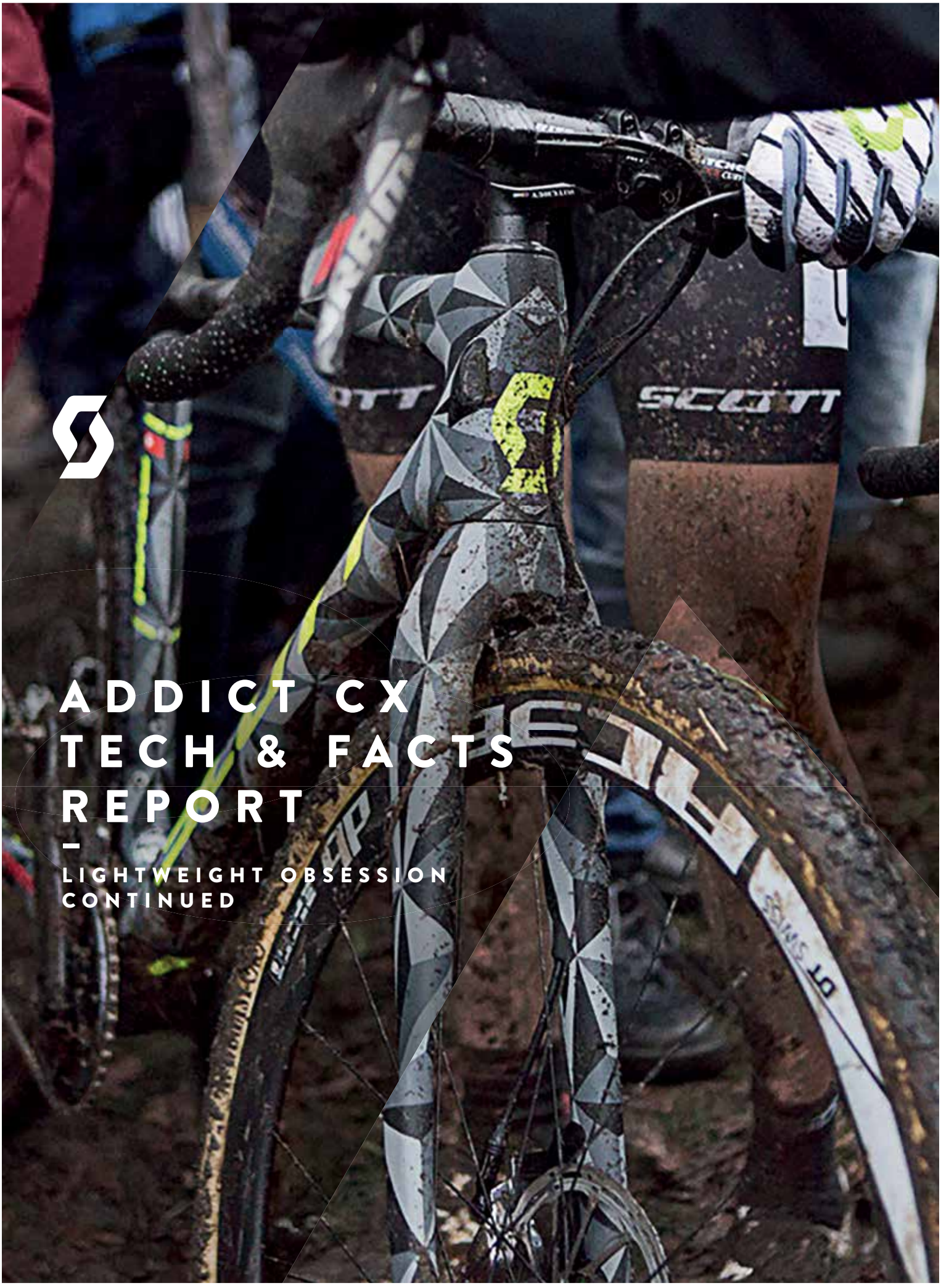


ADDICT CX TECH & FACTS REPORT

LIGHTWEIGHT OBSESSION CONTINUED

SCOTT

ADDICTED TO CYCLO-CROSS

CYCLO-CROSS IS CONTINUALLY ON THE UP AND UP. THE MIX BETWEEN ROAD AND MOUNTAIN BIKE RACING ON TECHNICAL COURSES AND IN MISERABLE WEATHER CONDITIONS GUARANTEES A LOT OF DRAMA, ACTION AND SPECTACLE FOR CROWDS AND RIDERS ALIKE. CYCLO-CROSS RACERS VALUE THE HARD EFFORTS PUT IN DURING WINTER, THE TECHNICAL ASPECTS OF RACING AND THE NEED TO MAXIMIZE THE EFFICIENCY OF EACH PEDAL STROKE IN ORDER TO MOVE THROUGH DIFFICULT TERRAIN SWIFTLY. DESPITE BEING A SPORT WITH A LOT OF TRADITION AND HISTORY, THE GENUINE BATTLE WITH THE ELEMENTS AND THE COMPETITION ATTRACTS RIDERS AND SPECTATORS WORLDWIDE.

Addict CX 10

THE ADDICT CX

THE CYCLO-CROSS EXPERTS

Rico Süsse, **Engineer**

"Thanks to SCOTT's carbon expertise we were able to develop the lightest disc brake-optimized Cyclo-Cross bike on the market. A complete bike, equipped with disc brakes below 7kg ends all discussions about brake choice vs. weight."

Frank Oberle, **Product Manager**

"While developing the Addict CX we thought outside the box: removable front derailleur hanger, chain guide option, ergonomic tube shapes that facilitate carrying the bike and mud-shedding chainstay shapes make this bike a rather complete package!"

Marcel Wildhaber, **CX Professional, Team SCOTT-ODLO**

"The new Addict CX is a pure racing bike! The combination of an aggressive racing geometry and a rigid headtube allow for superb handling even in the most technical sections of the World Cup tracks!"

THE LIGHTEST CYCLO-CROSS BIKE

