



2017

TECH & FACTS REPORT

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SCOTT SOLACE

SOLACE CONCEPT

The Solace has been designed to offer a comfortable ride without sacrificing immediate power transfer and direct handling abilities. To achieve this, SCOTT engineers designed a bike that consists of two specific “zones” that improve the comfort and power transfer characteristics of the Solace - The Comfort Zone and The Power Zone. However, it doesn't stop there: The Solace offers an endurance-optimized geometry that allows for a more comfortable riding position on the bike and countless hours in the saddle without any discomfort. Disc brakes are the latest addition to the Solace. They increase the braking performance and reliability considerably no matter the weather conditions you are riding in. The Solace has been consequently developed to offer a comfortable and reliable riding sensation to the demanding recreational cyclist.



A HISTORY OF COMFORT

With the CR1, SCOTT introduced Shock Damping Technology (SDS). SDS combines specific tube designs, wall thicknesses, and Carbon lay-up to achieve a high lateral stiffness while at the same time enhancing comfort-relevant vertical compliance in both the rear triangle and the fork. As a result the CR1 has been appreciated by its riders for offering a high degree of comfort while not compromising on performance. At the same time, riding comfort of the CR1 was enhanced by means of an endurance geometry which allows the rider to take on a more upright position on the bike due to a longer headtube and a shorter toptube. With the Solace, SCOTT recently introduced a brand new endurance road bike that aims even higher.

THE COMFORT EXPERTS

Hermann Pacal, **Product Manager**



“We developed the Solace for the ambitious everyday rider who is looking for a comfortable road bike with regards to both ergonomics and compliance. Why Solace? Because it's the source of comfort!”

Benoit Grelier, **Engineer**



“The Solace is the result of numerous development cycles that allowed us to test a variety of different solutions. We chose the solution that offers an uncompromised combination of comfort, stiffness and weight”

SOLACE TECHNOLOGY

THE COMFORT ZONE

The engineers at SCOTT spent a lot of time analyzing the compliance characteristics of bike frames as well as finding unique solutions that match the engineering philosophy of the Carbon experts in Switzerland. As shown in the 3D drawings below, the joint between the seatpost, toptube, seattube and seatstays is the most crucial point when a frame is examined with regards to comfort. Based on this finding, the engineers analyzed and tested different solutions with regards to tube shapes, the Carbon lay-up and the attachment of the seatstays. Resulting from this analytical work, the engineers came up with a unique frame design in the most critical area for compliance of the rear triangle. They decided to attach the seatstays directly to the toptube, considerably improving comfort without compromising headtube torsional stiffness. In addition, the

engineers intentionally left out the traditional bridge between the seatstays required to mount the rear brake to make sure that the comfort through seatstay deflection is not compromised. Optimizing comfort at the front of the frame proved to be no lesser challenge for the engineers. In order to provide a comfortable riding sensation, the fork needs to give in to vibrations arising from the ground while at the same time needing to resist forces that arise from braking. The top area of the fork, including the Carbon steerer and the crown has to be rigid for direct handling and safe braking. To determine the right balance between comfort-increasing deformation and stiffness for braking efficiency, different Carbon lay-ups were developed and tested before a decision for the final version of the fork was made.

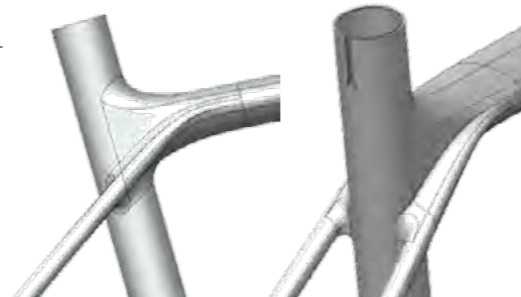
Frame areas responsible for comfort are shown in bright colors



The Comfort Zone responsible for riding comfort is shown in red



SCOTT's unique solution for balanced vertical compliance of the rear triangle

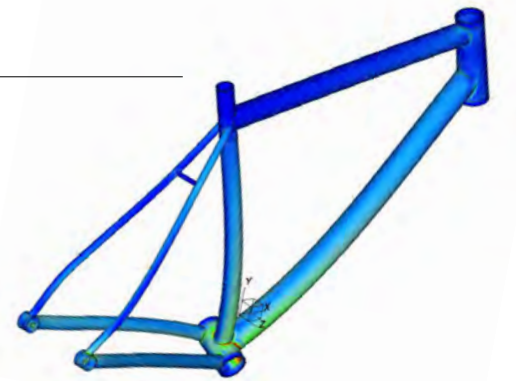


THE POWER ZONE

The most compliant frame does not help the rider if propulsion is neglected. That's why the engineers simultaneously analyzed compliance and power transfer properties of the frame while developing the Solace. The main frame areas responsible for power transfer emanate from the bottom bracket where the power of the rider is transferred to the bike and

from the headtube area where torsional forces of the rider apply- especially when riding out of the saddle. As a result of this analytical work the engineers defined a power zone where they applied rigid frame structures resulting in a tapered headtube, oversized downtube, a massive bottom bracket area and asymmetrical chainstays and seatstays.

