

Endurace CFR

WHAT UNITES EVERY RIDER, FROM THE HARDENED PRO
TO THE ABSOLUTE NEWCOMER, IS THIS:
WHEN WE RIDE ON CONFIDENCE, THINGS HAPPEN.
THINGS CLICK.

CONFIDENCE IS KEY. CONFIDENCE IN YOURSELF AND
YOUR ABILITY. CONFIDENCE IN YOUR EQUIPMENT
AND YOUR SETUP. YOUR PLANNING. YOUR
PREPARATION.
YOUR RIDE COMPANIONS.

CONFIDENCE MEANS DIFFERENT THINGS
TO DIFFERENT RIDERS.

IN THE HEAT OF A RACE IT'S THE CONFIDENCE TO
GO ALL OUT AND ATTACK AT THE ROUGHEST,
TOUGHEST MOMENT.

SEARCHING FOR A NEW GOAL IT'S THE CONFIDENCE
TO GO ALL IN AND COMMIT TO THE CHALLENGE
THAT'S BEEN ON YOUR BUCKET LIST.

JUST STARTING OUT ON YOUR RIDING JOURNEY,
IT'S THE CONFIDENCE TO GO ALL WAYS AND
DISCOVER ALL THE BEAUTY CYCLING HAS TO OFFER.

OUR ALL-NEW ENDURANCE LINE-UP HAS BEEN
DESIGNED, ENGINEERED AND TESTED
TO GIVE EVERY RIDER ABSOLUTE CONFIDENCE
ON EVERY SINGLE RIDE.

PURE CONFIDENCE.
PURE CYCLING.

"The DT Swiss rims now have an internal width of 18 mm rather than 15 mm, which shapes the big 25 mm Continental boots well and results in very impressive grip and cushioning. When paired with the VCLS 2.0 seatpost it's almost like you're floating on air."

2014 BIKE RADAR REVIEW
OF THE FIRST ENDURACE CF



We've come a long way: First introduced in 2014, Endurace has become a benchmark in the category of endurance, sportive and gran fondo bikes. True to its name, it blends comfort and speed like little else on the road thanks to our industry-leading VCLS Technology and holistic concept approach.

Endurace started life back when 25 mm tyres mounted on 18 mm rims were considered "progressive". The advent of disc brakes changed that, freed from the shackles of rim callipers it gave way to more tyre volume, more control, more comfort, and critically, more confidence to ride faster on all roads.

2016 and 2023 saw major overhauls to the Endurace range and during this period it established itself as one of the broadest and best-selling road families not only within Canyon, but across the entire industry. With their open fit and all-conditions speed, bikes like the Endurace were the answer to most riders' real-world cycling needs.





ALL ROADS EVOLVE

Two worlds are colliding. Endurance and all-road.

If there's something new that genuinely changes our approach to riding, it's worth shouting about and putting a label on. This is where we're at right now with all-road.

Disc brakes changed everything by freeing up space for the rubber revolution and a paradigm shift that more tyre volume carries a host of benefits. With gravel tech trickle-down meeting performance road growth, in 2026 we are spoilt for choice when it comes to high-volume, fast-rolling tyres available in pretty much any width under the sun.

That choice makes it possible for riders everywhere to pick their favourite tyre for the roads and riding they have on their doorstep. 32 mm is no longer the upper limit, it's the baseline. With it, cut-up country roads, blown-out bike paths and light dirt tracks become not obstacles to avoid but options to integrate into the road riding routine.

More connectors. More discovery. More freedom. All that good stuff on bikes you can go all in on, all day long, and still rip whenever you decide to drop the hammer.

Where a pure road bike is limited and a full-on gravel bike is overkill, the all-road bike is the answer.

We're here for all of it.