The Addict CX is back, and its fitter than ever. Weighing in below 1300g, the Addict CX frameset is lighter than any other disc brake-optimized cross bike on the market. We have embraced our lightweight obsession to create a state of the art Cyclo-Cross bike that features excellent stiffness values combined with race-driven geometry for immediate power transfer, direct handling, A-level integration and a handful of unexpected extras while maintaining an incredibly low weight.

CONSTRUCTION

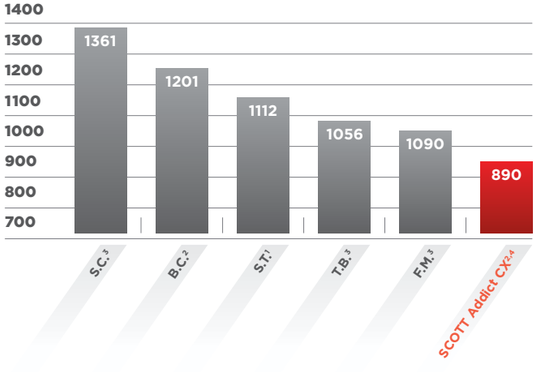
LIGHTWEIGHT CARBON CONSTRUCTION

Lightweight is the shared bloodline connecting all SCOTT product segments. Early on, SCOTT invested heavily into the development of new carbon manufacturing technologies, the use of exclusive raw materials and the optimization of development processes. The continuous advancement of SCOTT's carbon expertise enables the release of stunningly lightweight products on a regular basis. The Addict CX is no exception to this rule. The frame uses an HMX carbon fiber blend that has inherently excellent stiffness-to-weight characteristics. The front triangle of the Addict CX is manufactured using SCOTT's patented IMP Technology which results in incredibly lightweight construction. Rounded off with full carbon, hollow rear dropouts the frame weighs in at 890g while the disc brake-optimized fork tips the scale at 390g. The race-ready, disc brake-equipped Addict CX, which Marcel Wildhaber rode at the 2015 CX World Championships in Tabor, is scrapping the UCI's weight limit for complete bikes. Thanks to SCOTT's Engineer's Carbon expertise, the Addict CX is by far the lightest disc brake-optimized Cyclo-Cross bike currently on the market.