Frame areas responsible for power transfer are shown in bright colors



The Power Zone responsible for power transfer is shown in red



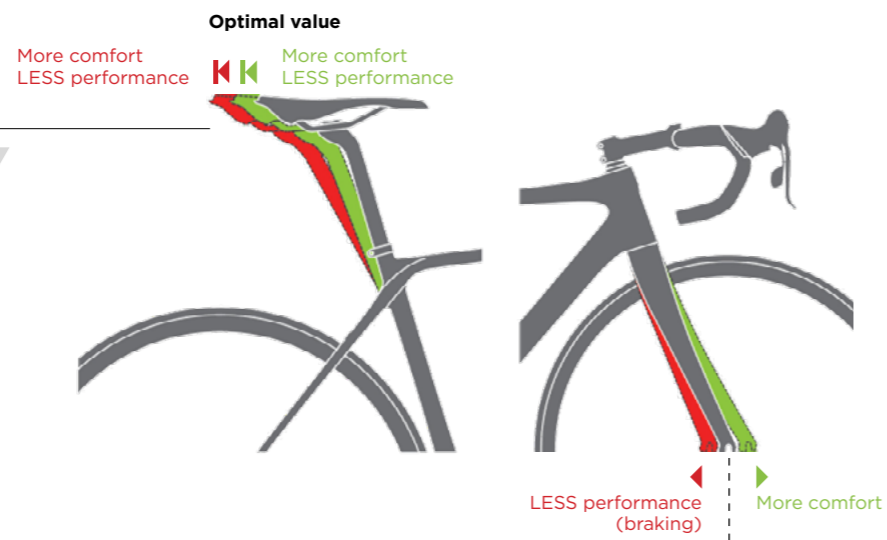
Reinforced headtube and steerer, a massive BB area and asymmetric rear stays considerably improve power transfer



BALANCING OPPOSED FORCES

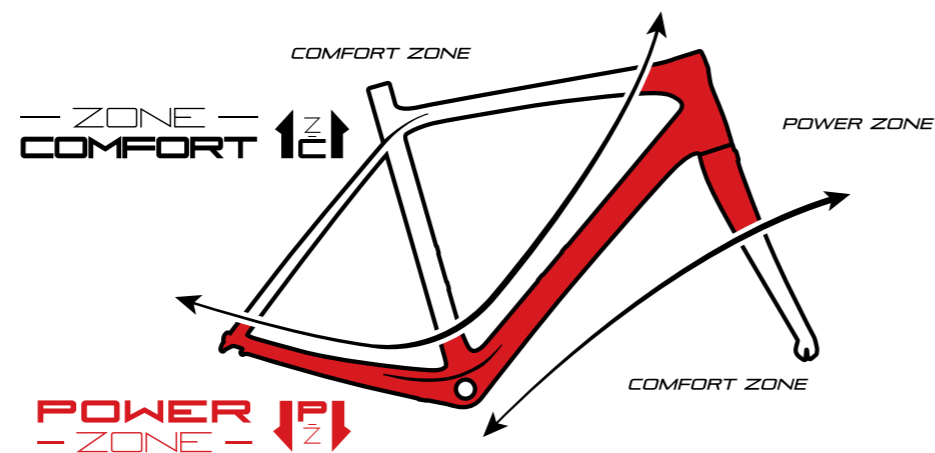
The Solace can be seen as having a split frame construction. While the Comfort Zone assures a comfortable riding sensation due to the absorption of shocks and vibrations arising from the ground, the Power Zone is comprised of laterally and torsionally rigid frame structures assuring maximum power transfer of rider-actuated forces. Obviously, comfort and power transfer need to be considered simultaneously when designing a bike. At a certain point compliance will begin to affect power transfer negatively and vice versa. That's why the engineers

at SCOTT spent a lot of time developing different lay-ups and collecting feedback from riders. Frames that offered a very high degree of deformation and consequently comfort were rejected by the testers as they felt power transfer was compromised substantially. This extensive testing procedure allowed the engineers to determine the best balance between comfort and power transfer. With the Solace, SCOTT presents a functional and visually unique endurance roadbike.