THE ROUBAIX RIDDLE

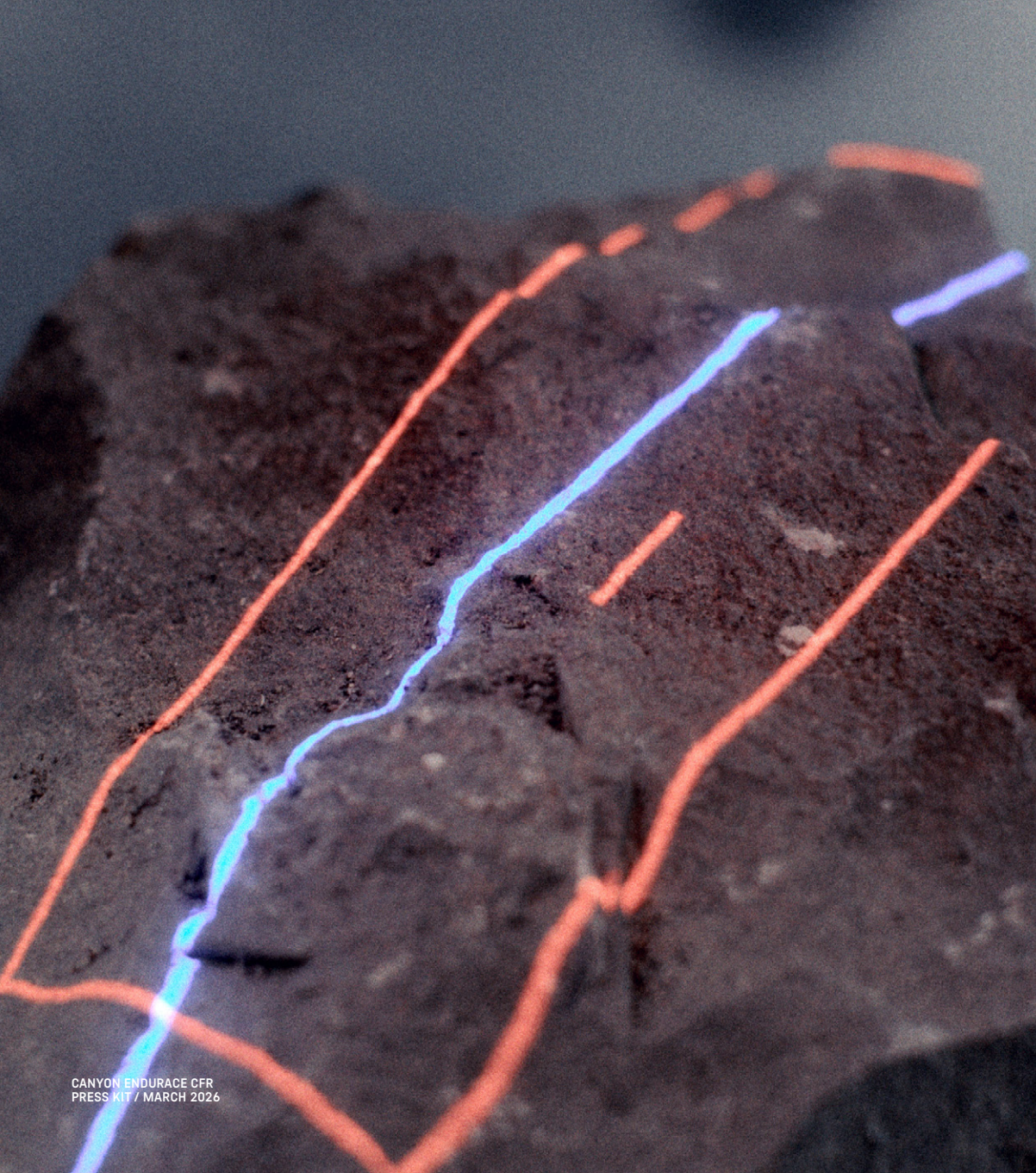
Paris-Roubaix hits different. One single day in Northern France can produce more spectacle than the rest of the cycling calendar combined. This is the race that confounds, tests and frustrates our engineers more than any other. How do you build a bike that is comfortable and durable on savage cobbles, yet still fast on the long stretches of smooth road that come before the pavés? On the one hand, this is a relic from a bygone era revered in a sport where the weight of history hangs over every cobble sector. On the other, it is the ultimate proving ground of a modern all-road approach.