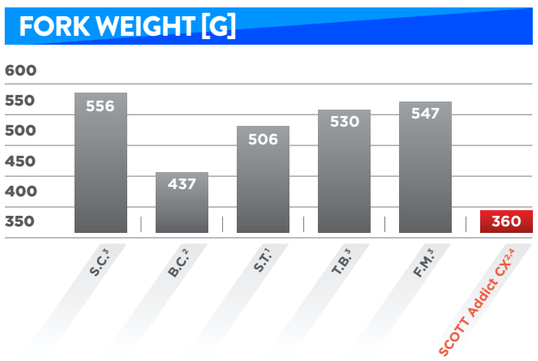
The Addict CX features an IMP front triangle

Full carbon rear dropouts save precious grams

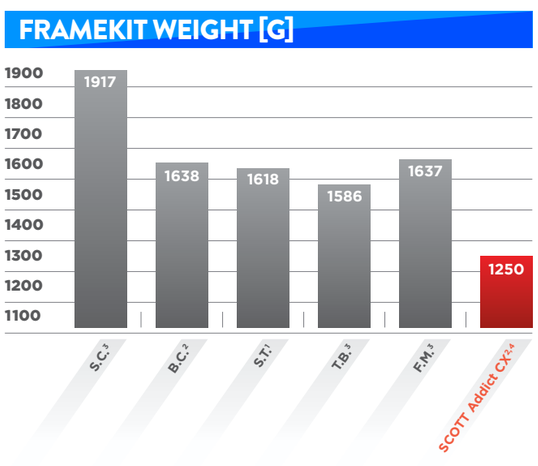
MAINFRAME WEIGHT [G]



FORK WEIGHT [G]



FRAMEKIT WEIGHT [G]



[1] Framesize 50, [2] Framesize 54, [3] Framesize 56
[4] including front and rear derailleur hanger and according fixation bolts

COMPLIANCE ENHANCING SEATSTAY TO TOPTUBE CONNECTION

The Addict CX features frame technologies that have been successfully implemented on previous SCOTT bikes. Similar to the Solace, the seat stays of the Addict CX are directly connected with the toptube. Additionally, the toptube becomes more oval towards the connection with the seattube. On top of this the Addict CX uses a 27.2mm seat post which features enhanced comfort characteristics compared to a 31.6mm seat post. The combination of these factors results in an increase in vertical compliance and in comfort by 61.5% compared to its predecessor.

SCOTT's design concept for increased comfort

A direct connection between toptube and seat stays increases vertical compliance

The toptube becomes more oval towards the connection with the seattube

RIGID FRONT END AND BOTTOM BRACKET

FRONT END

The new Addict CX features 1 1/8" to 1 1/2" integrated bearings and a tapered headtube. Compared to the previous model the headtube diameter has increased and therefore allows for wider connections of the toptube and downtube which results in an increase of torsional stiffness by 32%. The rigid front end enables direct, precise and safe handling of the bike, even in the most technical of turns.

The rigid front end of the Addict ensures full control while cornering

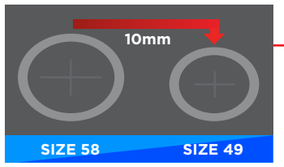
PF86 BOTTOM BRACKET

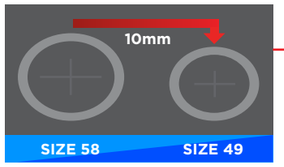
The PF86 bottom bracket allows for a wide connection of the downtube and the tapered seattube to the BB box. Together with a stiffness-optimized lay-up and SCOTT's patented carbon manufacturing process, the BB stiffness of the new Addict CX has increased by 14% compared to its predecessor.

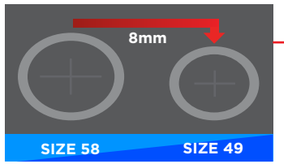
Every pedal stroke is turned into propulsion

TAILOR MADE TUBES FOR EACH FRAME SIZE

Larger frame sizes require larger tubes. A larger tube generally exhibits increased weight and reduced stiffness. By adjusting the tubes cross sections and using a modified Carbon lay-up, a consistent stiffness-to-weight ratio throughout each frame size is achieved. Riders of all sizes can enjoy the perfect ride characteristics of the Addict CX.

