



CANYON ENDURANCE



**HOW TO MAKE BIKES
THAT WIN
THE HARDEST RACES
IN CYCLING**



OMLOOP NIEUWSBLAD
Annemiek van Vleuten / 2022

KUURNE-BRUSSELS-KUURNE
Jasper Philipsen / 2025

STRADE BIANCHE
Mathieu van der Poel / 2021

LE SAMYN
Alexey Tsatevich / 2013
Tim Merlier / 2021
Emma Norsgaard / 2022
Mathieu van der Poel / 2025

NOKERE KOERSE
Tim Merlier / 2021, 2022

GP DENAIN
Mathieu van der Poel / 2019
Jasper Philipsen / 2021

BREDENE KOKSIJDE
Tim Merlier / 2021

MILANO-SAN REMO
Alexander Kristoff / 2014
Mathieu van der Poel / 2023, 2025
Jasper Philipsen / 2024

TROFEO ALFREDO BINDA
Kasia Niewiadoma / 2018

BRUGGE DE PANNE
Tim Merlier / 2021, 2022
Jasper Philipsen / 2023, 2024

E3 SAXO CLASSIC
Mathieu van der Poel / 2024, 2025

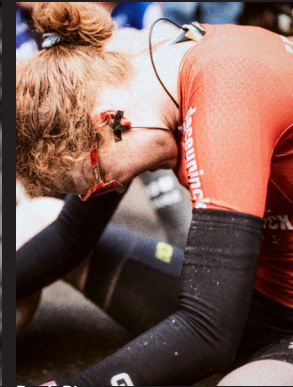
GENT-WEVELGEM
Luca Paolini / 2015



Jasper Philipsen
San Remo / 2024



Kasia Niewiadoma
Binda / 2018



Puck Pieterse
Flèche / 2025



Mathieu van der Poel
Roubaix / 2025



Annemiek van Vleuten
Liège / 2022



Mathieu van der Poel
Amstel / 2019



Philippe Gilbert
Flèche / 2011

DWARS DOOR VLAANDEREN
Mathieu van der Poel / 2019, 2022
Annemiek van Vleuten / 2021

RONDE VAN VLAANDEREN
Alexander Kristoff / 2015
Mathieu van der Poel / 2020, 2022, 2024
Annemiek van Vleuten / 2021

SCHELDEPRIJS
Jasper Philipsen / 2021, 2023

PARIS-ROUBAIX
Mathieu van der Poel / 2023, 2024, 2025

DE BRABANTSE PIJL
Mathieu van der Poel / 2019

AMSTEL GOLD RACE
Philippe Gilbert / 2010, 2011
Mathieu van der Poel / 2019
Kasia Niewiadoma / 2019

LA FLÈCHE WALLONNE
Philippe Gilbert / 2011
Joaquim Rodriguez / 2012
Dani Moreno / 2013
Alejandro Valverde / 2015, 2016, 2017
Kasia Niewiadoma / 2024
Puck Pieterse / 2025

LIÈGE-BASTOGNE-LIÈGE
Philippe Gilbert - 2011
Alejandro Valverde / 2015, 2017
Annemiek van Vleuten / 2022

ESCHBORN-FRANKFURT
Simon Spilak / 2013
Alexander Kristoff / 2014, 2016, 2017
Jasper Philipsen / 2021
Soren Kragh Andersen / 2023



Mathieu van der Poel / Paris-Roubaix / 2021



Zoe Bäckstedt / Paris-Roubaix / 2025



**For more than a decade,
Canyon has built bikes to win the
hardest one-day races in cycling.**

**In the modern era, no brand has more
wins across the Spring Classics.**

**From Milano–San Remo to
Paris–Roubaix, the Ronde to Liège, our
riders have defined the early season.**

**And they trust us to deliver bikes
that win.**

**But the Classics are getting harder
and faster. The margins are smaller.
The demands are greater.**

**Alongside the riders,
our engineers are racing.**

**With relentless investment in R&D
and close collaboration with
the greatest teams and riders of their
generation, we keep pushing further
– leaving no stone unturned.**

**Now,
that pursuit evolves with a new race bike:
Endurace CFR.**



CHASING THE UNICORN

HOW WE ENGINEERED THE NEW ENDURANCE CFR,
A CONFIDENCE-BOOSTING 'UNICORN' BIKE
FOR THE SPRING CLASSICS AND PARIS-ROUBAIX.

PARIS-ROUBAIX IS THE RACE THAT
BIKE ENGINEERS
MORE THAN

CONFOUNDS,
TESTS AND FRUSTRATES
ANY OTHER.