How far can you push performance without risking failure? If a bike works at Roubaix – under that load, on those roads – it works anywhere.

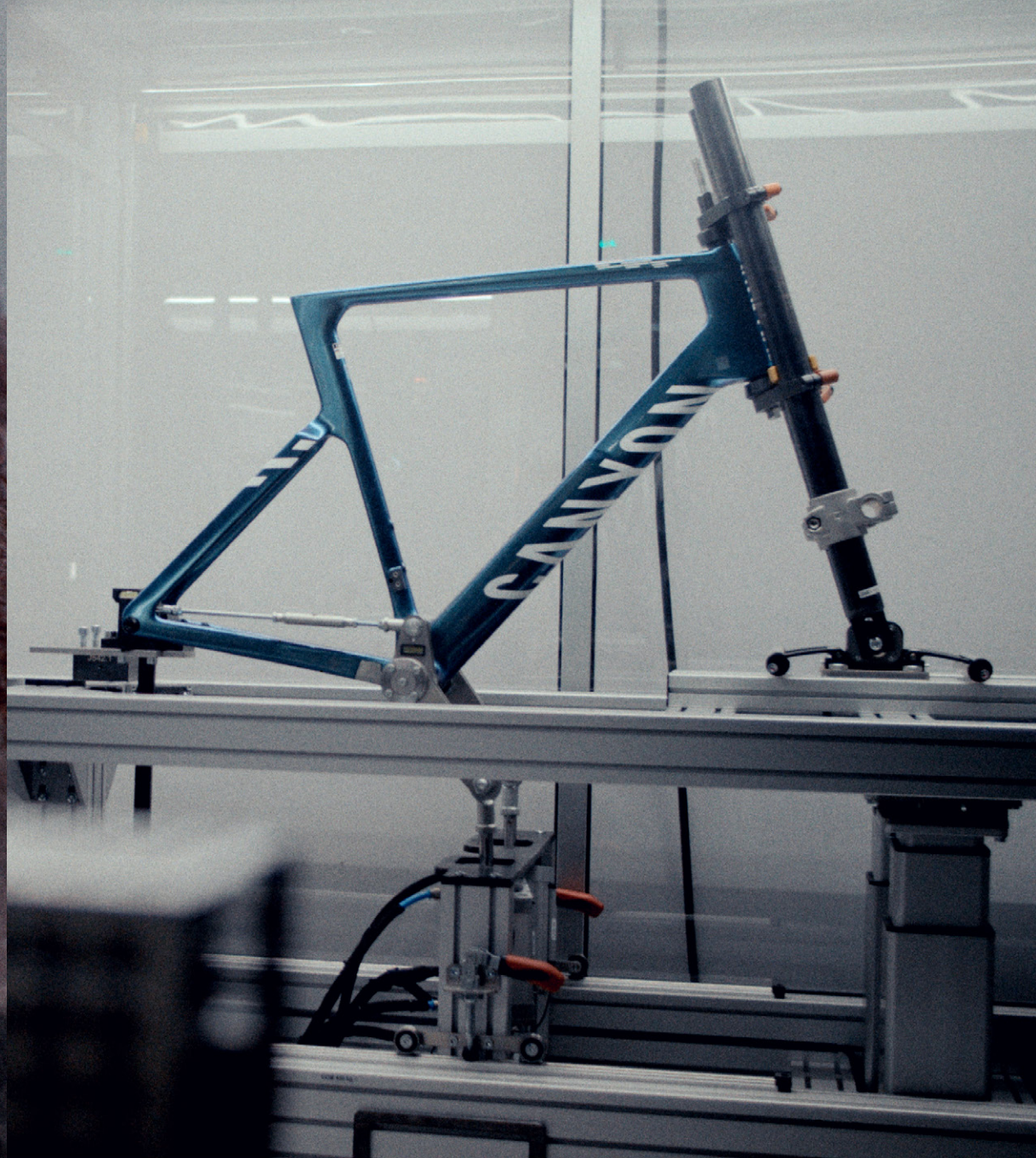
From 2009, when we hand-drilled the dropouts of the Ultimate SLX weeks before the race to squeeze in "wider" 26 mm tyres, to Alexander Kristoff's then-radical decision to race an aero bike at Roubaix after winning Flanders on the Aeroad in 2015, to Mathieu van der Poel's three Hell of the North victories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

And now, we've taken the recent success of the Aeroad CFR, and improved it for the next generation of cobble racers. A bike engineered to master the toughest conditions in racing.





