

DT SWISS ENGINEERING PERFORMANCE

EMBARGO
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3 PM CEST

OUR ARC LINEUP REACHES NEW HEIGHTS

REBORN LIGHTER, RISE FASTER



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ARC 1100 DICUT® 38



ARC 1400 DICUT® 38

1

EXECUTIVE SUMMARY



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REBORN **LIGHTER**, RISE **FASTER**

The ARC lineup was conceived to be the ultimate aerodynamically optimized road wheels. The second generation was reborn faster, setting new benchmarks in aerodynamics, with the ARC DISC wheel completing the range shortly after. Now DT Swiss welcomes the ARC 38, created to support those who want to dominate mountain stages. With a newly developed carbon layup and a rim height of 38 mm, this wheel not only claims the title of lightest wheel in our ARC line, but thanks to its careful aero optimization, also promises a swift rise to the top.





REACHING NEW HEIGHTS

THE SWEETSPOT

In the process of creating the ultimate climbing wheelset, we set out to find the optimal aero/weight balance.

TRUSTED BY THE PROS

Two professional teams, Tudor Pro Cycling and Uno-X Mobility, have been riding and testing the ARC 1100 DICUT 38 in preparation for the peak of their seasons, the Grand Tours.

WIND TUNNEL DATA

The aero optimization will work to your advantage for fast climbing, downhill and flats, while the light weight will be a game changer when it comes to steep climbs.

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REACHING
NEW HEIGHTS



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AERODYNAMICS BY
SWISSIDE

ARC

1100

GRANDE PRIX 5000 S

REACHING **NEW HEIGHTS**

The new 38 mm rim height makes it the lowest profile of our ARC lineup and at 1292 g, the lightest as well. During fast ascensions when each second counts, saving precious grams along with an aero-optimized rim shape will be the key ingredients to get to the top spot.



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THE SWEETSPOT

In the process of creating the ultimate climbing wheelset, we set out to find the optimal aero/weight balance. This is a challenging task because weight reduction and aerodynamic optimization are inversely correlated: the direct way to reduce rim weight is to reduce rim height, but this increases weighted drag. 38 mm proved to be our solution, as this rim height allows us to break the 1300 g barrier for lightweight wheels while maintaining valuable aero optimization.



TRUSTED BY THE PROS

Two professional teams, Tudor Pro Cycling and Uno-X Mobility, have been riding and testing the ARC 1100 DICUT 38 in preparation for the peak of their seasons, the Grand Tours. The new ARC 1100 DICUT 38 will be their wheel of choice when it comes to mountain stages as well as one-day races with a lot of altitude. The riders enjoy the light weight of the wheels on the ascents, while feeling the control and speed provided by the wheels on the descents.