The engineers tested different lay-ups to find the right balance between comfort and power transfer/braking efficiency

The Solace balances frame areas responsible for comfort and power transfer



ENDURANCE GEOMETRY

The geometry of the Solace has been adapted to match the requirements of the endurance rider. A headtube that is 2.5cm longer compared to that of the Addict allows the rider to sit in a slightly more upright position on the bike and to avoid

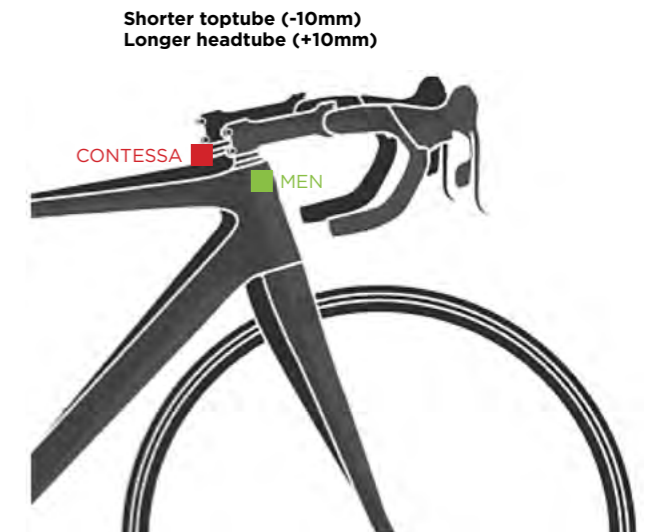
discomfort in the lower back and neck regions. With these ergonomic adaptations and the comfort properties of the Solace, long days on the saddle become even more enjoyable

→ COMFORT GEOMETRY
→ RACE GEOMETRY



WOMEN'S SPECIFIC GEOMETRY

SCOTT aims high when it comes to the comfort and ergonomics of the Solace. Therefore a women's specific geometry for the Solace Contessa lineup has been developed. A 10mm shorter toptube combined with a 10mm longer headtube take into account the different proportions of women and offer a perfect fit for female road cyclists.



SIZE SPECIFIC CARBON LAY-UP AND TUBE CROSS SECTIONS

Bigger frame sizes consist of longer tubes which are less rigid due to their increased length. At the same time, taller riders usually produce more power and consequently need a stiffer frame. To make sure riders with different heights and therefore different abilities to produce power are fitted on frames that match their characteristics, the tubes' cross sections as well as the Carbon lay-up of the Solace have been adapted for each

size. Larger sizes feature a stiffer lay-up for the downtube for optimal power transfer while smaller sizes have a softer layup for the seattube to make sure lighter riders experience the same vertical compliance and comfort. With the same goal in mind, the engineers developed two versions of the fork which feature a different Carbon lay-up and therefore different stiffness and compliance characteristics.



OVERSIZED BOTTOM BRACKET

The BB86 press fit bottom bracket is wider than previous BB Standards, offers increased stiffness and maximizes power transfer by virtue of wider attachment points for the downtube and the seattube



TAPERED SEATTUBE

The junction between BB and seattube has been enlarged to ensure a high lateral stiffness and to maximize power transfer.



TAPERED HEADTUBE

The tapered 1 1/8" to 1 1/4" headtube ensures high torsional stiffness and handling that is confidence inspiring.



SDS – SHOCK DAMPING SYSTEM

SCOTT's proprietary Shock Damping System (SDS) has been developed to increase the comfort of the frame and fork through deformation. The tube shape design, the choice of Carbon fiber types and the sophisticated orientation of these during the manufacturing process are done with the ultimate goal in mind of improving shock dampening and vibration absorption abilities of the frame without compromising power transfer.



ASYMMETRIC DESIGN

The Solace can be defined as the ultimate balance between power transfer and comfort. To match the concept of balance, the rear stays have been designed asymmetrically - the transmission which is located on the right side of the bike results in an asymmetrical stress distribution on the rear stays. Instead of reinforcing the right side of the rear stays, which is subject to high loads, the tube cross sections are optimized to match the zone-specific requirements.



INTERNAL CABLE ROUTING FOR ELECTRONIC AND MECHANICAL TRANSMISSIONS

Two different cable guide sets make the Solace frame compatible with both electronic and mechanic groupsets. In addition, the Solace frame offers internal cable routing providing a clean look.



INTEGRATED CHAIN CATCHER

The Solace is equipped with an integrated chain catcher for hassle-free hours in the saddle even on the roughest roads.



