH SUSPENSION TRAVEL DOES THE STRIVE:ON HAVE?

170 mm up front and 160 mm in the rear.

## WHAT WAS CANYON AIMING TO ACHIEVE WITH THE STRIVE:ON IN TERMS OF RIDE QUALITY AND PERFORMANCE?

We wanted to take the EDR race-winning pedigree of the Strive and inject it into an e-MTB. Designed specifically to race in the EDR-E series, the Strive:ON brings the agility and all-out speed needed for the highest levels of competition. The high-powered Bosch motor is the industry standard for racing technical e-Enduro stages, while the stable geo and durable frame mean racers can ride on the limit. It's a bike that both racers and performance-focused riders will love.

## HOW DID CANYON'S ENGINEERS ACHIEVE THAT GOAL?

Our R&D team went back to the drawing board to create the best possible EDR-E race bike. The added weight and ideal placement of the Bosch motor lowered the bike's the centre of gravity and allowed our designers and engineers to choose a geometry just between the non-electric Spectral and Strive for the perfect blend of speed and agility. In comparison to the regular Strive, slightly longer chainstays improve stability on uphill and a steeper seat tube maximises climbing performance. The Bosch motor not only supplies industry-leading pedal assist, the 625 and 750 Wh batteries are easy to swap so racers can pick their power plant based on course profile and specified number of battery swaps.

## HOW DOES THE STRIVE:ON COMPARE TO THE NON-ELECTRIC STRIVE?

Overall, the Strive:ON rides similarly to the non-electric Strive as both are focused on all-out Enduro performance. The extra weight of the Strive:ON improves stability, but slightly reduces agility in comparison to the non-electric. How-

ever, the mullet wheel size offsets any sluggishness and keeps the Strive:ON quick from the gun and fast through tight sections. It also has a slightly steeper 63.5-degree head tube angle and a 7 mm higher bottom bracket.

## HOW DID CANYON DECIDE ON THIS BIKES GEOMETRY?

With the goal of designing an agile e-MTB that is stable at high speed, our team settled on a combination of the Strive and Spectral geometries. Compared to the non-electric Strive, the Strive:ON has longer chainstays and a steeper seat tube to maximise climbing performance.

## DID THE MOTOR IMPACT THE FRAME'S GEO IN ANYWAY? DID CANYON NEED TO ADJUST THE POSITION OF THE MOTOR TO ACHIEVE THE GEO THEY WANTED?

While the Bosch CX Performance is larger than the Shimano EP8 featured on other Canyon e-MTBs, thanks to the longer chainstays planned for this bike it ultimately didn't affect the frame's geometry. The Bosch battery system is also compact enough that both battery types are available with every frame size.



**HOW DID CANYON DECIDE ON BATTERY PLACEMENT? WHAT MEASURES DID THEY TAKE TO ENSURE THE BIKE IS BALANCED ON JUMPS AND IN GNARLY TERRAIN?**

The main goal was to position the battery and motor as centrally as possible for balanced fore and aft weight distribution and improve handling.

**WHAT WHEEL SIZE DOES THE STRIVE:ON HAVE?**

Mullet wheel size: 29" up front and 27.5" in the back.

**WHAT'S THE DEAL WITH FRAME STIFFNESS? WHAT WAS CANYON TRYING TO ACHIEVE?**

As a result of the extra wide down-tube required to house batteries, it was important to make sure the Strive:ON wasn't too stiff. Our engineers optimised the carbon layup to add some compliance to the rear triangle in order to improve traction and reduce rider fatigue over long days of racing. The overall stiffness is comparable to that of the non-electric Spectral and Strive, but slightly more compliant than the Torque:ON.

**WHAT BATTERY OPTIONS ARE AVAILABLE? ARE THEY AVAILABLE ON ALL MODELS AND SIZES IN THE LINE-UP? HOW MUCH MORE DOES THE LARGER BATTERY COST?**

For all models and sizes both 625 and 750 Wh batteries are available. The upcharge for a 750 Wh battery is 200€.

**WHAT IS THE RANGE OF THE BOSCH MOTORS AND BATTERIES?**

The estimated range for Bosch powered e-bikes can be found on the Bosch Range Calculator.

**DO I NEED TO CARE FOR MY BATTERY IN A SPECIAL WAY? HOW SHOULD I STORE IT?**

The Bosch batteries are lithium ion so all the rules that you know from your smartphone apply. Store the batteries at room temperature and at 60% state of charge to help increase battery longevity.

**WHY DID CANYON MOVE AWAY FROM A FULL 29ER SETUP ON A RACE BIKE?**

The added motor and battery weight of Canyon e-MTBs naturally increases stability. This makes mullet wheel sizing (29" front, 27.5" rear) the optimal setup for the mix of speed and agility required for EDR-E performance, and heavy-duty trail fun.

**WHY NOT OFFER WHEELSIZE OPTIONS OR CONVERSION OPTIONS BETWEEN A 29" AND 27.5" REAR WHEEL?**

After tons of testing and feedback, we're confident that mullet is the best option for the Strive:ON.

