

DOGMA XC

WHITE PAPER 1.0

CONTENTS

4	1. PRODUCT MISSION
4	2. CUSTOMER PROFILE AND REQUIREMENTS
5	3. GEOMETRY
6	4. FRAME FEATURES
8	5. COMPONENTS
9	6. PLATFORM COMPATIBILITY & TECHNICAL STANDARDS
10	7. CONFIGURATION CHART


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DOGMA XC^{R}

1. PRODUCT MISSION

The Dogma XCR is the last evolution of the Dogma XC platform and was developed as a pure cross-country race platform, engineered around the balance between efficiency, precision, control and low weight.
Its geometry, suspension kinematics, rider position and cockpit have been developed as a complete system to maximize power transfer, traction, handling accuracy and stability across modern XC terrain.
Rather than optimizing individual parameters in isolation, the platform is designed to maintain efficiency on climbs, responsiveness under acceleration and confidence through technical and high-speed sections.
Dedicated suspension tuning, asymmetric frame construction and a race-focused rear triangle architecture complete a platform developed specifically for top-level cross-country performance.
Built to win races.

2. CUSTOMER PROFILE AND REQUIREMENTS

The Dogma XCR is designed for competitive riders and performance-focused enthusiasts who prioritize speed, efficiency and precision. Its target customer expects immediate acceleration, maximum pedalling efficiency, low weight, precise handling and a race-focused riding position. Suspension, geometry and component selection are all aimed at delivering consistent performance under racing conditions, with minimal energy loss and maximum control across technical terrain.
Primary need: maximum speed against the clock

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DOGMA XCT

1. PRODUCT MISSION

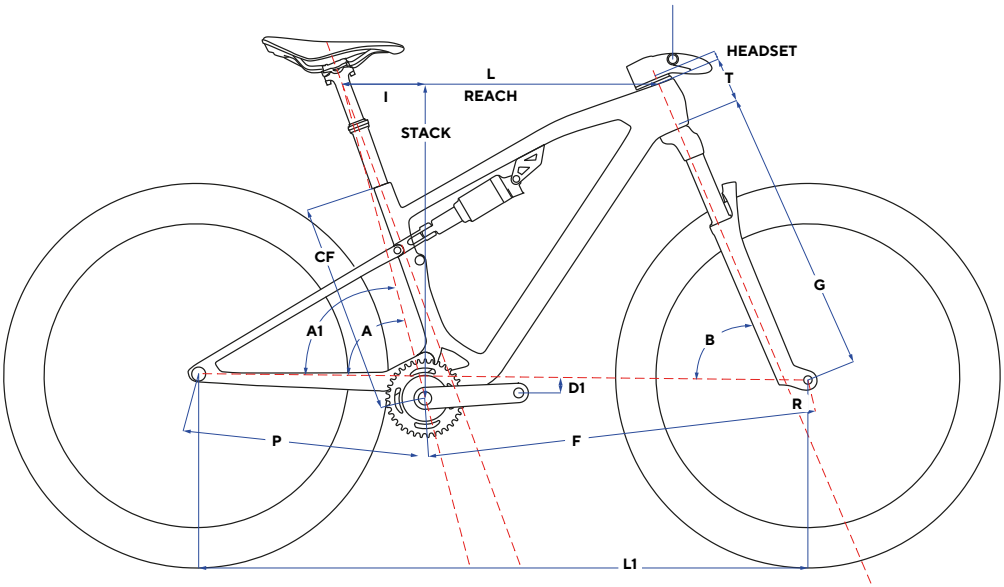
The Dogma XCT was developed to extend race-derived cross-country performance into longer, rougher and more demanding riding conditions.
Its geometry, suspension setup, rider position and component configuration have been developed to combine pedalling efficiency with increased control, stability and confidence on technical terrain.
Rather than softening the character of a race bike, the XCT broadens its performance envelope, maintaining responsiveness and precision while improving consistency, comfort and capability over long distances and extended descents.
Trail-oriented suspension tuning, a more adaptable cockpit and more robust component choices complete a platform designed for Marathon, Downcountry and high-performance long-distance riding.