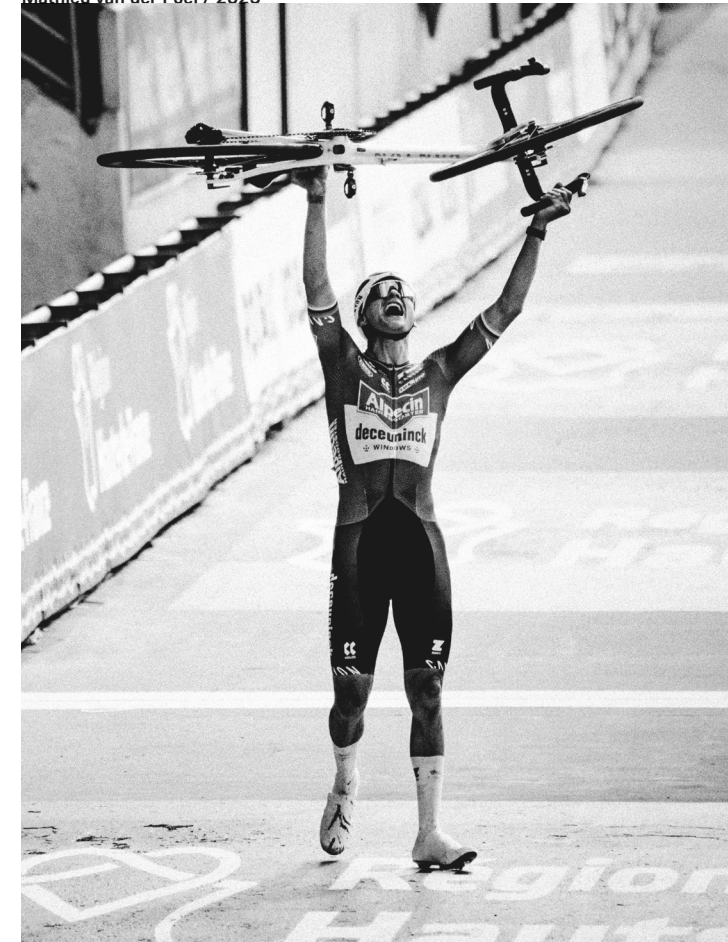


Leif Hoste / 2009



Alexander Kristoff / 2015

Mathieu van der Poel / 2025



How do you build a bike that is comfortable and durable on savage cobbles, yet still fast on the long stretches of tarmac in Paris-Roubaix's first half? How far can you push lightweight performance without risking failure?

If a bike works at Roubaix – under that load, on those roads – it works anywhere. And yet the work is never finished.

From 2009, when we hand-drilled the dropouts of the Ultimate SLX weeks before the race to squeeze in wider tyres (still only 26 mm), to Alexander Kristoff's then-radical decision to race an aero bike at Roubaix after winning Flanders on the Aeroad in 2015, to Mathieu van der Poel's three Hell of the North victories in a row – we've come a long way.

And now, our engineering and development team have taken the success of the Aeroad CFR, and improved it for the next generation of cobble racers: the new Endurance CFR.