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Endurace CFR



Unmatched carbon expertise

High-grade carbon fibres are only the start. It's how they're applied that unlocks next-level performance. Endurace CFR employs Toray T1100 and T800 for strength and exclusive YS80 pitch-based fibres for extra stiffness, laid up with precision by industry-leading experts to meet our exacting targets.

Race fit: Capable and quick

Endurace CFR features the same Sport Pro Geometry proven on the Aeroad and Ultimate. Paired with our move to shorter crank lengths (165 mm now standard on size M), it delivers a more efficient fit with improved power transfer and a lower back angle for an aero position you can maintain for longer.

Hardcore hardware: Performance that lasts

We've sweated every detail across the Endurace CFR to create a bike as robust as it is rapid. From corrosion-resistant titanium cockpit screws manufactured in Germany to double-sealed ceramic hybrid headset bearings, Endurace CFR stands up to the world's worst riding conditions.

VCLS Aero: Fast meets smooth

Aero seatposts are typically built for speed, not comfort. Our ground-breaking SP0093 VCLS Aero seatpost changes that. Its sleek design and precision layup boost vertical compliance by over 25% compared to a rigid equivalent.

35 mm clearance. Prepared for pavé.

Endurace CFR frame and fork have clearance for 35 mm tyres. That's enough space for the latest wave of faster, wider rubber, giving you more volume for more compliance and grip over rough surfaces, with over 4 mm ISO clearance to shed mud.

All-out aero. Cutting-edge construction.

Creating an all-road racer that holds pace with the world's fastest frames was a challenge. The minimal head tube profile on Endurace CFR is key to its speed, testing within a single watt of the Aeroad CFR. With no compromise to front-end stiffness and strength, this is a revelation in design, engineering and carbon construction.

"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 ROODHOFT
ALPECIN-PREMIER TECH TEAM MANAGER**



PUTTING THE "RACE" IN ENDURANCE

Endurance CFR was devised to fulfil a specific objective: get to Roubaix, fastest. 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.

Riders at this level are tuned in when it comes single percentage differences in frame stiffness. To master the cobbled classics, the team requested an even stiffer frame layup compared to Aeroad CFR so no watts get wasted when charging up bergs, sprinting out of 90° corners or picking the perfect line through the pavés. Increased stiffness was achieved by the targeted application of special YS80 pitch-based fibres to complement the Toray T1100 and T800 PAN-based strength fibres.

HEAD TUBE STIFFNESS COMPARISON:

AEROAD CFR: 103 N/°
ENDURANCE CFR: 115 N/°

A boost in stiffness also sees a boost in robustness. The Endurance CFR is tested beyond industry standards for road bikes. Applying impact loads on the rear axle, increased loads for falling mass impacts on the front wheel and fork, and overloading the seat tube, we replicated the punishment inflicted by the cobbles in the lab to ensure the Endurance CFR is the most reliable race bike in the field.

FREE SPEED

With average speeds increasing at Paris-Roubaix year over year, we were tasked with creating an all-road racer with aero performance on par with the world's fastest frame-sets. At the critical leading edge, Endurance CFR shares much of its design DNA with Aeroad CFR. Despite the increased 35 mm frame clearance and capability, Endurance CFR tests within just one watt the Aeroad CFR back-to-back in the wind tunnel.