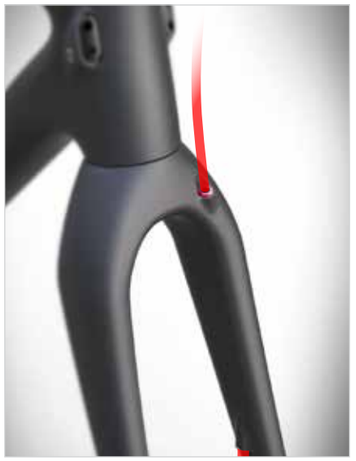






COMPLETE INTERNAL CABLE ROUTING

The Addict CX offers cable routing from the fork all the way to the rear dropouts. Cables that are routed internally are protected against water and dirt, extending their life and ensuring flawless shifting at all times, while providing a clean look. Additionally, the Addict CX frame is compatible with mechanical and electronic shifting systems and provides enough space to route the cable of a dropper post internally.



Exchangeable cable plugs allow for electronic and mechanical components

DISC BRAKE OPTIMIZED

CONSISTENT BRAKING POWER – NO WEIGHT PENALTY

While there's no doubt regarding the reliable and consistent braking performance of disc brakes, there is no longer an additional weight penalty to worry about, as the race-ready Addict CX comes close to the UCI's weight limit for complete bikes. The Addict CX frame is optimized for disc brake use and accommodates both postmount and flatmount disc brake standards.

THRU AXLES FOR INCREASED STIFFNESS

The thru axle system is designed to be as quick and easy to use as a regular quick release, while at the same time offering extra strength, stiffness and security. Thru axles, as we know, provide increased axle-stiffness compared to standard quick releases. The 100×12mm front axle and the 142×12mm rear axle improve the stiffness of the fork/wheel and rear triangle/wheel systems, ultimately working in favor of power transfer. The thru axle has been designed by SCOTT and features a pitch of 1.5mm which allows for a fast wheel change.

Front and rear thru axles provide extra stiffness

EASE OF USE

The installation of wheels with disc brakes and standard quick release systems in such a fashion that the disc is not rubbing on the brake pads can be difficult. Wheels with thru axle closing mechanism offer unparalleled precision when it comes to positioning the disc brake within the brake system making for increased ease of use.

EXTRA SAFETY

Compared to a standard quick release, thru-axles offer extra safety and make sure the connection between the wheels and the frame is firm even in the most demanding of conditions.

Thru-axle allow for an easy installation of disc brake wheels

CYCLO-CROSS FEATURES

DROPPER POST CABLE INTEGRATION

Courses in Cyclo-Cross races are becoming more difficult every season. Similar to the discussions amongst riders, coaches and technical staff in the Mountain Bike World Cup, Cyclo-Cross racers are weighing up the advantages of a dropper post on particularly difficult courses. The engineering team has considered this possibility in the future. As a result, there's enough space to route the cables for the dropper post internally.