How we made
the Endurace CFR

Step 1:
Theory

Step 2:
Collaborate

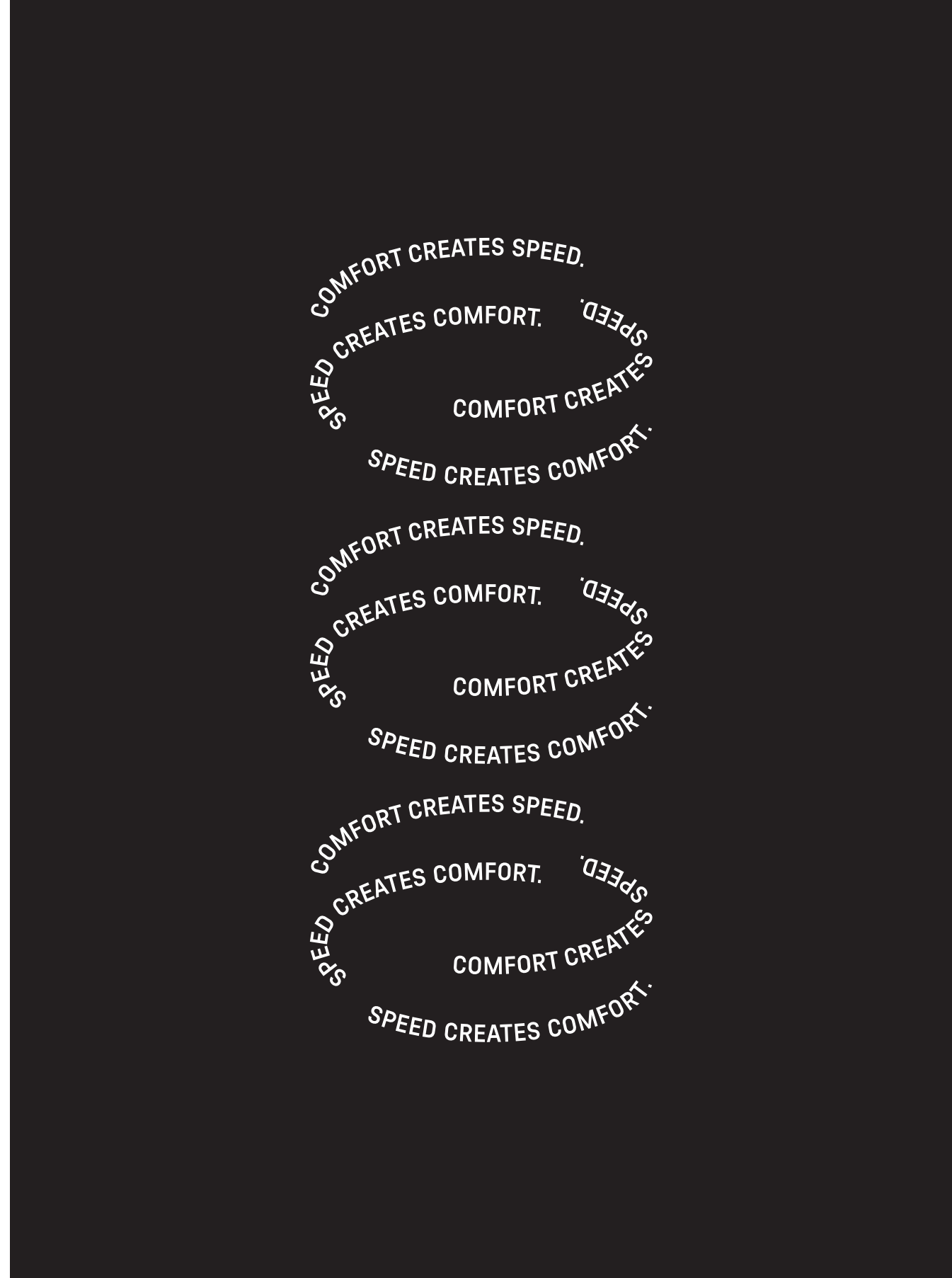
Step 3:
Development

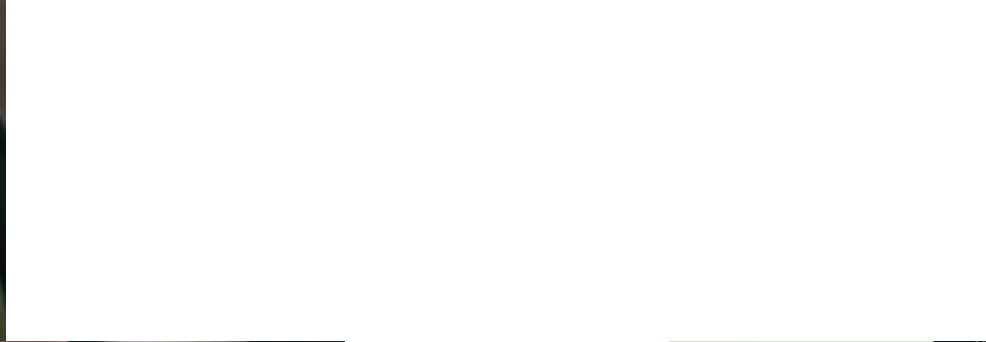
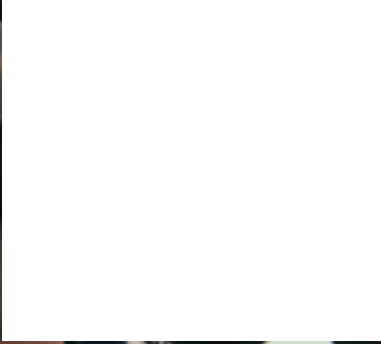
Step 4:
Test + Trial

Step 5:
Ready to Race

As told by:

ZOE BÄCKSTEDT Pro Cyclist, CANYON//SRAM zondacrypto	CHRISTOPH ROODHOFFT Team Manager, Alpecin-Premier Tech
LUKAS BIRR Lead Engineer	CHRISTIAN SENN Design Engineer
ARNE KOCH Aerodynamic Analysis Engineer	ANDREAS WALZER Global Director, Pro Sports
MICHAEL RICH Development Consultant	





Aerod CFR Tensor / MVDP Special Edition / Paris-Roubaix / 2025

Canyon Endurace / No Stone Unturned / 2026

The new Endurance CFR was born from a simple idea: confidence and comfort on rough terrain reduce fatigue – and unlock more speed.

With room for 35 mm tyres, it irons out the cobbles and tames vibration, saving energy for the decisive moments – whether launching Hail Marys on Carrefour de l'Arbre or sprinting it out in the world's most hallowed velodrome.