2. CUSTOMER PROFILE AND REQUIREMENTS

The Dogma XCT is designed for riders who want race-bike efficiency combined with greater control, comfort and capability over longer and more demanding terrain. Its target customer expects strong pedalling efficiency, confident descending, consistent suspension performance, a more adaptable riding position and increased durability long-distance use.
Primary need: remain fast, controlled and confident for longer.

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3. GEOMETRY



CF	SIZE	L	I	A [°]	A1 [°]	B [°]	F	P	T	D	R	G	REACH	STACK
405	S	582,1	166,5	74,3	68,7	66,4	706,8	427,5	85	38	44	534	415,7	592,8
435	M	612,2	168	74,3	68,7	66,5	736,9	427,5	90	38,2	44	534	444,2	597,7
470	L	638,3	174,3	74,2	68,7	67	757,6	427,5	105	38,4	44	534	464	614,2
500	XL	663,5	179,5	74,1	68,7	67	783,2	427,5	120	38,5	44	534	484	628,3

CE: SEAT TUBE CENTER - END **| CC:** SEAT TUBE CENTER - CENTER **| L:** TOP TUBE CENTER - CENTER **| A[°]:** SEAT TUBE ANGLE **| B[°]:** HEADTUBE ANGLE **| P:** CHAINSTAY **| T:** HEADTUBE **| D:** BB DROP **| R:** FORK RAKE **| G:** FORK HEIGHT **| REACH | STACK**

DOGMA XCR

The Dogma XCR uses a low, compact race position designed to keep the rider directly connected to the front wheel. On size M, the 760 x 60 mm Talon Ultra XC integrated cockpit increases front-end precision, supports aggressive weight distribution and delivers the quick steering response required on modern XC courses.

DOGMA XCT

The Dogma XCT uses a more open and adaptable rider position for longer and rougher terrain. On size M, the 40 mm stem, 780 mm handlebar and 20 mm rise increase leverage, freedom of movement and front-end control, while allowing greater adjustment to suit terrain and riding style.

In short, the XCR prioritizes a more aggressive and integrated race position, while the XCT uses a wider and more adaptable cockpit to increase control and versatility.

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4. FRAME FEATURES



1. UNIQUE BOTTOM BRACKET AREA: This frame delivers exceptional stiffness in the rear triangle and bottom bracket area, thanks to an oversized bearing and the rear triangle pivot design.

2. FLEX STAYS: Having only three pivot points in the rear triangle would normally limit rear-wheel travel, but the bike's unique geometry and the integration of flex stays work together to allow a more direct suspension movement. These innovations also help reduce weight, increase stiffness, and provide a more direct connection between the rider and the rear wheel.





3. SPLIT REAR TRIANGLE: The rear triangle is made up of two separate half-sections mounted around a main pivot, using a unique design in which two pivots are co-molded directly into the rear triangle. This eliminates the need for any additional connection between the two rear sections, allowing for shorter chainstays and delivering improved handling and responsiveness. It also removes critical mud-collection areas and enables the use of wider tires, giving riders a broader range of setup options.



4. KINEMATICS: The rear suspension kinematics have been developed to work together with the integrated flex stays, maximizing power transfer while pedalling, providing optimal compression and extension on technical descents, and giving the rider maximum control. Friction at each pivot point has also been minimized through a combination of bearings and bushings. Bushings are used in areas subject to high impact loads and low rotational movement, where they provide the required strength and durability, while bearings are used where the opposite forces apply: lower impact loads and higher rotational movement. The result is reduced energy loss, a more responsive rear end, and improved long-term durability of the suspension system. Anti-rise and anti-squat values have also been carefully studied to create a bike that performs equally well on the steepest climbs and the most technical descents.