**WHAT DOES CATEGORY 4E APPROVED MEAN IN TERMS OF HOW THIS E-MTB CAN BE RIDDEN?**

Anything short of downhill world cup courses, big bike park hits, and freeride cliffs are within Strive:ON's capabilities. It's dialed in for brutally tough enduro stages.

**HOW DOES THIS COMPARE TO THE NON-ELECTRIC STRIVE IN TERMS OF RIDE? WHY DID WE REMOVE THE SHAPESHIFTER?**

The ride quality is surprisingly like the non-electric Strive. We removed the Shapeshifter to focus on cleanly integrating the motor and battery system. The horizontal shock placement leaves room for the Bosch motor, the all-important water bottle mount and even a small frame bag.

**IS THIS GOING TO BE A HARD-HITTING TRAIL E-MTB, OR AN EDR-E RACE FOCUSED MACHINE? OR BOTH?**

The project was driven by our ambitions in EDR-E, but the bike itself certainly performs away from the race tape as a great option for heavy duty trail riding on a day-to-day basis.





**HOW MUCH DOES THE NEW FRAME WEIGH? IS IT LIGHTER THAN THE TORQUE:ON CF?**

In size M, the Strive:ON frame weighs 2.45 kg while the Torque:ON CF frame weighs 3.4 kg. The Bosch system adds a few extra grams vs the Shimano EP8, so in the end, the complete bikes are more or less the same weight.

**IS THE BIKE AIR SHOCK AND COIL SHOCK COMPATIBLE?**

The Triple Phase kinematic has been designed to work with both air and coil sprung shocks.

**WHAT KINEMATIC DID WE DECIDE ON? DOES IT MATCH THE STRIVE OR IS IT CLOSER TO THE TORQUE:ON AND SPECTRAL:ON?**

The kinematic is similar to the non-electric Strive in DH mode. There is less anti-squat in the stroke thanks to the smoother power delivery from the motor reducing pedal kickback. To retain sensitivity, the leverage curve is not overly progressive, and the end of the stroke ramp is close to standard Strive. Overall, the ride quality is smoother than standard Strive

because of the increased sprung mass of the bike and reduced pedal kickback.

**WHAT IS THE SHOCK SIZE AND HARDWARE SIZE ON THE STRIVE:ON?**

230x65, 25x8, 40x8 mm

**WHAT IS THE MAX CHAINRING SIZE ON THE STRIVE:ON?**

36 max with a 55 mm chain line. Bike is spec'd with a 36.

**IS THERE A CHAINGUIDE AND CHAINRING PROTECTION? EDR-E RACES ARE VERY DEMANDING ON GROUND CLEARANCE, WHAT MEASURES DID WE TAKE TO PROTECT THE MOTOR AND CHAINRING?**

We learned the chainring is in harm's way a lot on technical EDR-E stages and can take a lot of abuse. So, we designed a reinforced skid plate under the chainring that attaches directly to the Bosch motor. We took inspiration from Enduro MX skid plates and created two rails which reduce contact area of and helps the skid plate slide.

**WHAT IS THE MAXIMUM LENGTH FORK I CAN FIT TO THE STRIVE:ON? IS IT DUAL CROWN COMPATIBLE?**

180 is the max recommended fork and dual crown is not possible due to the reduced steering angle caused by the wide downtube.

**THE STRIVE:ON LOOKS TO FIT A STANDARD 600 ML BOTTLE AND CAGE. IS THAT RIGHT? ARE THERE ANY OTHER STORAGE FEATURES?**

A 600ml bottle fits with a side loader and there is a two bolt storage mount under top tube like on Strive, and Spectral 125.

**WHAT WERE THE MOST CHALLENGING ASPECTS OF THE NEW DESIGN?**

Whenever we work with motors and batteries making sure everything fits, including water bottle mounts and frame storage, with every size bike in the range is always a big challenge.

**ARE THERE ANY 'EASY WRENCHING' AND DURABILITY FEATURES ON THE STRIVE:ON? THREAD INSERTS, BEARING SEALING ETC.**

The Strive:ON uses sealed bearings and thread inserts throughout.

**IS THERE AN ALUMINIUM VERSION OF THIS NEW BIKE PLANNED?**

No AL version is planned as the Strive:ON is firmly focussed on racing. Aluminium just weighs too much.

**THIS IS A CFR LEVEL BIKE? WILL YOU MAKE A CF VERSION?**

Because of the performance focus, the Strive:ON is a CFR bike only. There are currently no plans for a CF level, although we will have a more affordable Underdog option with a more value focussed race-ready specification.

**WHAT IS THE MAX TYRE REAR SIZE FOR THE STRIVE:ON?**

2.5 inches or 66 mm.

**WHAT HANDLEBAR REMOTE WILL THE BIKE SHIP WITH?**

The bike comes with the Bosch Mini remote BRC3300 that interacts with the system controller via Bluetooth.