Step 1: Theory

"For Roubaix, you need a bike that takes the edge off the cobbles but is still fast on the asphalt and in the moments where you need to push. It's never going to be totally comfortable – I mean that's not the point of Roubaix is it! But if you can somehow combine some comfort while keeping every part of the speed, then it's a great combination."

/ ZOE

"For the new Endurance, our development philosophy was: comfort creates speed, and in turn speed creates more comfort. If your bike and setup are comfortable enough, you can ride faster."

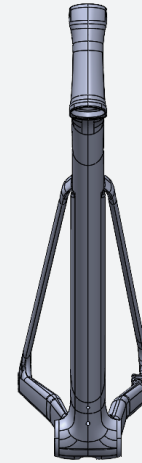
/ LUKAS

"We took our winning Aeroad as a basis, then transferred what we wanted to do onto the new Endurance. We talked to the pros, talked to the mechanics, and analysed our own data. The wishes from the pros were explicitly for sprint scenarios – accelerating abruptly out of 90-degree corners on the cobbles. So we made the bike as efficient as possible in power transfer."

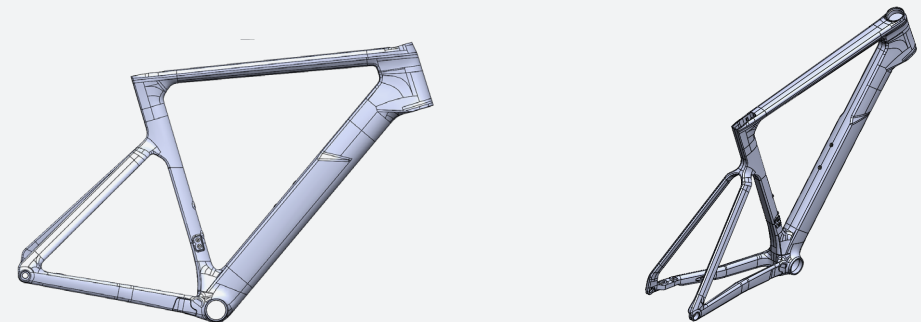
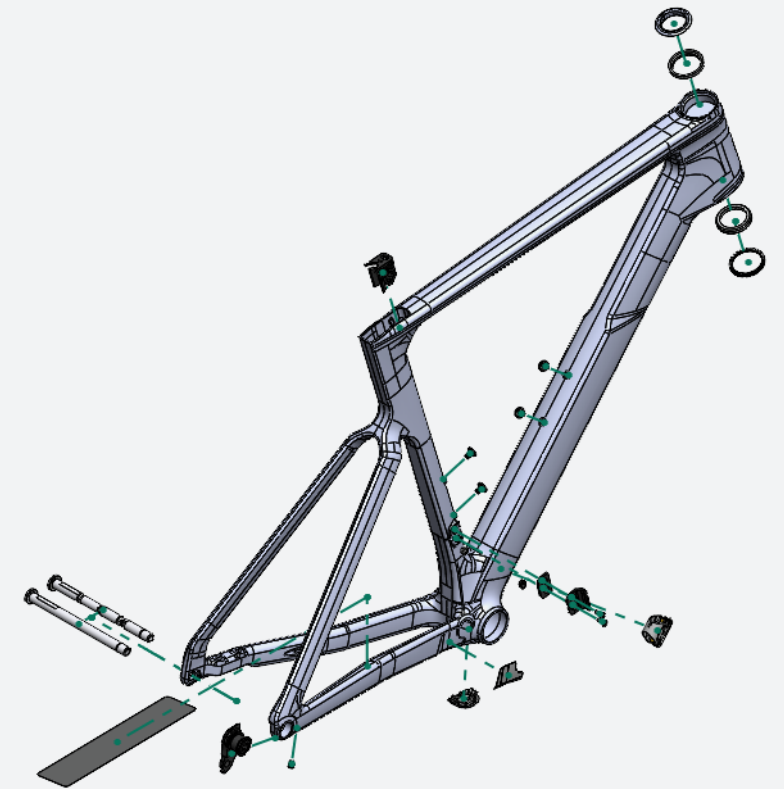
/ LUKAS

"The new Endurance CFR is a race-focused endurance bike built for competition, specifically the Spring Classics and Paris-Roubaix. There's nothing else like it out there – it's a 'unicorn.'"

/ CHRISTIAN



"COMFORT CREATES SPEED,
AND SPEED CREATES MORE COMFORT."



Step 2: Collaborate

The bike was developed in close collaboration with Alpecin–Premier Tech, cycling's most successful Spring Classics team. From team boss Christoph Roodhooft to Mathieu van der Poel, their feedback and demands pushed us from day one.

"[Christoph Roodhooft] has a very precise idea of the quality of material he wants to receive from Canyon – they know what they need to win races, so they plainly demand it."

