

Lux Era



CANYON LUX ERA
JUNE 2026

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**Canyon.
Pure Cycling.**

**This is not our first rodeo:
At Canyon we like to keep an archive
of our ground-breaking, bleeding-edge
innovations. You might remember
some of them. Our founder, Roman,
keeps them in his bike museum.**

**Sometimes these innovations turn
into the bikes of tomorrow. Sometimes
it's a technology we have to shelve
until the moment is right. But one thing
is for certain. The desire to keep
pushing and keep challenging the
status quo is in our DNA.**

**This is the thing that keeps our engineers
awake at night. The niggling puzzle,
that established norm, that stone
unturned. We like to look in the places
where others don't.**

**Why? Because we believe in making cycling
purer and more enjoyable, so you can
focus on the pleasure of the journey, not
the obstacles in front of you.**

Cross-country racing is, at its very core, a contest of speed – that's truer today than ever before.

In 2016, the average speed of XCO MTB World Cup races was 18 km/h. Today, it's 24 km/h. Longer races are getting faster, too: the Leadville 100 MTB now sees winning speeds of 28 km/h.

If you want to cross the finish line first, you need every conceivable advantage. Making bikes as light and efficient as possible – the paradigm for decades – is no longer enough to secure victory.

As speeds increase, aerodynamics become more important, yet existing mountain bike frames and components don't allow riders to truly achieve (and maintain) an aero-optimized position.

In an effort to get more aero, some riders are resorting to riding positions that aren't comfortable or even safe – holding onto their fork crown during competitions, for instance.

Negative rise stems (the easiest solution) are both inelegant and insufficient. Riders need better and more comprehensive solutions to win.

**Those conceivable advantage questions
have been answered by Canyon
as they lift the lid on a full-suspension XC
concept known as the Lux Era.**

"It's a three-fold problem. Races are getting faster and riders need to go faster. Riders are looking for potentially unsafe solutions to do so. And they don't have enough hand positions to maintain aerodynamic positions."

"More comfort in more aerodynamic positions in a safer way will lead to a faster XC mountain bike."

FEDJA DELIC / HEAD OF DESIGN, CANYON



Handlebar

Sleek, biplane handlebar design allows for a more streamlined body position.

32" Wheels

Bigger wheels roll over obstacles more easily, maintain speed better, provide more traction and offer increased comfort.

Fork

Aero-optimized, inverted fork design reduces aerodynamic drag.

Computer Display

Integrated cleanly within the top cap, the display provides riders with the performance data they need.

Frame Cutaway

A cutaway in the top tube gives visibility to the rear shock.