Wind tunnel testing at Canyon is industry-leading, with regular test sessions taking place in the GST Wind Tunnel in Immenstadt, a former aerospace facility now highly specialized in mapping out aero performance at bike racing speeds. Frameset comparison tests are carried out using our carbon mobile leg dummy (called Ferdi) to replicate a rider and their pedalling motion's effect on air behaviour across a $\pm 20^\circ$ yaw angle sweep. This protocol has been in-place for over a decade, giving us a level of accuracy and repeatability in our testing few can match.

AVERAGE SYSTEM DRAG AT 45 KM/H*
AEROAD CFR: 204 W
ENDURANCE CFR: 205 W



*TEST SETUP: "FERDI" MOBILE LEG DUMMY / 2 X 600 ML BOTTLES PLUS CAGES / DT SWISS ARC 1100 65 WHEELS / CONTINENTAL AERO 111 29 MM FRONT TYRE / 5000 S TR 30 MM REAR TYRE

"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."

CHRIS SENN
DESIGN ENGINEER



COMFORT THAT MAKES YOU FASTER

Vertical Comfort. Lateral Stiffness. VCLS. Four simple letters have defined our approach to high performance with exceptional ride quality for over a decade. Comfort where you want it. Stiffness where you need it. Race-winning frames that deliver direct power transfer. Seatposts engineered to absorb shocks before they reach you. Ergonomic cockpits sculpted to eliminate pressure points. Our proprietary VCLS component technologies are key to us developing bikes you can ride further, faster.

**DEFLECTION FORCE
SP0093 VCLS AERO: 125 N/MM**

25% less force is required for deflection on SP0093 VCLS Aero which translates to a more compliant, smoother ride.

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SP0093 VCLS AERO: WORLD FIRST

Aero seatposts do the job when speed is of the essence yet leave a lot to be desired when it comes to ride quality. We set out to break that pattern on the new Endurance CFR and CF SLX by taking an Aero road seatpost and rethinking its structure.

Both the form and carbon layup on our SP0093 VCLS Aero post are optimised to deliver 25% extra compliance compared to a rigid equivalent. Whether your fit requires maximum or minimum seatpost exposure, it is designed to deflect the same amount, meaning consistent comfort for all riders.

A smoother ride with no compromises in aero performance, SP0093 VCLS Aero is a world first on Endurance.

THE PERFECT FIT IN THE
PALM OF YOUR HANDS

Lighter, stiffer, more aerodynamic and more ergonomic, fully integrated carbon cockpits offer clear performance advantages – until it comes to fine-tuning fit. Our patented, award-winning PACE Technology changes that. Adjust your position in minutes using a single TX25 tool. No steerer cuts. No excess spacer stacks. No brake bleeds.

With 50 mm of width and 20 mm of height adjustment, one cockpit delivers 15 distinct fit configurations. In 2026 PACE becomes a proper ecosystem with three dedicated drop shape options to further tailor fit and feel to individual riding styles, and more in the development pipeline.



FULL COMMITMENT. FULL SPEED.

The CP0053 RACE Bar was developed for the world's fastest racers and makes its debut with the launch of the Endurace CFR both as a MyCanyon customisation alternative to the CP0048 PACE Bar and an aftermarket option for any PACE Bar-equipped Aeroad, Ultimate or Endurace. Its signature V-shape design and monocoque construction maximise material efficiency and geometric stiffness. For riders who seek the most aggressive riding position, a 20 mm lower effective stack and 10 mm longer reach over CP0048 PACE Bar make it possible.

The result: at 350 g, RACE Bar is 120 g lighter and saves 2 W at 45 km/h over PACE Bar in the wind tunnel when tested back-to-back on the same frameset.

As always, wind tunnel testing provides a strong performance indication, however the full picture is revealed by actual riders riding actual bikes, which is why we also took CP0053 RACE Bar to the track for further controlled testing. Comparing out-of-the-box condition (CP0048 PACE Bar with 20 mm spacers, middle 395 mm width setting vs. CP0053 with 20 mm spacers in 350 mm width) one rider recorded a 25 W drag reduction riding in an aero position with hands on the hoods. Naturally, benefits will vary rider to rider, but it's clear the CP0053 RACE Bar design and geometry offer significant performance advantages.