/ LUKAS

"Obviously we're obsessive about material. The most important thing for us is reliability. The bike has to be fast. It has to be good. But we are asking people to take risks, so in the end it has to be reliable."

/ CHRISTOPH

"I think Canyon's strength is that we have always listened to our athletes and teams. We combine their opinion with the science and engineering to make better bikes. Guys like Christoph Roodhooft are straight with you: they say it how it is. In the beginning it doesn't feel comfortable, but it helps us a lot."

/ ANDREAS

"Canyon is important for us because we share the same philosophy: we always want to get better, and improve on what we are doing every year, winning the same quantity of races."

/ CHRISTOPH

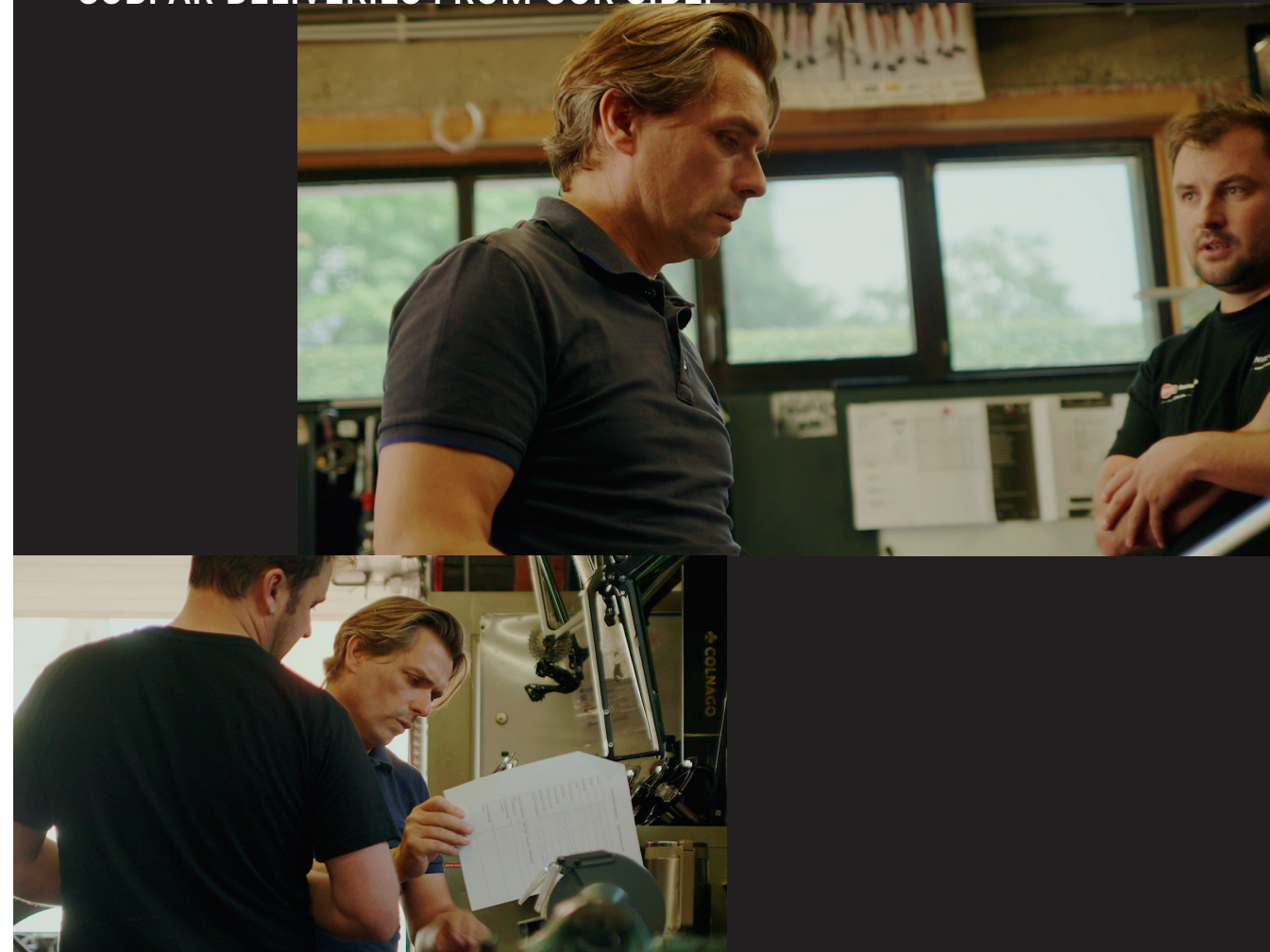
"It's not always easy. But if Mathieu likes it, that's what matters. If it works for him, it works full stop. Alpecin's demands make the bikes better. If they weren't pushing us, we wouldn't improve."