5. ADJUSTABLE TRAVEL: The ability to reposition the suspension mounting point beneath the top tube allows different rear shock configurations to be used, accommodating a wide range of travel options and enabling riders to adapt the bike to the specific demands of each ride.



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6. ASIMMETRY: The rear triangle features a patented asymmetric design with a reinforced left side, allowing the bike to counterbalance the greater forces generated on the drivetrain side. This results in more balanced power transfer, improved speed, and increased traction. Asymmetry has also been maximized across other areas of the frame, with the chainstays and seatstays taking this concept even further to withstand the powerful accelerations generated in elite cross-country racing.





7. COCKPIT:

XCR: The handlebar has been custom-designed as a fully integrated one-piece system, reducing weight and providing greater steering precision compared with a traditional two-piece setup.It also features fully integrated cable routing, together with a dedicated headset bearing incorporating an internal steering stop to prevent excessive handlebar rotation.

XCT: The Dogma XCT features a separate handlebar and stem configuration, developed to provide greater control and a wider range of fit and setup options. This solution allows riders to fine-tune handlebar width, stem length and front-end position according to terrain, riding style and personal preference, while maintaining precise handling and a clean cockpit layout

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5. COMPONENT CONFIGURATION

DOGMA XCR: The Dogma XCR component package is focused entirely on race efficiency and minimum energy loss. It features a power meter, a reduced Q-factor drivetrain, electronic suspension management and a 34-tooth chainring selected for the higher speeds and acceleration demands of XC racing. Race-oriented tires prioritize low rolling resistance and responsiveness, while the suspension units use dedicated tuning developed to maximize pedalling support and traction, with damping characteristics optimized for the short, intense descents typical of modern XC circuits. Every component is selected to preserve a direct, precise and highly responsive riding feel.



DOGMA XCT: The Dogma XCT uses the same performance-driven approach but adapts the component package to longer and more demanding terrain. Suspension units feature shock with increased air volume and a broader adjustment range, with independent fork and shock controls allowing separate compression and rebound tuning. The setup is designed to maintain support, consistency and control during extended descents and repeated impacts, while preserving climbing efficiency. A 32-tooth chainring improves versatility on long and steep climbs, while more powerful brakes provide additional control on prolonged descents. Stronger tire casings and more aggressive tread patterns increase grip, protection and stability on technical terrain. Trail-oriented grips, dropper post and high-end carbon wheels complete a configuration designed to deliver greater durability, confidence and control without losing the efficiency and responsiveness of the XC platform.

In short, the XCR component package is optimized for maximum race efficiency and immediate response, while the XCT uses increased suspension capability, braking power and component robustness to maintain performance over longer and more demanding rides.

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6. PLATFORM COMPATIBILITY & TECHNICAL STANDARDS

The platform has been designed to support a wide range of race and performance-oriented configurations while maintaining full integration across suspension, drivetrain and cockpit systems.

The frame uses carbon fiber front and rear triangles with an asymmetric architecture and a two-piece "2-in-1" rear triangle design, currently patent pending. The rocker and shock mounts are made from high-strength Ergal aluminum alloy.

The geometry has been developed around two dedicated suspension configurations: 100 mm front / 88 mm rear and 120 mm front / 98 mm rear. Both the Dogma XCR and Dogma XCT are delivered as standard with modern 120 mm front and 98 mm rear suspension configurations. The shorter-travel configuration remains supported as an alternative setup.

Rear shock compatibility includes 190 × 45 mm and 210 × 50 mm units, using a standard mount with the fixing points rotated by 90 degrees. The platform is compatible with both electronic suspension systems and cable-actuated remote systems. The maximum shock lenght/stroke allowed is 210x50mm.

The seatpost diameter is 30.9 mm and the frame is compatible with both fixed and dropper posts. Mechanical dropper posts can use fully internal cable routing with handlebar remote, while electronic dropper posts are also supported.