ERGONOMIC PARTS

The Solace is spec'd with Syncros components dedicated to comfort. The seatpost comes with an adapted Carbon lay-up that offers 15% more vertical compliance compared to standard seatpost lay-ups. The Syncros RR saddle is wider in the area of the sitting bones to ensure increased contact surface and to support a more upright body position on the bike. It also features extra cushioning leading to a more comfortable ride. The Syncros handlebar has a backsweep, offering a shorter reach and therefore a more comfortable riding position.



+42%
COMFORT COMPARED TO CR1

890G
FRAME HMX SIZE 54 (950G HMF SIZE 54)

330G
FORK HMX (380G HMF)

+17%
BB STIFFNESS COMPARED TO CR1

12 | FRAMES
SIZE SPECIFIC GEOMETRY / DESIGN / LAYUP

SOLACE DISC

THRU AXLE STANDARD

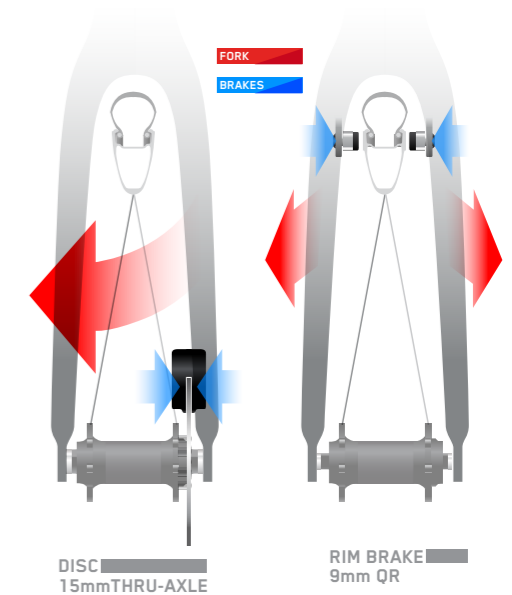
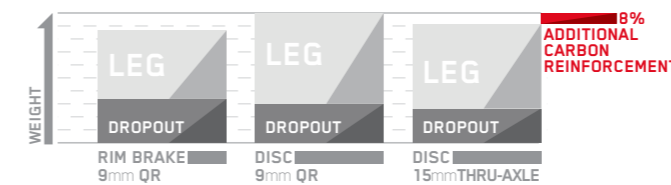
During the past few years, thru axles have become the new standard on mountain bikes, replacing standard quick release systems. The thru axle system is designed to be as quick and easy to use as a regular quick release, while at the same time offering extra strength, stiffness and security. Thru axles provide

increased axle-stiffness compared to standard quick releases. That being said, they improve the stiffness of the fork/wheel and rear triangle/wheel systems, ultimately working in favor of power transfer.

IDENTICAL COMFORT- EXTRA BREAKING POWER

Caliper brakes are mounted at the base of the fork where braking forces are applied more symmetrically and in a stable area. Disc brakes, on the other hand, are mounted on the lower part of the left fork blade, forces therefore applying unilaterally. Since the fork blades are key to absorbing shocks arising from the ground, they are not the most rigid section of the fork. To make sure the absorption of the braking forces is sufficient the fork needs to be reinforced. Reinforcing the fork with additional Carbon layers, results in a heavier fork. At the same time, vertical compliance and comfort might be affected negatively due to the increased stiffness. A thru axle offers better preconditions to absorb the increased braking power of disc brakes compared to standard quick releases due to its high stiffness. As a result, the fork does not require the same

degree of reinforcement when a thru axle is used instead of a standard quick release. The disc brake version of the Solace offers unchanged comfort, an extra bit of braking power and a lower weight compared to a quick release solution.



EASE OF USE

Installing 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 much ease of use.

INTERNAL CABLE ROUTING

Clean internal cable routing for both mechanical and electronic groupsets and hydraulic brake cables.