CANYON LUX ERA:
FEATURES



Pointed head
tube profile

Bi-plane cockpit

CANYON LUX ERA:
FEATURES

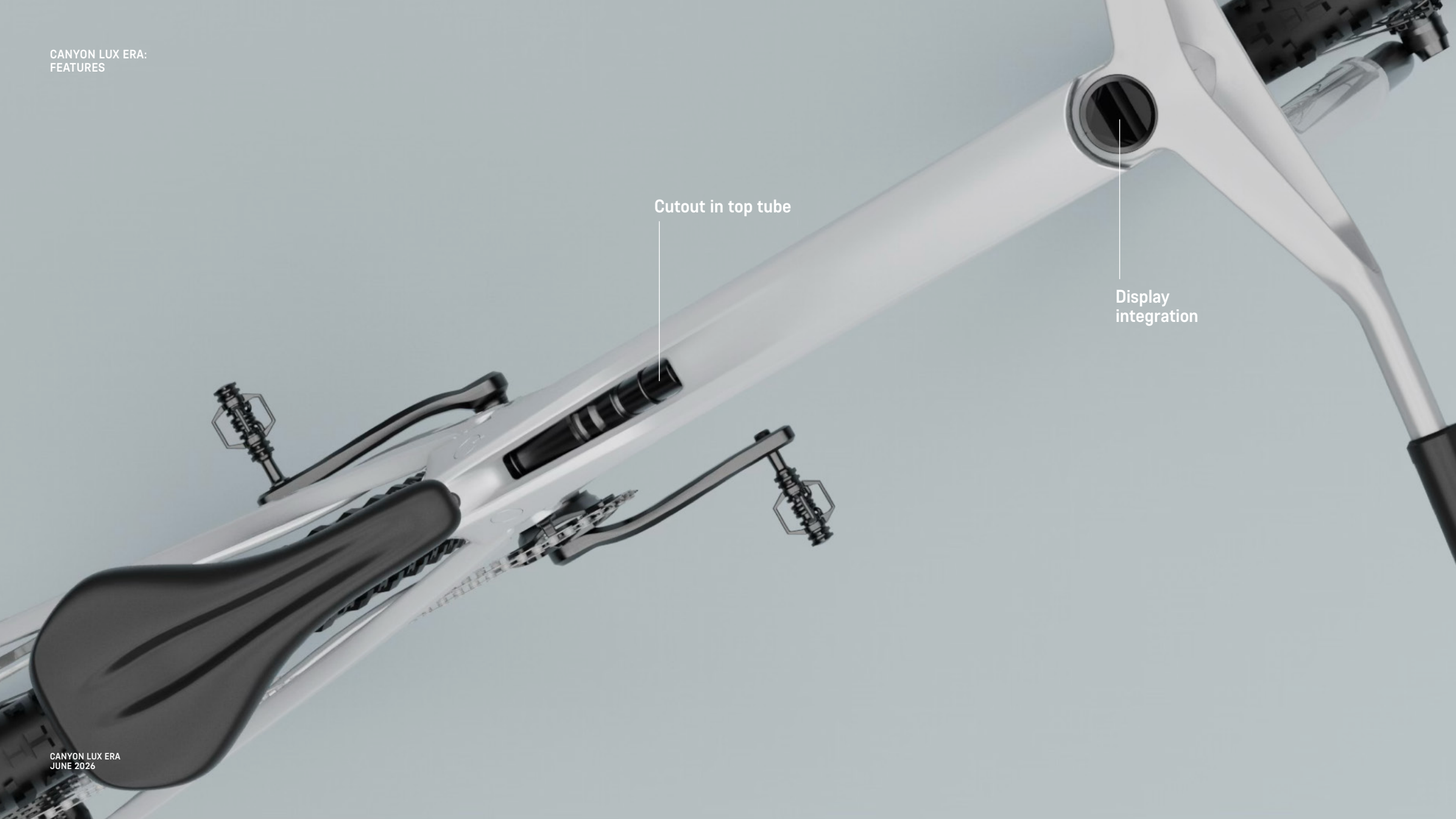
Upside-down
fork



32" Wheels

Cutout in top tube

Display
integration



CANYON LUX ERA:
STANDOUT FEATURES



Handlebar: A bi-plane design offers multiple hand positions and crucially offers a safer way for the rider to get in a lower, more aerodynamic position.

Fork: While inverted (or upside-down) forks offer superior high-performance riding – better structural rigidity, sharper handling, better braking stability – the reversed profile offers aerodynamic benefits too.



Computer: This minimal display reduces aero drag and allows the rider to read essential performance data like speed, distance, time, power, or heart rate.

“Whether it's world cups or marathon races, riders constantly are figuring out how to go faster. Every second counts even more. Today's cockpits only let you go so far. We need a solution that lets you get aero and comfortably stay aero.”

LUCA SCHWARZBAUER / CANYON XC RACING

01 Who is the target rider for this innovation?

We're focusing on marathon and endurance XC races.

02 Is this cockpit position UCI approved?

We're not aiming this product at UCI races at this stage but we will submit it for UCI-approval after further testing.

03 What does the aero cockpit solve that a conventional, if less aesthetically pleasing, negative rise stem fails to solve today?

With the rider accounting for such a large proportion of drag (more than 70%) the cockpit offers additional hand positions to get low and stay aero safely.

04 Information delivery to the rider is a key aspect of the other innovations Canyon is showing at Eurobike – what information will be delivered to Lux Era riders (via its display) and how will that improve their performance on the bike?

The computer is designed to read typical metrics like speed, distance and time, plus metrics from other on-bike or wearable tech such as power or heart rate. This gives riders a clean cockpit with essential performance data when they need it – either during or after a ride.

The computer could also provide a mirroring function from your phone, providing similar functionality to a smart watch.

05 When can we expect to see this bike being raced – if not at UCI-sanctioned events, then in other speed-focused MTB events?

We will be conducting athlete trials over the next 12 months including racing or simulated racing situations.

06 Have any Canyon pro riders been involved in the development of this bike or its cockpit? Have rider demands driven these innovations?

We've consulted heavily with Canyon athletes on the need for such a system and we are at the early stage of direct athlete feedback.

07 Are there any provisions, with the cockpit, for sizing or fit adjustment?

Currently this design would be specific to an athlete's measurements but we are working on a second version already where adjustments could be made.

08 Why the inverted fork design? What's the benefit of that design?

We chose this type of fork so we are able to go narrow and integrate the crown in a better way. We're unlikely to develop it ourselves. It's just a concept so far, next we need to find a vendor.

09 Have we done CFD analysis on the Lux Era concept bike? If so, is the frame "faster" than the regular Lux World Cup in simulations?

We've not got specific wind tunnel data to share on this bike yet, although from our learnings on other bikes, our initial proposals seem to suggest the frame will make significant aero advantages.

10 Does the split top tube have a performance benefit?

It's largely an aesthetic consideration but it does make it marginally easier to see your suspension for making off-the-bike adjustments.

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