The drivetrain is designed exclusively for 1x configurations, with chainring compatibility from 28T to 40T and a maximum chainring size of 40T. The chainline is 55 mm. The platform is compatible with power meters and supports crank lengths up to 175 mm.

Maximum tire clearance is 29 × 2.5", allowing the use of both lightweight XC racing tires and higher-volume, more robust options.

The rear triangle uses the Boost standard with a 12 mm thru-axle featuring a tapered head and full UDH compatibility.

The braking system is designed around a minimum 180 mm front rotor. At the rear, the frame uses a 160 mm Flat Mount standard and is compatible with a 180 mm rotor through an adapter.

Cable routing is fully internal through the TiCR system. The platform also uses an updated integrated TiCR headset with 1.5" upper and 1.5" lower bearings and an integrated 50° steering stop.

Overall, the platform has been designed to accommodate both pure race configurations and more versatile performance-oriented setups, while preserving compatibility with a broad range of suspension, drivetrain and cockpit solutions.

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7. CONFIGURATION CHART

DOGMA XC
ACCESSORIES SIZE CHART

DOGMA XCR DISC - SRAM XX SL EAGLE AXS 1x12 PM (1822)

SIZE	RAKE	TALON	CRANK ARM	CHAINRING	CASSETTE	ROTORS	BRAKES
S	44	60/760	170	34	10/52	1x180 F 1 x 160 R	Sram Level Ultimate
M	44	60/760	170	34	10/52	1x180 F 1 x 160 R	
L	44	80/760	170	34	10/52	1x180 F 1 x 160 R	
XL	44	80/760	170	34	10/52	1x180 F 1 x 160 R	

DOGMA XCT DISC - SHIMANO XTR Di2 1x12 (1851)

SIZE	RAKE	BAR/STEM	CRANK ARM	CHAINRING	CASSETTE	ROTORS	BRAKES
S	44	40/780	170	32	10/51	1x180 F 1 x 160 R	Trickstuff Piccola Carbon
M	44	40/780	170	32	10/51	1x180 F 1 x 160 R	
L	44	50/780	170	32	10/51	1x180 F 1 x 160 R	
XL	44	50/780	170	32	10/51	1x180 F 1 x 160 R	

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ACCESSORIES SIZE CHART

XCR9 DISC - SRAM XO EAGLE AXS 1x12 (1870)

SIZE	RAKE	TALON	CRANK ARM	CHAINRING	CASSETTE	ROTORS	BRAKES
S	44	60/760	170	34	10/52	1x180 F 1 x 160 R	Sram Level Ultimate
M	44	60/760	170	34	10/52	1x180 F 1 x 160 R	
L	44	80/760	170	34	10/52	1x180 F 1 x 160 R	
XL	44	80/760	170	34	10/52	1x180 F 1 x 160 R	

XCT9 DISC - SHIMANO XT Di2 1x12 (1860)

SIZE	RAKE	BAR/STEM	CRANK ARM	CHAINRING	CASSETTE	ROTORS	BRAKES
S	44	40/780	170	32	10/51	1x180 F 1 x 160 R	Shimano XT
M	44	40/780	170	32	10/51	1x180 F 1 x 160 R	
L	44	50/780	170	32	10/51	1x180 F 1 x 160 R	
XL	44	50/780	170	32	10/51	1x180 F 1 x 160 R	

XCT7 DISC - SRAM EAGLE 90 TRANSMISSION (1880)

SIZE	RAKE	BAR/STEM	CRANK ARM	CHAINRING	CASSETTE	ROTORS	BRAKES
S	44	40/780	170	32	10/52	1x180 F 1 x 160 R	Sram Level Bronze
M	44	40/780	170	32	10/52	1x180 F 1 x 160 R	
L	44	50/780	170	32	10/52	1x180 F 1 x 160 R	
XL	44	50/780	170	32	10/52	1x180 F 1 x 160 R	

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