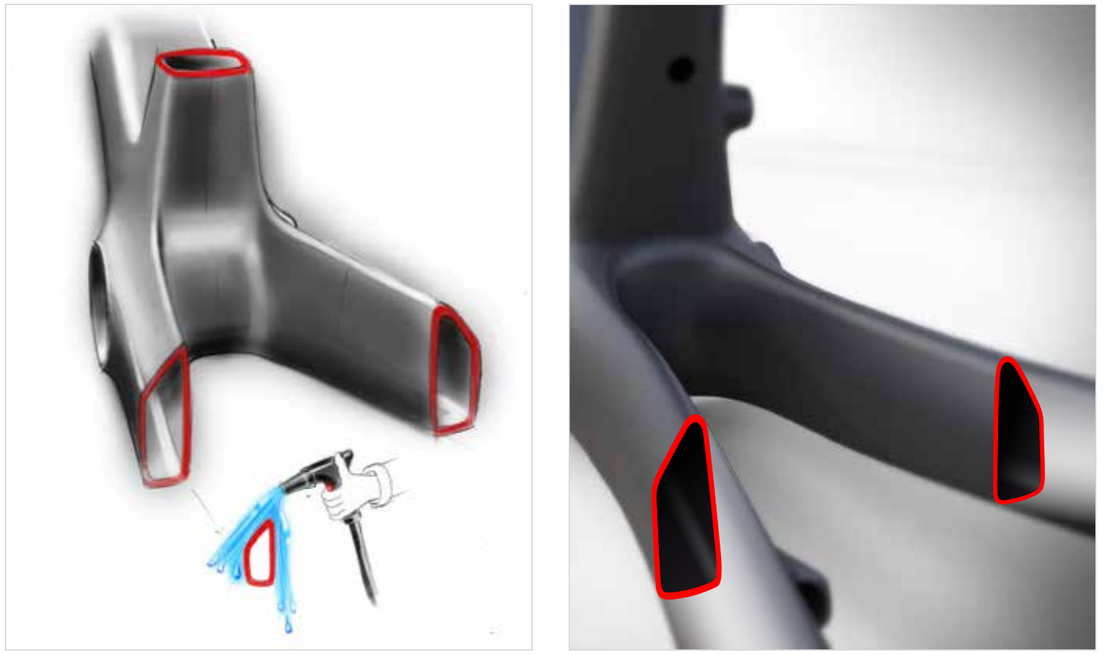
Thinking ahead: dropper post cables can be routed internally

TIRE CLEARANCE

In Cyclo-Cross, mud is like sand on a beach. Tire clearance can therefore be a decisive factor in racing. The fork and frame are built so that even in the muddiest of conditions the wheels turn unrestricted. In case a ride on dirt roads is planned, the Addict CX offers enough tire clearance to accommodate gravel tires.

MUD-SHEDDING CHAINSTAYS

Mud on the bike is unnecessary weight and can impair the performance of the bike. The shape of the chainstays has been specifically designed to make sure mud doesn't stick in this area impeding wheel rotation and ultimately rider speed.



From concept to reality: mud-shedding chainstays

ERGONOMIC TUBE SHAPES

The underside of the toptube and the leading edge of the headtube feature flat shapes in order to facilitate carrying the bike in sections where riding is not possible.

Ergonomic tube shapes facilitate carrying the bike

REMOVABLE DERAILLEUR HANGER AND CHAIN GUARD

The front derailleur hanger is removable, accommodating all drivetrain options. If a single chainring crankset is run, no derailleur hanger is required and precious grams can be saved by removing it. A removable chain guard avoids chain sucks in case the chain falls off when a double crankset is used.

The frame features a removable derailleur hanger and chain guard

OPTIONAL CHAIN GUIDE

The chain guide can be mounted on interfaces of the derailleur hanger and the chain guard when only one chain ring is used. No matter how grim the mud is, the chain guide makes sure the chain is kept in place.

KEY NUMBERS

-60G | FRAMESET SIZE 54 CP. TO PREVIOUS ADDICT CX DESPITE DISC BRAKE-OPTIMIZATION

+14% | BB STIFFNESS CP. TO PREVIOUS ADDICT CX

32% | HT STIFFNESS CP. TO PREVIOUS ADDICT CX

+61.5% | COMFORT CP. TO PREVIOUS ADDICT CX

SCOTT ADDICT CX 10 DISC BIKE

Drawing specifications might differ from actual specifications.

FRAME	Addict CX HMX Disc / IMP SUPERLIGHT Carbon technology / CX Race geometry / Replaceable Dropout / STD Seattube / INT BB
FORK	Addict HMX Disc 1 1/8" - 1 1/2" Carbon steerer Integrated Carbon Dropout
HEADSET	Integrated Cartridge
REAR DERAILLEUR	SRAM Force 11 Speed Mid cage
SHIFTERS	SRAM Force 1 Hydraulic Disc 11 Speed
BRAKES	SRAM Force 1 Hydraulic Disc 160/F and 160/R mm Centerline Rotor
CRANKSET	SRAM Force 1 42 T
BB-SET	SRAM PF86 Ceramic GXP
HANDLEBAR	Syncros RR1.1 Carbon Anatomic 31.8mm Oversize
HANDLEBAR STEM	Syncros FL1.0 Carbon 1 1/8" / four Bolt 31.8mm
SEATPOST	Syncros Carbon FL1.0 ECL 27.2/350mm Ergoptimized Comfort Layup
SEAT	Syncros RR2.0
HUB (FRONT)	Syncros RP1.0 Disc
HUB (REAR)	Syncros RP1.0 Disc
CHAIN	SRAM PC 1170
CASSETTE	SRAM PG 1170 11-36
SPOKES	Syncros RP1.0 Disc
RIMS	Syncros RP1.0 Carbon Disc Front / Rear
TIRES	Schwalbe X-One Evo 700x33C