SOLACE PREMIUM DISC

249664



FRAME	Solace Disc HMX / IMP Carbon technology Road Comfort geometry	BRAKES	Shimano BR-R9170 Hyd Disc 160/F and 160/Rmm SM-RT900 CL Rotor	HUB (FRONT)	Syncros RP1.0 Disc
FORK	Solace HMX Flatmount Disc 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano Dura-Ace FC-R9100Hollowtech II 50x34 T	HUB (REAR)	Syncros RP1.0 Disc
HEADSET	Syncros Integrated	BB-SET	Shimano BB-R9100-PB	CHAIN	Shimano Dura-Ace CN-HG901-11
REAR DERAILLEUR	Shimano Dura-Ace RDR9150-SS 22 Speed Electronic	HANDLEBAR	Syncros RR1.0 Carbon Anatomic 31.8mm Oversize	CASSETTE	Shimano Dura Ace CS-R9100 11-30
FRONT DERAILLEUR	Shimano Dura-Ace FD-R9150Electronic Shift System	HANDLEBAR STEM	Syncros RR1.5 1 1/8" / four Bolt 31.8mm	SPOKES	Syncros RP1.0
SHIFTERS	Shimano Di2 ST-R9150 Disc Electronic Shift 22 Speed	SEATPOST	Syncros Carbon FL1.0 27.2/350mm	RIMS	Syncros RP1.0 Carbon Disc 24 Front / 24 Rear
		SEAT	Syncros FL1.0 Carbon	TIRES	Continental Grand Prix 4000 S II 700x28C
				WEIGHT	Check website

SOLACE 10

249671



FRAME	Solace HMF / IMP Carbon technology Road Comfort geometry	BRAKES	Shimano Ultegra BR-6800 / BR-5810 rear Super SLR Dual pivot / Direct mount rear	SEAT	Syncros FL2.0
FORK	Solace HMF 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano Ultegra FC-6800 GREY Hollowtech II 50x34 T	HUB (FRONT)	Syncros RP2.0
HEADSET	Syncros Integrated	BB-SET	Shimano SM-BB72-41	HUB (REAR)	Syncros RP2.0
REAR DERAILLEUR	Shimano Ultegra RD-6800-GS 22 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	Shimano CN-HG601-11
FRONT DERAILLEUR	Shimano Ultegra FD-6800	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano 105 CS-5800 11-32
SHIFTERS	Shimano Ultegra ST-6800 Carbon Dual control 22 Speed	SEATPOST	Syncros Carbon RRL.2 27.2/350mm	SPOKES	Syncros RP2.0
				RIMS	Syncros RP2.0 18 Front / 24 Rear
				TIRES	Continental Grand Sport Race Fold 700x25C
				WEIGHT	Check website

SOLACE 10 DISC

249670



FRAME	Solace Disc HMF / IMP Carbon technology Road Comfort geometry	BRAKES	Shimano BR-RS805 Hyd Disc 160/F and 160/Rmm SM-RT999 CL Rotor	SEAT	Syncros FL2.0
FORK	Solace HMF Flatmount Disc 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano Ultegra FC-6800 GREY Hollowtech II 50x34 T	HUB (FRONT)	Syncros RP2.0 Disc
HEADSET	Syncros Integrated	BB-SET	Shimano SM-BB72-41	HUB (REAR)	Syncros RP2.0 Disc
REAR DERAILLEUR	Shimano Ultegra RD-6800-GS 22 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	Shimano CN-HG601-11
FRONT DERAILLEUR	Shimano Ultegra FD-6800	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano 105 CS-5800 11-32
SHIFTERS	Shimano ST-RS685 Disc Dual control 22 Speed	SEATPOST	Syncros Carbon FL1.0 27.2/350mm	SPOKES	Syncros RP2.0
				RIMS	Syncros RP2.0 Disc 28 Front / 28 Rear
				TIRES	Continental Grand Sport Race Fold 700x28C
				WEIGHT	Check website



SOLACE 20 DISC

249672



FRAME	Solace Disc HMF / IMP Carbon technology / Road Comfort geometry	BRAKES	Shimano BR-RS505 Hyd Disc 160/F and 160/Rmm SM-RT68 CL Rotor	SEAT	Syncros FL2.5
FORK	Solace HMF Flatmount Disc 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano FC-5800 Compact Hyperdrive 50x34T Black 11 Speed	HUB (FRONT)	Formula Team Disc 28 H
HEADSET	Syncros Integrated	BB-SET	Shimano BB-RS500-PB	HUB (REAR)	Formula Team Disc 28 H
REAR DERAILEUR	Shimano 105 Black RD-5800-GS 22 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	Shimano CN-HG601-11
FRONT DERAILEUR	Shimano 105 FD-5800 Black	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano 105 CS-5800 11-32
SHIFTERS	Shimano ST-RS505 Disc Dual control 22 Speed	SEATPOST	Syncros Carbon RR1.2 27.2/350mm	SPOKES	HTI - Standard Black 2mm
				RIMS	Syncros Road Disc 28 Front / 28 Rear
				TIRES	Continental Grand Sport Race Fold 700x28C
				WEIGHT	Check website