Stem length options	80 mm	90 mm	100 mm	110 mm	120 mm	130 mm	140 mm
Effective stack delta to CP0048	-20 mm	-20 mm	-20 mm	-20 mm	-20 mm	-20 mm	-20 mm
Effective reach delta to Classic Drops	+10 mm	+10 mm	+10 mm	+10 mm	+10 mm	+10 mm	+10 mm
Drop	116 mm	116 mm	116 mm	116 mm	116 mm	116 mm	116 mm
Flare	14°	14°	14°	14°	14°	14°	14°
Width options	350 / 375 mm	350 / 375 mm	350 / 375 mm	350 / 375 mm	350 / 375 mm	350 / 375 mm	350 / 375 mm

REFINED HANDLING

As requested by our pros, the Endurance CFR geometry was made to mirror that of the Aeroad CFR. For Endurance CF SLX and Endurance CF it was key for us to maintain the more upright fit and all-day comfort that sets our endurance-focused Sport Geometry apart. When it came to riding dynamics, we've undertaken a range of refinements to make our best handling Endurance yet. Race-inspired agility now meets confidence-boosting stability.

Increased 38 mm tyre clearance plus fender compatibility require a longer wheelbase. Extended chainstays and front center over previous models avoid toe clearance issues. Effective Stack and Effective Reach remain almost identical for the same riding position, achieved with Compact Drop cockpits with 10 mm shorter reach. The net result: the same signature all-day riding position, now with a more planted, stable feel at speed for full confidence on fast descents.

Size: Medium	Chainstays	Wheelbase	Effective Stack	Effective Reach
Previous Endurance CF SLX	415 mm	993 mm	672 mm	547 mm
New Endurance CF SLX	418 mm	1009 mm	671 mm	546 mm



Endurace CFR

GEOMETRY

	2XS	XS	S	M	L	XL
Body height	160 – 166 cm	166 – 172 cm	172 – 178 cm	178 – 184 cm	184 – 190 cm	190 – 196 cm
Seat tube length	432 mm	462 mm	492 mm	522 mm	552 mm	582 mm
Top tube length	515 mm	528 mm	550 mm	560 mm	573 mm	599 mm
Head tube length	88 mm	107 mm	121 mm	142 mm	162 mm	188 mm
Head tube angle	69.5°	71°	72.8°	73.25°	73.3°	73.5°
Seat tube angle	72.5°	73.5°	73.1°	73.1°	73.2°	73.2°
Chainstay length	413 mm	413 mm	413 mm	413 mm	413 mm	415 mm
Wheel base	985 mm	986 mm	986 mm	990 mm	1003 mm	1029 mm
Effective stack	590 mm	610 mm	625 mm	645 mm	666 mm	691 mm
Effective reach	519 mm	537 mm	548 mm	563 mm	580 mm	598 mm

SPECS

	Endurace CFR Di2	Endurace CFR AXS
Groupset	Shimano Dura-Ace Di2 w/ power meter	SRAM Red AXS w/ power meter
Chainrings	52/36	50/37
Cassette	11-30	10-33
Wheels	DT Swiss ARC 1100, 65 mm	DT Swiss ARC 1100, 65 mm
Tyres	Pirelli P Zero RS, 35mm	Pirelli P Zero RS, 35mm
Cockpit	Canyon CP0048 PACE Bar w/ Classic Drops	Canyon CP0048 PACE Bar w/ Classic Drops
Seatpost	Canyon SP0093 VCLS Aero	Canyon SP0093 VCLS Aero
Saddle	Selle Italia SLR	Selle Italia SLR
Sizes	6 (2XS- XL)	6 (2XS- XL)
Weight	7.5 kg	7.5 kg
Price*	8999 €	8999 €
Artworks	Pro Black, Paradigm Shift, Dark Matter	Pro Black, Paradigm Shift, Dark Matter
MyCanyon Customisation	Yes	Yes
Available in U.S.	Yes	No

*Pricing is provisional and subject to change before launch

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