SCOTT ADDICT CX 20 DISC BIKE

Drawing specifications might differ from actual specifications.

FRAME	Addict CX HMF Disc / IMP SUPERLIGHT Carbon technology / CX Race geometry / Replaceable Dropout / STD Seattube / INT BB
FORK	Addict HMF Disc 1 1/8" - 1 1/2" Carbon steerer Integrated Carbon Dropout
HEADSET	Integrated Cartridge
REAR DERAILLEUR	Shimano 105 RD-5800-GS 22 Speed
FRONT DERAILLEUR	Shimano 105 Black FD-5800
SHIFTERS	Shimano ST-RS505 Disc Dual control 22 Speed
BRAKES	Shimano BR-RS505 Hyd Disc 160/F and 160/R mm SM-RT68 CL Rotor
CRANKSET	Shimano FC-RS500 Black Hyperdrive 36x46 T
BB-SET	Shimano BB - RS500-PB
HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm
HANDLEBAR STEM	Syncros FL2.0 1 1/8" / four Bolt 31.8mm
SEATPOST	Syncros Carbon RR1.2 27.2/350mm
SEAT	Syncros RR2.0
HUB (FRONT)	Syncros RP2.0 Disc
HUB (REAR)	Syncros RP2.0 Disc
CHAIN	Shimano CN-HG600
CASSETTE	Shimano 105 CS-5800 11-32 T
SPOKES	Syncros RP2.0 Disc
RIMS	Syncros RP2.0 Disc Front / Rear
TIRES	Schwalbe Rocket Ron 700x33C

SCOTT SPEEDSTER CX 10 DISC BIKE

Drawing specifications might differ from actual specifications.

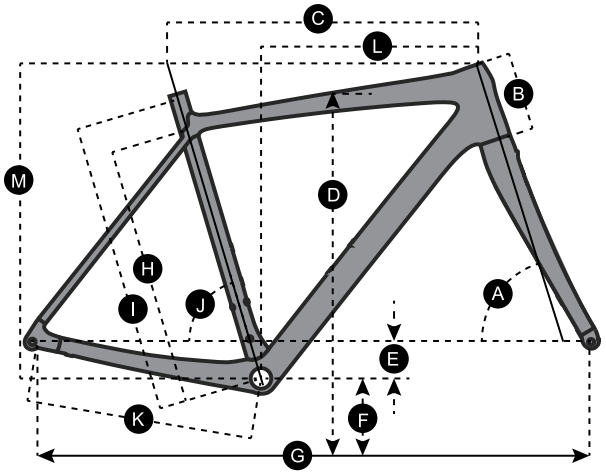
FRAME	Speedster CX Disc / D.Butted 6061 Alloy / CX geometry / Integrated Headtube
FORK	Speedster Carbon/Alloy Disc 1 1/8" Alloy steerer
HEADSET	Integrated Cartridge
REAR DERAILLEUR	Shimano Ultegra RD-6800-GS 22 Speed
FRONT DERAILLEUR	Shimano 105 Black FD-5800
SHIFTERS	Shimano ST-RS505 Disc Dual control 22 Speed
BRAKES	Shimano BR-RS505 Hyd Disc 160/F and 160/R mm SM-RT56 Rotor
CRANKSET	Shimano FC-RS500 Black Hyperdrive 36x46 T
BB-SET	Shimano BB - RS500
HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm
HANDLEBAR STEM	Syncros FL2.0 1 1/8" / four Bolt 31.8mm
SEATPOST	Syncros R1.4 Carbon/AL 31.6mm
SEAT	Syncros FL2.5
HUB (FRONT)	Formula Team 28 H
HUB (REAR)	Formula Team 28 H
CHAIN	KMC X11
CASSETTE	Shimano 105 CS-5800 11-32 T
SPOKES	HTI - Standard Black 2mm
RIMS	Syncros CX Disc 28 Front / 28 Rear
TIRES	Kenda Kwick 700x35C

SCOTT SPEEDSTER CX 20 DISC BIKE

Drawing specifications might differ from actual specifications.