SOLACE 30 FB DISC

249674



FRAME	Solace Disc HMF / IMP Carbon technology / Road Comfort geometry	BRAKES	Shimano BR-M615 Hyd Disc 160/F and 160/Rmm SM-RT64 Rotor	HUB (FRONT)	Formula Team Disc 28 H
FORK	Solace HMF Flatmount Disc 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano Tiagra FC-4700 Compact Hyperdrive 50x34T	HUB (REAR)	Formula Team Disc 28 H
HEADSET	Syncros Integrated	BB-SET	Shimano BB-RS500-PB	CHAIN	KMC X10
REAR DERAILEUR	Shimano Tiagra Black RD-4700-GS 20 Speed	HANDLEBAR	Syncros Flat-Bar FL2.0 580mm	CASSETTE	Shimano CS-HG500 10 Speed 11-32
FRONT DERAILEUR	Shimano Tiagra FD-4700	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	SPOKES	14G Stainless Black 2mm
SHIFTERS	Shimano Tiagra SL-4700 Flat Bar Shifter 20 Speed	SEATPOST	Syncros Carbon RR1.2 27.2/350mm	RIMS	Syncros Road Disc 28 Front / 28 Rear
BRAKE LEVERS	Shimano BL-M615	SEAT	Syncros FL2.5	TIRES	Continental Grand Sport Race Fold 700x28C
				WEIGHT	Check website

SOLACE 20

249673



FRAME	Solace HMF / IMP Carbon technology / Road Comfort geometry	BRAKES	Shimano 105 BR-5800 / BR-5810 rear Super SLR Dual pivot / direct mount rear	SEAT	Syncros FL2.5
FORK	Solace HMF 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano FC-5800 Compact Hyperdrive 50x34T Black 11 Speed	HUB (FRONT)	Shimano WH-RS11-A
HEADSET	Syncros Integrated	BB-SET	Shimano BB-RS500-PB	HUB (REAR)	Shimano WH-RS11-A
REAR DERAILEUR	Shimano 105 Black RD-5800-GS 22 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	Shimano CN-HG601-11
FRONT DERAILEUR	Shimano 105 FD-5800 Black	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano 105 CS-5800 11-32
SHIFTERS	Shimano 105 Black ST-5800 Dual control 22 Speed	SEATPOST	Syncros Carbon RR1.2 27.2/350mm	SPOKES	Shimano WH-RS11-A 16 Front / 20 Rear
				RIMS	Shimano WH-RS11-A 16 Front / 20 Rear
				TIRES	Continental Grand Sport Race Fold 700x25C
				WEIGHT	Check website

SOLACE 30

250022



FRAME	Solace HMF / IMP Carbon technology / Road Comfort geometry	BRAKES	Shimano Tiagra BR-4700 Super SLR Dual pivot Tekro 541 direct mount rear	SEAT	Syncros FL2.5
FORK	Solace HMF 1 1/8" Carbon steerer Alloy Dropout	CRANKSET	Shimano Tiagra FC-4700 Compact Hyperdrive 50x34T	HUB (FRONT)	Formula Race 22 24 H
HEADSET	Syncros Integrated	BB-SET	Shimano BB-RS500-PB	HUB (REAR)	Formula Race 22 28 H
REAR DERAILEUR	Shimano Tiagra Black RD-4700-GS 20 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	KMC X10
FRONT DERAILEUR	Shimano Tiagra FD-4700	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano CS-HG500 10 Speed 11-32
SHIFTERS	Shimano Tiagra ST-4700 Dual control 20 Speed	SEATPOST	Syncros RR2.5 27.2/350mm	SPOKES	14G Stainless Black 2mm
				RIMS	Syncros Race 22 Front 24 / 28 Rear
				TIRES	Continental Grand Sport Race Fold 700x25C
				WEIGHT	Check website

CONTESSA SOLACE 15 DISC

249725



FRAME	Contessa Solace Disc HMF IMP Carbon technology Road solution geometry	BRAKES	Shimano BR-RS805 Hyd Disc 160/F and 160/Rmm SM-RT99 CL Rotor	SEAT	Syncros FL2.0 Women
FORK	Solace HMF Flatmount Disc 1 1/8" Carbon steerer / Alloy Dropout	CRANKSET	Shimano Ultegra FC-6800 GREY Hollowtech II 50x34 T	HUB (FRONT)	Syncros RP2.0 Disc
HEADSET	Syncros Integrated	BB-SET	Shimano SM-BB72-41	HUB (REAR)	Syncros RP2.0 Disc
REAR DERAILLEUR	Shimano Ultegra RD-6800-GS 22 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	Shimano CN-HG601-11
FRONT DERAILLEUR	Shimano Ultegra FD-6800	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano 105 CS-5800 11-32
SHIFTERS	Shimano ST-RS685 Disc Dual control 22 Speed	SEATPOST	Syncros FL1.0 Carbon 10mm offset 27.2/300mm	SPOKES	Syncros RP2.0 28 Front / 28 Rear
				RIMS	Syncros RP2.0 Disc 28 Front / 28 Rear
				TIRES	Continental Grand Sport Race Fold 700x28C
				WEIGHT	Check website