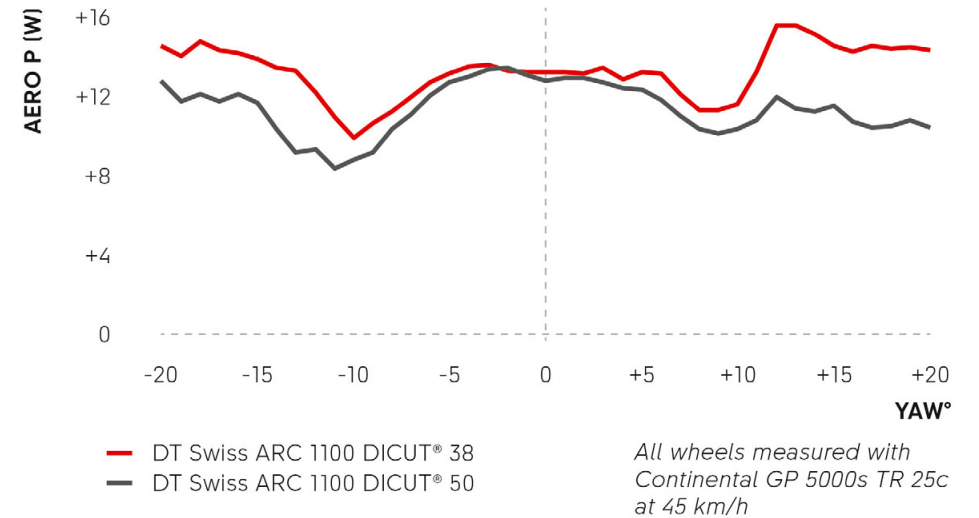


ARC 1100 DICUT® 38 VS ARC 1100 DICUT® 50

The lower rim height of the ARC 1100 DICUT 38 results in slightly higher aero drag but less weight in comparison to the higher rim height of the ARC 1100 DICUT 50. The aero optimization will work to your advantage for fast climbing, downhills and flats, while the light weight will be a game changer when it comes to steep climbs.

WHEELSET	WEIGHT	WEIGHT DIFFERENCE
ARC 1100 DICUT® 38	1292 g	-180 g
ARC 1100 DICUT® 50	1472 g	0

DRAG PERFORMANCE ARC 1100 DICUT® 38 VS ARC 1100 DICUT® 50



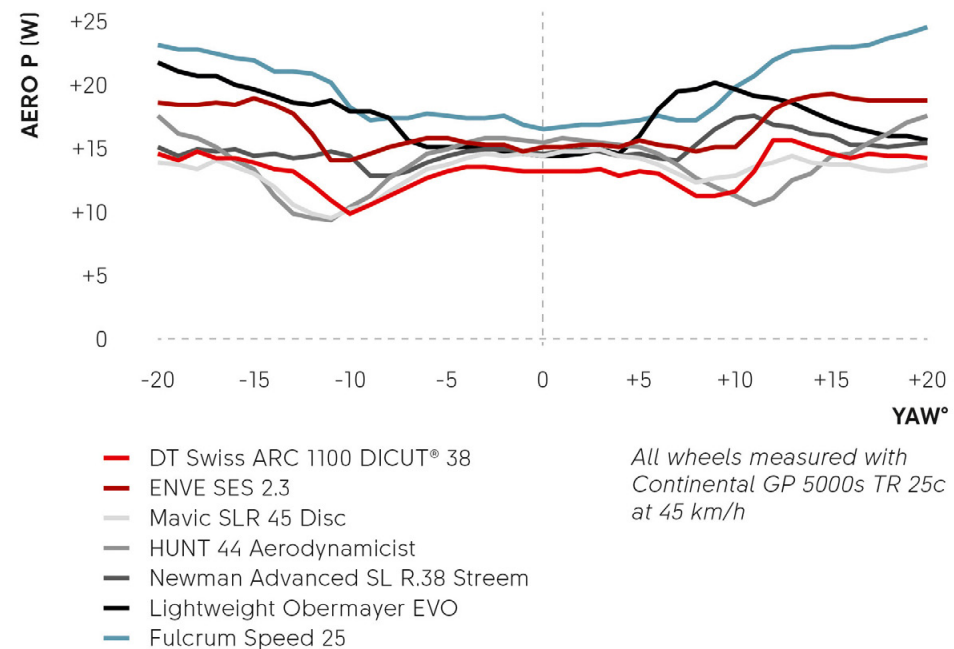
ARC 38 VS OTHER BRANDS

Of all the wheels tested, those with the lowest weight had the highest weighted drag performance. This confirms how challenging it is to combine low weight while maintaining low drag performance.

However, at a competitive weight and with the lowest weighted drag measured among these tests, it is clear that the new ARC 1100 DICUT 38 will be a key addition to your dream climbing bike. Its aero optimization and low weight will save you important seconds on your way to the top.