FRAME	Speedster CX Disc / D.Butted 6061 Alloy / CX geometry / Integrated Headtube
FORK	Speedster Carbon/Alloy Disc 1 1/8" Alloy steerer
HEADSET	Integrated Cartridge
REAR DERAILLEUR	Shimano Tiagra RD-4700-SS 20 Speed
FRONT DERAILLEUR	Shimano Tiagra FD-4700
SHIFTERS	Shimano Tiagra ST-4700 Dual control 20 Speed
BRAKES	Shimano BR-R317 Black Mech. Disc 160/F and 160/R mm SM-RT56 Rotor
CRANKSET	Shimano FC-R460 Black Hyperdrive 34x48 T
BB-SET	Shimano BB - RS500
HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm
HANDLEBAR STEM	Syncros FL2.0 1 1/8" / four Bolt 31.8mm
SEATPOST	Syncros RR2.5 31.6/300mm
SEAT	Syncros FL2.5
HUB (FRONT)	Formula Team 28 H
HUB (REAR)	Formula Team 28 H
CHAIN	KMC X10
CASSETTE	Shimano HG 500 10 Speed 11-32 T
SPOKES	HTI - Standard Black 2mm
RIMS	Syncros CX Disc 28 Front / 28 Rear
TIRES	Kenda Kwick 700x35C

ADDICT CX: 10, 20 FRAME GEOMETRY



	XS/49		S/52		M/54		L/56		XL/58	
A HEAD TUBE ANGLE	70.0 °		70.0 °		71.0 °		71.0 °		71.0 °	
B HEAD TUBE LENGTH	95.0 mm	3.7 in	120.0 mm	4.7 in	140.0 mm	5.5 in	160.0 mm	6.3 in	180.0 mm	7.1 in
C TOP TUBE HORIZONTAL	505.0 mm	19.9 in	525.0 mm	20.7 in	545.0 mm	21.5 in	568.0 mm	22.4 in	590.0 mm	23.2 in
D STANDOVER HEIGHT										
E BB OFFSET	68.0 mm	2.7 in	68.0 mm	2.7 in	68.0 mm	2.7 in	68.0 mm	2.7 in	68.0 mm	2.7 in
F BB HEIGHT	281.0 mm	11.1 in	281.0 mm	11.1 in	281.0 mm	11.1 in	281.0 mm	11.1 in	281.0 mm	11.1 in
G WHEEL BASE	984.0 mm	38.7 in	1'002.0 mm	39.4 in	1'017.0 mm	40.0 in	1'043.0 mm	41.1 in	1'056.0 mm	41.6 in
H BB CENTER TO TOPTUBE CENTER										
I BB CENTER TO TOP OF SEATTUBE	490.0 mm	19.3 in	520.0 mm	20.5 in	540.0 mm	21.3 in	560.0 mm	22.0 in	580.0 mm	22.8 in
J SEAT ANGLE	74.5 °		74.0 °		73.5 °		73.0 °		73.0 °	
K CHAINSTAY	422.0 mm	16.6 in	422.0 mm	16.6 in	422.0 mm	16.6 in	422.0 mm	16.6 in	422.0 mm	16.6 in
L REACH	360.0 mm	14.2 in	369.0 mm	14.5 in	378.0 mm	14.9 in	390.0 mm	15.4 in	405.0 mm	15.9 in
M STACK	521.8 mm	20.5 in	545.5 mm	21.5 in	564.4 mm	22.2 in	583.3 mm	23.0 in	602.2 mm	23.7 in
N STEM LENGTH										