CONTESSA SOLACE 35

249727



FRAME	Contessa Solace HMF IMP Carbon technology Road solution geometry	BRAKES	Shimano Tiagra BR-4700 Super SLR Dual pivot/ Tektro 541 direct mount rear	SEAT	Syncros FL2.5 Women
FORK	Solace HMF Flatmount 1 1/8" Carbon steerer / Alloy Dropout	CRANKSET	Shimano Tiagra FC-4700 Compact Hyperdrive 50x34 T	HUB (FRONT)	Formula Race 22 20 H
HEADSET	Syncros Integrated	BB-SET	Shimano BB-R5500-PB	HUB (REAR)	Formula Race 22 24 H
REAR DERAILLEUR	Shimano Tiagra Black RD-4700-GS 20 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	KMC X10
FRONT DERAILLEUR	Shimano Tiagra FD-4700	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano CS-HG500-10 Speed 11-32
SHIFTERS	Shimano Tiagra ST-4700 Dual control 20 Speed	SEATPOST	Syncros FL2.0 10mm offset 27.2/300mm	SPOKES	14G Stainless Black 2mm
				RIMS	Syncros Race 22 Front 24 / 28 Rear
				TIRES	Continental Grand Sport Race Fold 700x25C
				WEIGHT	Check website

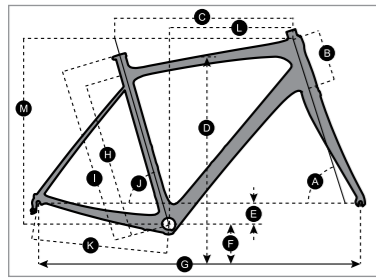
CONTESSA SOLACE 25 DISC

249726



FRAME	Contessa Solace Disc HMF IMP Carbon technology Road solution geometry	BRAKES	Shimano BR-RS505 Hyd Disc 160/F and 160/Rmm SM-RT68 CL Rotor	SEAT	Syncros FL2.5 Women
FORK	Solace HMF Flatmount Disc 1 1/8" Carbon steerer / Alloy Dropout	CRANKSET	Shimano FC-5800 Compact Hyperdrive 50x34 T Black 11 Speed	HUB (FRONT)	Formula Team Disc 28 H
HEADSET	Syncros Integrated	BB-SET	Shimano BB-R5500-PB	HUB (REAR)	Formula Team Disc 28 H
REAR DERAILLEUR	Shimano 105 Black RD-5800-GS 22 Speed	HANDLEBAR	Syncros RR2.0 Anatomic 31.8mm	CHAIN	Shimano CN-HG601-11
FRONT DERAILLEUR	Shimano 105 FD-5800 Black	HANDLEBAR STEM	Syncros RR2.0 1 1/8" / four Bolt 31.8mm	CASSETTE	Shimano 105 CS-5800 11-32
SHIFTERS	Shimano ST-RS505 Disc Dual control 22 Speed	SEATPOST	Syncros FL1.5 10mm offset 27.2/300mm	SPOKES	HTI - Standard Black 2mm
				RIMS	Syncros Road Disc 28 Front / 28 Rear
				TIRES	Continental Grand Sport Race Fold 700x28C
				WEIGHT	Check website