**HOW EASY IS BATTERY REMOVAL WITH THE MOTOR PROTECTOR? IS THE BATTERY CRADLE A BOSCH PART, OR MADE BY CANYON? WHAT ARE THE STEPS TO REMOVE THE BATTERY? CAN I CHARGE THE BATTERY OFF THE BIKE?**

The battery cradle is designed by Canyon for a 300g weight saving compared to the Bosch Rail mount, but uses the standard Bosch Powertube latch mechanism. You can find the removal process in the QSG guide. As a basic overview, remove the bolt securing the motor cover, and slide it from the frame.

Then release the latch holding the Powertube battery into the cradle. Slide the battery out of the frame. The battery can be charged on or off the bike. The battery socket and frame socket are the same. 625Wh equipped bikes ship with a light-weight plastic spacer to secure them in the cradle. This spacer is also available as a spare part from canyon.com.

**WHAT CHARGER WILL SHIP WITH THE BIKE**

One 4A charger

**HOW MUCH DOES EACH BATTERY WEIGH?**

625 Wh – 3650 g  
750 Wh – 4330 g

**IS THERE AN OPTION TO UPGRADE THE CHARGER? WHAT BENEFIT WILL THIS GIVE ME?**

Not through Canyon, but Bosch sells a 6A-charger. More amps means faster charging.

**CAN YOU SHARE A SHOCK SETUP GUIDE FOR THE NEW BIKE?**

It's coming soon.

**WHAT TYRE CASING SPEC COMES ON THE STRIVE:ON?**

EXO+ front and DD rear.

**WHY CHOSE THIS CASING AND NOT A HEAVIER OR LIGHTER OPTION?**

EXO+ up front and DD in the rear make for the best compromise between puncture resistance and weight.

**WHAT CRANKLENGTH IS SPEC'D ON THE BIKE? WHY DID WE CHOOSE THIS OPTION?**

165 mm for a little more pedal clearance. Short cranks also tend to promote higher cadences, which help the motor to perform at its best.

**WHAT BOSCH BATTERY SIZES IS THIS BIKE COMPATIBLE WITH?**

625 Wh & 750 Wh Powertube batteries.



# LINE UP & SPECS

	STRIVE:ON CFR UNDERDOG	STRIVE:ON CFR	STRIVE:ON CFR LTD
<b>FRAME</b>	Canyon Strive:ON CFR M158	Canyon Strive:ON CFR M158	Canyon Strive:ON CFR M158
<b>DRIVE UNIT</b>	Bosch Performance Line CX	Bosch Performance Line CX	Bosch Performance Line CX Race Edition
<b>BATTERY SIZE</b>	625Wh or 750Wh	625Wh or 750Wh	625Wh or 750Wh
<b>FORK</b>	Fox 38 Rhythm (170 mm)	Fox 38 Performance Elite Grip2 (170 mm)	RockShox Zeb Ultimate RC2 (170 mm)
<b>SHOCK</b>	Fox Float X Performance	Fox X2 Performance	Rockshox Super Deluxe Ultimate
<b>GROUPSET</b>	Shimano Deore (10 – 51t)	Shimano XT w/ SLX Cassette (10 – 51t)	SRAM X01 AXS ET (10 – 52T)
<b>CRANKS</b>	E13 E*SPEC PLUS (36T)	E13 E*SPEC PLUS (36T)	SRAM X01 AL (36T)
<b>BRAKES</b>	Shimano Deore (220/203 mm)	Shimano XT (220/203 mm)	SRAM Code RSC (220/200 mm)
<b>WHEELSET</b>	DT Swiss H1900	DT Swiss HX1700	DT Swiss HX1501
<b>TIRES</b>	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis Minion DHR II 2.4 Maxxterra, DD	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis Minion DHR II 2.4 Maxxterra, DD	F: Pirelli Scorpion Enduro M 2.5 R: Pirelli Scorpion Enduro M 2.5
<b>HANDLEBAR</b>	Canyon G5 AL	Canyon G5 AL	Canyon G5 CF
<b>STEM</b>	Canyon G5 40 mm	Canyon G5 40 mm	Canyon G5 40 mm
<b>SEATPOST</b>	Canyon Iridium Dropper	Canyon G5 Dropper	Canyon G5 Dropper
<b>SADDLE</b>	Ergon SM10 E	Ergon SM10 E	Ergon SM10 E
<b>COLOURS</b>	Underdog Black	Liquid Forest	Barel Signature
<b>WHEELSIZE</b>	Mullet	Mullet	Mullet
<b>FRAMESIZES</b>	S, M, L, XL	S, M, L, XL	S, M, L, XL
<b>WEIGHT (750 WH)</b>	24.5 kg	24.3 kg	24 kg



UNDERDOG BLACK



LIQUID FOREST



BAREL SIGNATURE



**STRIVE:ON CFR  
WIRED FOR SPEED.**

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## **IMPRINT**

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