WHEELSET	WEIGHT
ARC 1100 DICUT® 38	1292 g
ENVE SES 2.3	1274 g
Mavic SLR 45 Disc	1440 g
HUNT 44 Aerodynamicist	1466 g
Newman Advanced SL R.38 Stream	1366 g
Lightweight Obermayer EVO	1230 g
Fulcrum Speed 25	1285 g

DRAG PERFORMANCE ARC 1100 DICUT® 38 COMPETITOR ANALYSIS



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PRODUCT
SPECIFICATIONS

ARC 1100 DICUT® 38

FRONT WHEEL	12 / 100 mm
REAR WHEEL	12 / 142 mm
HUB	180 DICUT® with 36T Ratchet EXP System
BRAKE INTERFACE	Disc, Center Lock
FREEHUB BODY OPTIONS	SRAM XDR, Shimano Road
RIM	Carbon, hooked bead, tubeless ready
RIM DIMENSION	622 x 20 mm
RIM HEIGHT	38 mm
SPOKE FRONT	T-head spokes, DT aerolite® II, black
SPOKE REAR	T-head spokes, DT aerolite® II, DT aero comp® II, black
NIPPLES	DT Pro Lock® hidden aluminum
LACING	24 x 2-cross
WEIGHT SET	From: 1292 g
MAX SYSTEMWEIGHT	110 kg
ASTM CLASS	1
ACCESSORIES INCLUDED	DT Swiss tubeless ready tape (mounted), DT Swiss tubeless valve, valve guard, SRAM XDR Road freehub body kit, wheel bag
PRICE	From: 2999.80 \$ / 2499.80 € / 2299.98 £ / 2499.80 CHF



ARC 1400 DICUT® 38

FRONT WHEEL	12 / 100 mm
REAR WHEEL	12 / 142 mm
HUB	240 DICUT® with 36T Ratchet EXP System
BRAKE INTERFACE	Disc, Center Lock
FREEHUB BODY OPTIONS	SRAM XDR, Shimano Road
RIM	Carbon, hooked bead, tubeless ready
RIM DIMENSION	622 x 20 mm
RIM HEIGHT	38 mm
SPOKE FRONT	T-head spokes, DT aero comp® II, black
SPOKE REAR	T-head spokes, DT aero comp® II, black
NIPPLES	DT Pro Lock® hidden aluminum
LACING	24 x 2-cross
WEIGHT SET	From: 1361 g
MAX SYSTEMWEIGHT	110 kg
ASTM CLASS	1
ACCESSORIES INCLUDED	DT Swiss tubeless ready tape (mounted), DT Swiss tubeless valve, valve guard, SRAM XDR Road freehub body kit
PRICE	From: 2399.80 \$ / 2049.80 € / 1864.98 £ / 2049.80 CHF



PRODUCT PAGE (available from June 13th, 2024)

www.dtswiss.com/en/wheels/wheels-road/aero/arc-1400-dicut-db

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TECHNOLOGIES

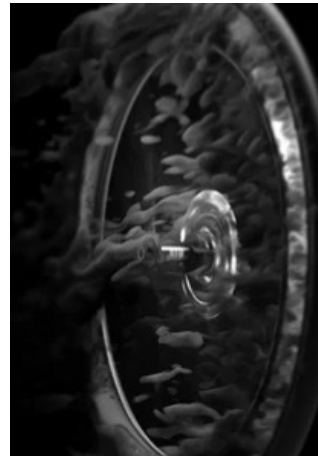
TECHNOLOGIES



**RATCHET EXP
TECHNOLOGY**
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TECHNOLOGY**
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RIDER'S
OPINION

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RIDER'S OPINION

«The new ARC 1100 38 mm wheels were my go to wheel set for the mountainous days in the Giro. They were the perfect combination of being aerodynamic, lightweight and responsive. The difference in weight is immediately noticeable, especially on the steep climbs such as the Mortirolo. I also feel very stable and secure on the wheels which helped me have confidence on fast descents. Overall I'm really happy with the new product from DT Swiss.»

MICHAEL STORER
TUDOR PRO CYCLING TEAM

PHOTOGRAPHY: LUCA DAVID, TUDOR PRO CYCLING TEAM





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