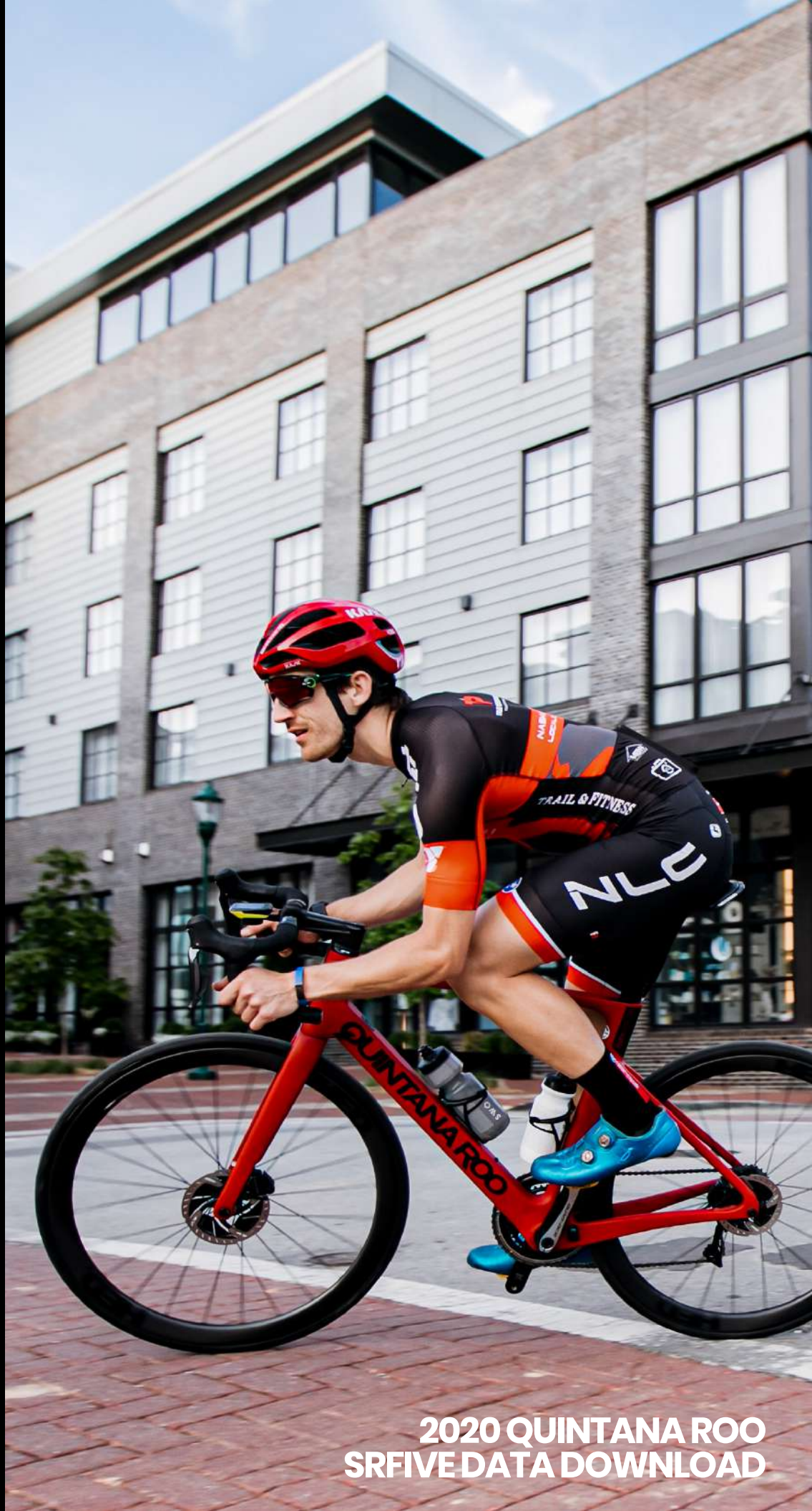


SRFIVE



2020 QUINTANA ROO
SRFIVE DATA DOWNLOAD



The SRfive

The debut of the Quintana Roo SRfive aero road bike represents a new hallmark in the company's storied history. Borne in performance, backed by testing and proven with results at triathlon races world over, Quintana Roo has been synonymous with top-level triathlon bike performance. From our aerodynamic technologies to practical features that speak to optimizing the triathlete's experience on course and off, QR has produced some of the most innovative bikes in the sport has ever seen.