/ CHRISTIAN

"We have learned a lot from Mathieu. He is completely interested in the bikes, and knows a lot from cyclocross. He's really connected to the material and feels everything. For example, when we started developing the old Aeroad, he could immediately feel a difference in the bottom bracket stiffness. There was a difference of just 10 Newton meters, and he said: 'This bike is not as stiff as the old one.' Our engineers didn't believe him until they measured it in the laboratory – they were amazed he could feel that difference. His sensitivity helps us a lot in development."

/ ANDREAS

"CHRISTOPH [ROODHOFT] IS RELENTLESS. HE DOESN'T ACCEPT SUBPAR DELIVERIES FROM OUR SIDE."





Born in simulation, refined in the wind tunnel, and then tested on the pavé, the Endurance CFR reflects Canyon's no-stone-untuned approach to product development.

Step 3:
Development

"With the Endurance CFR we had two main goals: a huge gain in comfort without losing much (or any) aerodynamic speed. More than a year ago, we were already in the wind tunnel testing early prototypes."

/ MICHAEL

"I'd say we have the best aerodynamics team in the bike industry when it comes to wind tunnel testing. We do actual yaw sweeps in the wind tunnel - around 80 a day. Three days a week. Every six weeks, all year. Nobody else gets that level of accuracy and repeatability."

/ LUKAS

"We've been testing for 10 years now using the combination of a movable leg dummy [Ferdie, pictured] and continuous yaw sweeps, where we get a value for every angle within $\pm 20^\circ$. That's unique. Other companies also have leg dummies, but in most cases they're either not movable (so they can't replicate the pedalling motion), or they haven't been using them for as long - or both."

/ ARNE

"In the end, we sacrificed one watt compared to the Aeroad to gain more comfort and confidence on the cobbles. The Endurance CFR frame and geometry is aerodynamically very close to the Aeroad - almost identical - but the wider tyres and comfort reduce fatigue. It's the bike to win really hard races."

/ CHRISTIAN

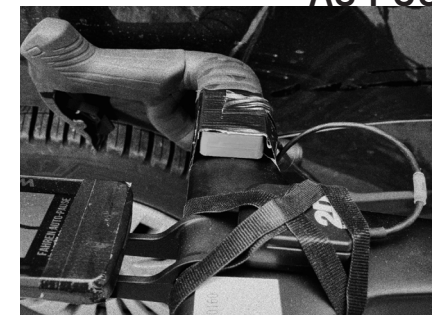
"In September, we took the new bike to test it on the Roubaix cobbles. If something fails, it's better that it fails while we're there than at a race. We used sensors on the bike at different spots to measure force amplitudes from the cobblestones to ensure that the frame could withstand the impacts. It might be a while since I retired but I still remember how to ride hard on the cobbles..."

/ MICHAEL

... rode eight Paris-Roubaix as a pro.



"MATHIEU WANTS THE BIKE AS STIFF AS POSSIBLE."



The road to Roubaix.
 Load case: pavé.
 High speed. High impact.
 Fatigue costs watts.
 Vibration kills power.
 But comfort creates speed.
 And speed creates comfort.
 Balance both.
 Redefining road limits.
 Endurance CFR.
 Tested past ISO.
 Load. Measure. Repeat.
 Validated to extremes.
 Chaos, quantified.
 Power, preserved.
 Confidence at 50 kph.
 2023. 2024. 2025.
 2026?

The Endurance CFR then faced Canyon's internal testing lab – an array of specialist machines designed to push every frame to its limits. It was the first road frame we ever tested to mountain bike impact standards.

"For the Endurance we brought in quite a bunch of new tests, some of them even mountain bike specific. We applied impact loads on the rear axle, increased loads for falling mass impacts on the front wheel and fork, and overloaded the seat tube to replicate what happens at Roubaix."