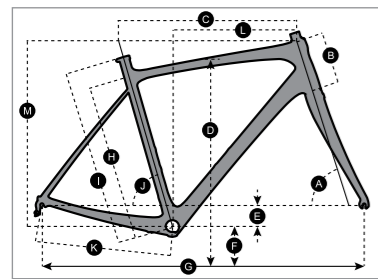




SOLACE

SOLACE: PREMIUM DISC, 10 DISC, 10, 20 DISC, 20, 30 FB DISC, 30

	XXS/47	XS/49	S/52	M/54	L/56	XL/58	XXL/61
A HEAD TUBE ANGLE	70.5°	71.0°	72.0°	72.5°	73.0°	73.3°	73.3°
B HEAD TUBE LENGTH	115.0 mm 4.5 in	125.0 mm 4.9 in	145.0 mm 5.7 in	165.0 mm 6.5 in	185.0 mm 7.3 in	205.0 mm 8.1 in	225.0 mm 8.9 in
C TOP TUBE HORIZONTAL	505.0 mm 19.9 in	515.0 mm 20.3 in	530.0 mm 20.9 in	545.0 mm 21.5 in	560.0 mm 22.0 in	575.0 mm 22.6 in	590.0 mm 23.2 in
D STANDOVER HEIGHT	725.3 mm 28.6 in	741.1 mm 29.2 in	767.5 mm 30.2 in	787.5 mm 31.0 in	807.5 mm 31.8 in	827.1 mm 32.6 in	851.4 mm 33.5 in
E BB OFFSET	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in
F BB HEIGHT	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in
G WHEEL BASE	973.1 mm 38.3 in	979.4 mm 38.6 in	981.2 mm 38.6 in	986.8 mm 38.9 in	991.6 mm 39.0 in	999.0 mm 39.3 in	1'012.7 mm 39.9 in
H BB CENTER TO TOPTUBE CENTER	410.0 mm 16.1 in	430.0 mm 16.9 in	460.0 mm 18.1 in	480.0 mm 18.9 in	500.0 mm 19.7 in	520.0 mm 20.5 in	550.0 mm 21.7 in
I BB CENTER TO TOP OF SEATTUBE	470.0 mm 18.5 in	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	610.0 mm 24.0 in
J SEAT ANGLE	75.0°	75.0°	74.5°	74.0°	73.5°	73.1°	73.0°
K CHAINSTAY	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in
L REACH	366.6 mm 14.4 in	373.5 mm 14.7 in	377.3 mm 14.9 in	381.2 mm 15.0 in	384.6 mm 15.1 in	389.0 mm 15.3 in	397.0 mm 15.6 in
M STACK	516.7 mm 20.3 in	527.9 mm 20.8 in	550.5 mm 21.7 in	571.3 mm 22.5 in	592.3 mm 23.3 in	612.5 mm 24.1 in	631.6 mm 24.9 in
N STEM LENGTH	80.0 mm 3.1 in	90.0 mm 3.5 in	110.0 mm 4.3 in	110.0 mm 4.3 in	110.0 mm 4.3 in	120.0 mm 4.7 in	120.0 mm 4.7 in



CONTESSA SOLACE & CONTESSA SOLACE DISC

**CONTESSA SOLACE: 35
CONTESSA SOLACE DISC: 15, 25**

	XXS/46	XS/48	S/51	M/53	L/55
A HEAD TUBE ANGLE	70.5°	71.0°	72.0°	72.5°	73.0°
B HEAD TUBE LENGTH	125.0 mm 4.9 in	135.0 mm 5.3 in	155.0 mm 6.1 in	175.0 mm 6.9 in	195.0 mm 7.7 in
C TOP TUBE HORIZONTAL	495.0 mm 19.5 in	505.0 mm 19.9 in	520.0 mm 20.5 in	535.0 mm 21.1 in	550.0 mm 21.7 in
D STANDOVER HEIGHT	725.1 mm 28.5 in	740.8 mm 29.2 in	767.4 mm 30.2 in	787.5 mm 31.0 in	807.8 mm 31.8 in
E BB OFFSET	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in	-67.0 mm -2.6 in
F BB HEIGHT	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in	272.0 mm 10.7 in
G WHEEL BASE	967.7 mm 38.1 in	970.8 mm 38.2 in	971.6 mm 38.3 in	977.3 mm 38.5 in	981.8 mm 38.7 in
H BB CENTER TO TOPTUBE CENTER	400.0 mm 15.7 in	420.0 mm 16.5 in	450.0 mm 17.7 in	470.0 mm 18.5 in	490.0 mm 19.3 in
I BB CENTER TO TOP OF SEATTUBE	460.0 mm 18.1 in	480.0 mm 18.9 in	510.0 mm 20.1 in	530.0 mm 20.9 in	550.0 mm 21.7 in
J SEAT ANGLE	75.0°	75.0°	74.5°	74.0°	73.5°
K CHAINSTAY	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in	405.0 mm 15.9 in
L REACH	354.0 mm 13.9 in	361.0 mm 14.2 in	364.7 mm 14.4 in	368.4 mm 14.5 in	371.7 mm 14.6 in
M STACK	526.1 mm 20.7 in	537.4 mm 21.2 in	560.0 mm 22.0 in	580.9 mm 22.9 in	601.8 mm 23.7 in
N STEM LENGTH	60.0 mm 2.4 in	70.0 mm 2.8 in	90.0 mm 3.5 in	100.0 mm 3.9 in	110.0 mm 4.3 in

TECH & FACTS REPORT SOLACE

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TECH AND FACTS REPORT

2017 SCOTT SOLACE LINEUP

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