With that experience in mind, we debut the new SRfive, Quintana Roo's first ever aero road bike. Designed from the ground up, we aimed to not only make a

fast road bike meritorious of our name, we also wanted it to answer the practical needs of today's cyclist, and deliver it at a price that many of our competitors can't touch. "To begin to gain the advances we achieved in the SRfive, you'd first have to spend \$2000 or more on a set of really fast wheels," says Quintana Roo engineer Brad DeVaney. "With the gain in watts through the frameset's aerodynamics, we're proud to be able to deliver complete a \$3,100 bike that has the performance of today's \$8,000 aero road bikes."

PRACTICAL ADVANCES

Ride Quality

Aerodynamics are the centerpiece advance on the SRfive, but we didn't want to sacrifice the ride Quintana Roo has become known for. That meant finding a smart performance balance between our aerodynamics goals, and overall ride quality requirements. To that end, we created aero tubeset shapes that excel in both low-yaw and high-yaw wind conditions, but are also engineered to present exceptional torsional stiffness at the bottom bracket and head tube. And with flat-mount disc brakes as the standard on the SRfive, late stopping performance and overall stopping power is brought to the forefront, enhancing the bike's technical handling performance. The SRfive is a pure racer, through and through.

Tire Clearance

With today's rims and tires going wider for better aerodynamics and lower rolling resistance, we wanted to build a bike tailored to those new values. So we created a frame that's capable of receiving up to 700 x 32mm tires. With the SRfive, you can run wide, comfortable and aero wheels and tires, yielding the lowest rolling resistance.

Travel Capacity

If there's something we know, it's that having a bike capable of being packed and rebuilt for travel is important. By using a standard stem and bar interface with internal cable routing capacity, packing, adjustments and service of your SRfive is easy for any mechanic... even the home mechanic.

Ease of Fit Adjustment

It goes without saying: the fastest bike available is meaningless if it doesn't fit you perfectly. Apart from offering five frame sizes, we specify the SRfive with FSA handlebars and stems, which not only have standardized interfaces and interchangeability that allow for bar and stem adjustment, they also feature fully-internal cable routing. With the SRfive, you have full stack and reach adjustability, along with a clean, cable-free cockpit.

Electronic or Mechanical-Ready

We certainly don't want to commit you to a frame that is specific only to a specific genre of groupsets. So we opted to present a frame capable of running either electronic or mechanical shifting. Whenever you need to upgrade or downgrade your components, your SRfive will be ready for it.

Trickle-Up Technology

While some companies debut product as a halo and "trickle down" the technology over time, we went the other direction. We wanted anyone who wanted to get on a fast, aero bike to be able to afford one. So with the SRfive, we indeed do have top-shelf builds, but also introduce a Shimano 105-specified build that starts at \$3,099, bringing top-tier speed to the masses.

PERFORMANCE

Drivetrain and Frame Stiffness

Performance is the name of the game in an aero road bike, but aerodynamics aren't the only aspect to a performance ride. We wanted a bike that would track well with minimal rider input, while cornering and carving turns with sharp precision. To that end, drivetrain stiffness and balance was paramount.

Rather than choosing an inexpensive press-fit bottom bracket for the SRfive that often causes incessant creaking that means more visits to the bike shop for service, we opted to specify the T47 bottom bracket. Using the frame dimensions of a PressFit 30 bottom bracket (a 68mm wide bottom bracket capable of 24-30mm spindle diameters), the T47 shell is threaded. So not only do you still get to utilize the

interface of large, oversized PF30 and EVO 386 designs and their big, stiff spindles, you also get the benefit of a reliable—and quiet—threaded interface, capable of our multiple power meter upgrades.

To keep the SRfive's lines clean, it has full disc brake integration. Disc brakes not only deliver greater control and improved stopping power in all weather conditions, you also have the benefit of flat mount calipers and 142 x 12mm thru axles that help magnify front and rear-end stiffness.



PERFORMANCE

Aerodynamics

Given our history in creating fast triathlon bikes, our hours in the wind tunnel and CFD analysis, we built the SRfive from the ground-up with aero performance as the centerpiece. That established, we refused to sacrifice ride quality and performance balance—factors including handling in winds and climbing stiffness—for aerodynamics.

The result was we produced an aero road bike that was over 40 watts faster than a modern, non-aero road bike. And we did so at a starting price of \$3,100... a far cry from starting prices nearly three times that from many of our chief competitors.