/ LUKAS

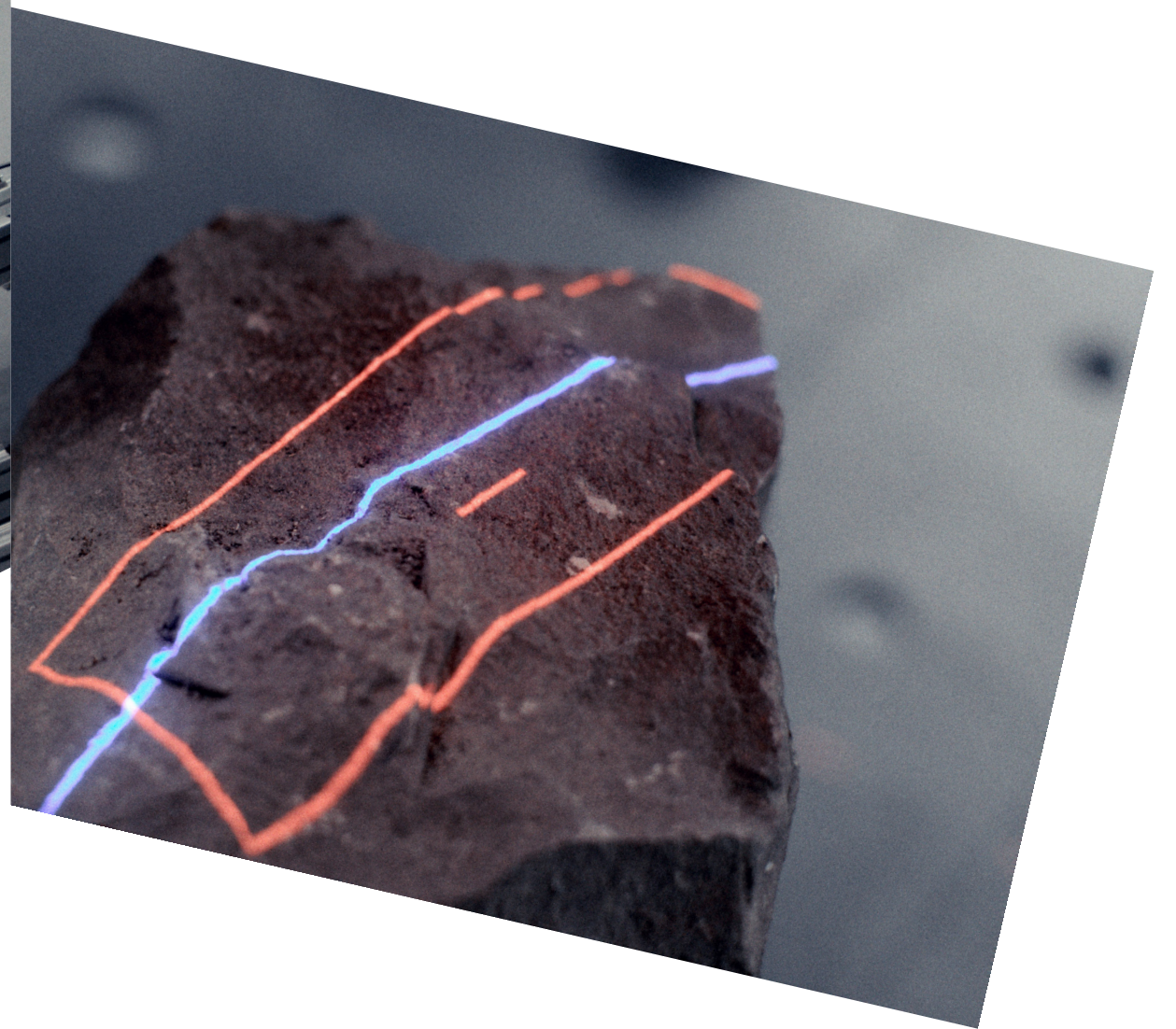
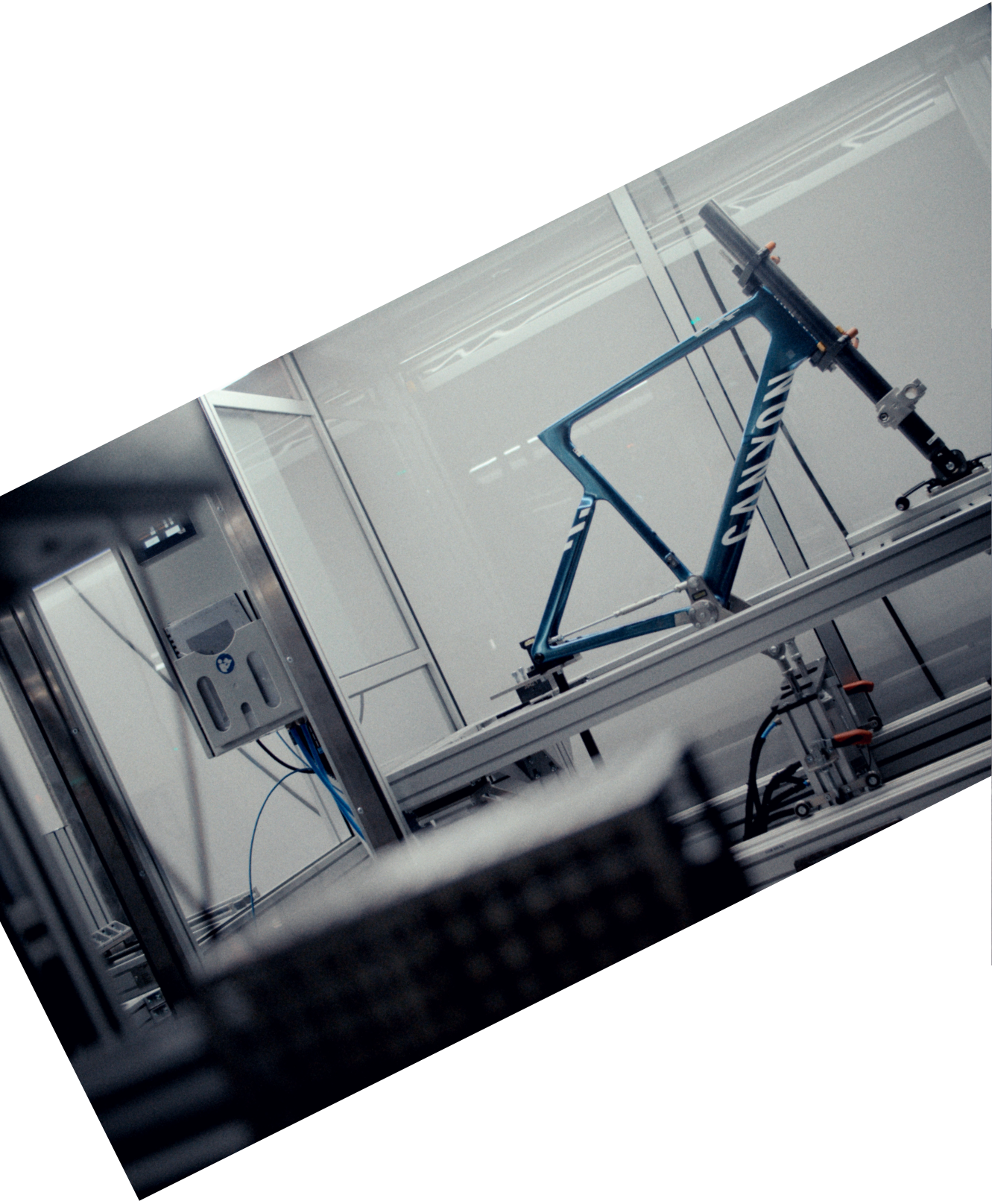
"We did a lot of testing which exceeded our standard testing to ensure the bike is ready for Roubaix. You want to make sure it's prepared for those cobbles."