The SRfive tubesets are a study in efficiency. Meeting UCI standards, they are deep enough to be effective against the wind, shallow enough to save weight, and shaped to optimize stiffness where needed. The downtube has a 1.91:1 length to width ratio, with a truncated trailing edge that shrouds the downtube

water bottle to added aerodynamic effect, allowing wind to flow off the frame and onto the bottle with minimal air flow separation and turbulence generation. The tubeset's truncation not only adds torsional stiffness, it also creates an effect that allows wind to stay attached beyond the trailing edge of the blunted tubeset terminus, effectively lengthening the tubeset's aspect ratio to 6.6:1 at yaw.

In order to strike a balance between aerodynamics and stiffness, the seattube (featuring a slight cutout for rear tire clearance) and seatpost each have a 1.81:1 ratio, while the seatstays have a 2.24:1 ratio. The SRfive also features a boxed oval compact top tube, engineered for sharp, responsive front end stiffness.



PERFORMANCE

Baseline Aero Testing

To set a simple baseline aerodynamics test of the SRfive, we tested not against competitor brands, but against a modern, multi-shaped bike. We matched a size medium SRfive against a compact road bike at A2 Wind Tunnel in Charlotte, N.C. Each bike was tested with HED Vanquish RC6 Performance wheels, each with Continental GP 5000 700 x 25mm clinchers inflated to 95psi.

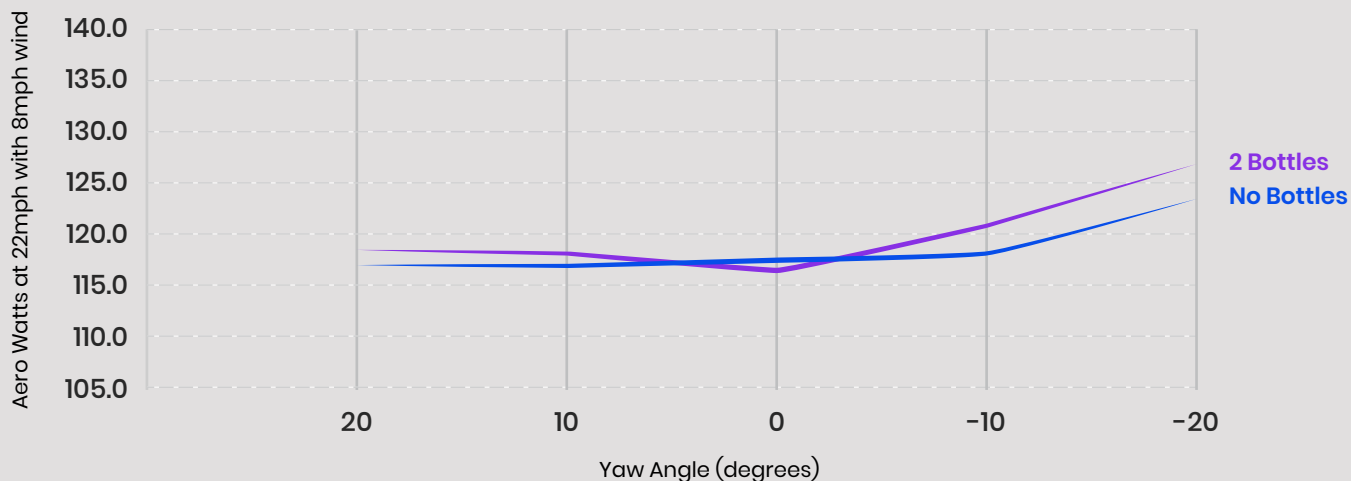
Testing saw SRfive yielded drag numbers over 20 watts better than the baseline road bike at zero degrees yaw, with the delta between the two bikes

growing beyond 40 watts better as the bike went out to a 20-degree and -20 degree yaw sweep. Also of note is that the SRfive's downtube truncation, which allows for shrouding of the leading edge of the downtube-located water bottle, did achieve that aero effect quite effectively. At zero degrees yaw, there was nearly no difference in drag between a SRfive without bottles versus with. In short: the SRfive aero features yield an almost unnoticeable drag value difference with two bottles on board, versus no bottles at all.