/ CHRISTIAN

"Inside the test lab, we replicate the real life of a bicycle on these test rigs. We deform the bike in every possible way we know happens in real life: brake load testing, horizontal fatigue, cycling loads onto different interfaces."

/ LUKAS

Step 4:
Test + Trial



With the bike reaching 'ready-to-race' status, rideable prototypes were given to Canyon's top pro riders such as MVDP and Zoe Bäckstedt (CANYON//SRAM zondacrypto) for final tune-ups.

**Step 5:
Ready to race**

"Mathieu had a rideable prototype of the bike in May last year. He fell in love with it – like a kid with a new toy! – and wanted to race it immediately but we didn't have UCI approval yet."

/ MICHAEL

"We think the Endurance CFR is the perfect bike for Roubaix because it inherits the aerodynamic genes from the current-generation Aeroad while offering greater tyre clearance and more flex on the rear side due to the seat tube shaping and the less-deep seat stays."

/ LUKAS

"MATHIEU FELL IN LOVE WITH IT – LIKE A KID WITH A NEW TOY!"



"It really carries speed over the cobblestones. Sometimes on the pavé, a bike can feel a bit lost underneath you, but the Endurance CFR felt solid and predictable, which is exactly what you want. You're not losing momentum or fighting the bike. I felt super confident." / ZOE



Zoe Bäckstedt / Canyon Endurance / No Stone Unturned / 2026



All in on the cobbles / 2021



Canyon Endurace / No Stone Unturned / 2026

THE CONFIDENCE
TO HAVE THE FASTEST BIKE
ON ALL ROADS.

TO BE READY FOR
THE WORST CONDITIONS
WITHOUT COMPROMISING
AERO AND POWER OUTPUT.

THE CONFIDENCE
TO WIN.

PURE CONFIDENCE.
PURE CYCLING.



THE NEW ENDURACE CFR.
THE FASTEST WAY TO ROUBAIX.

It's not just cobbles – our new Endurance bikes are for all-road riding.

Find the one that's made for how you ride, and where you ride.



Endurance AllRoad

Made to make you feel at home from the very first pedal stroke, Endurance AllRoad is the perfect starting point for anyone discovering the beauty of road and gravel riding.



Endurance CF **NEW**

Bringing carbon performance to new levels of affordability, Endurance CF's fit, feel and function spark inspiration for those who simply want to go without being held back.



Endurance CFR **NEW**

Born to rally at Roubaix, constructed from the highest grades of carbon for robustness and precision handling on the cobbles. Endurance CFR gives confidence to riders flying into 5-star sectors, knowing they have a decisive technical advantage.



Endurance CF SLX **NEW**

Aero-optimised frameset, 38 mm tyre clearance, internal storage and fender compatibility, Endurance CF SLX is ready to take on bucket-list rides over unknown terrain further, faster.