Traditional Road Bike vs SRfive



SRfive | 2 Bottles vs No Bottles



BASELINE AERO RESULTS



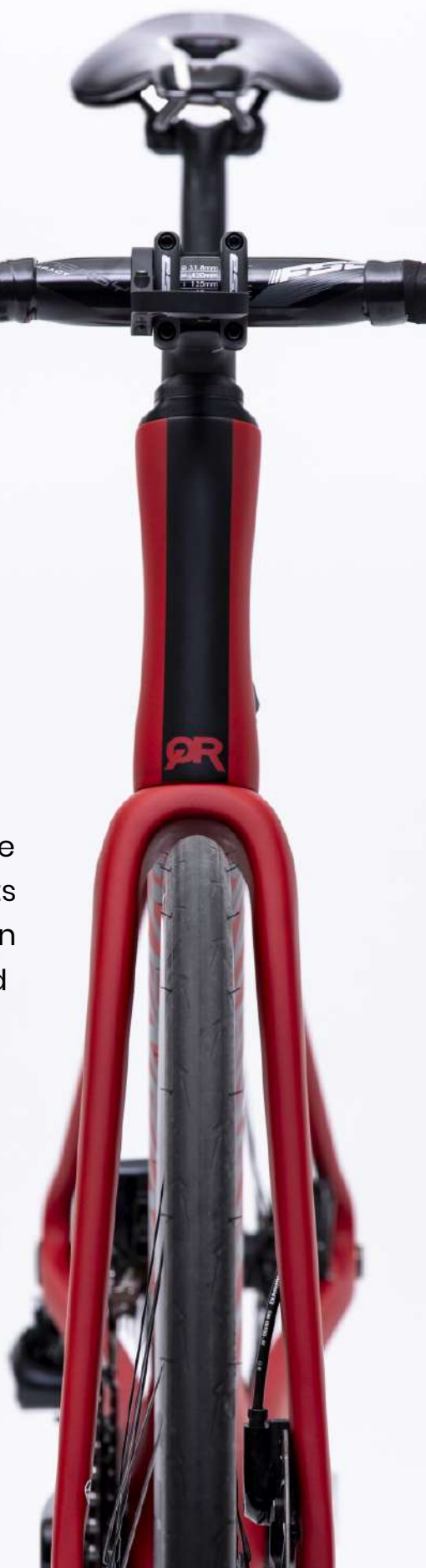
Our baseline test illustrated that the SRfive not only debuts top-shelf aero road technology, it does so at a price that other brands can scarcely approach. And that's not even considering the value it represents against other bike upgrades. In fact, the watts-for-value of the SRfive in its most basic setup (with about 40 watts advantage over a standard road bike) supersedes even those of many component upgrades—aero wheels and ceramic drivetrain upgrades included.

As a comparison, a set of average mid-depth carbon clincher wheelset will save about 20 watts, yet can cost upwards of \$4,000 to gain that aero advantage.

It's also a more valuable speed upgrade than even the best ceramic drivetrain upgrades. A full ceramic hub and bottom bracket bearing upgrade, oversized rear derailleur wheel jockey upgrade and treated race chain saves a claimed 16 watts. Yet for even less

than half the benefit in speed, it would all cost nearly \$1,900—and in many cases, more than that.

We're proud to bring to market a bike that ticks all the boxes—and does so at an incredible value. Simply put, you could pay more for a fast, fully-integrated aero road bike—but you don't have to. The SRfive bring speed to the masses.



THE SRfive

Color Customization

Why have one or two choices, when you can have...11? Since we own our own paint program, we offer up a rainbow of 11 colors options (and upwards of four decal color options) on every build of the SRfive. Choose the color that fits your style.

Weight

Frameset weight was not forgotten in the development of the SRfive. We debut a bike that is not only fast on the flats, it's also a quick climber. A stock SRfive frame (size medium) weighs in at just 1,175-grams including all factory spec items (bottle bolts, derailleur hangers and inserts).

So when the road tilts up, the SRfive frame will outclimb bikes from several of our biggest aero road bike competitors, including Cannondale's SystemSix (1,215 grams in 54cm) Trek Madone SL6 Disc (1,225 grams in 54cm) and Giant Propel Disc (1,283 grams in size medium). The SRfive is truly quick on the flats, but ready for a day in the mountains.

Value

With Trickle-Up Technology being our centerpiece, we are able to bring true aero road advantage to the masses. Not only do we offer a SRfive with a fantastic Shimano 105 build—something our chief competitors including Canyon, Specialized, Cervelo, Cannondale, Trek, Scott and Giant don't offer—we also offer better value in our other builds.

With the SRfive, we bring you a fully-integrated disc brake aero road machine with all the top-tier performance—but at an incredible price.

Your Build. Your Way.

Like every Quintana Roo, with just a few tools and in less than an hour of time, your SRfive can be out of the box, and you can be enjoying it out on the roads. You can get your SRfive online and have it shipped direct to your home.

