

SICASSO WHEELSET WARRANTY AGREEMENT LIMITED WARRANTY AGREEMENT

The Wheel set for a period of open 2 YEARS from the date of FIRST sale (we define the first sale is within 3 months after we ship) we begin the warranty from 3months after we ship out. .

This Warranty does not cover-

- Normal wear and tear
- Improper assembly
- Improper follow-up maintenance or maintenance by an unauthorized technician.
- Installation of parts or accessories not originally intended for, or compatible with, the wheels as sold
- Damage or failure due to accident, misuse, abuse, or neglect
- Labor charges for part replacement or changeover

For Tubular:

- Only the attached brake pads are recommended for brake use on this rim .contact your authorized dealer for replacement pads
- Before using your bike, check to make sure the brake pads and rim surface are clean to insure better stopping and to protect your rims from damage
- Maximum recommended tyre inflation pressure-Clincher: follow Tire maker's advice.
- Maximum rider weight 130kg

For Clincher:

- Use high pressure rim tape, otherwise you may get punctures and the tire can come off which can lead to injuries in the event of a crash.
- Only the attached brake pads are recommended for brake use on this rim .
- Before using your bike, check to make sure the brake pads and rim surface are clean to insure better stopping and to protect your rims from damage
- Maximum recommended tyre inflation pressure-Clincher:130psi/9bar

Replacing the spokes:

Place the spoke through the rim as shown in the illustration

The internal spoke nipple has a large diameter and is easy to turn with the spoke key to adjust spoke tension.

- However, make sure not to over tighten the nipples when adjusting the spoke tension. If the nipples are over tightened, damage to the rim may occur. We recommend ONLY professional wheel builders do adjustments for you.
- Maximum spoke tension recommended 130kgf.

1. *Loading & over loading of the wheels:*

1. **Designated use:** All wheel sets are amply dimensioned to suit each intended purpose. The usage of wheel sets for non intended purposes can lead to material failure. Do not use road wheel set for cross country, off-road or as tandem applications..
2. **Maximum load:** The maximum allowable load is declared for each type of wheel set. Exceeding the maximum load can lead to a mechanical failure.
3. **Side load of the rim:** Bike rims can only hold out a certain degree of side load. During the pedal cycle, a degree of side load is placed on the rim which does not cause damage. Damage can also occur due to improper transport techniques or due to incorrect packaging when for example the rim is not sufficiently supported in relation to the hub. Potential damage may not be visible to the naked eye.
4. **Prolonged braking:** The patented treated braking surface has in comparison to normal aluminum wheels limited maximum operating temperature. Prolonged continues braking or trail braking during downhill passages could cause overheating of the braking surface and lead to brake failure. Braking should be applied in hard and short intervals.
5. **Operating temperatures:** Do not use Sicasso wheel sets under -15°C (5°F) and not over 45°C (113°F). Store Sicasso wheel sets not under -15°C (5°F) and not over 55°C 131°F)
6. **Tire pressure CC:** Extremely high tire pressures of Clincher type tires can cause a mechanical failure of the rim braking flange. The maximum permissible air pressure must therefore not be exceeded. To increase the life span of the rim, it is advised to release the air pressure during storage.

2. *Acts of violence:*

1. **Objects** that lodge into the spokes during a ride may cause damage which could lead to mechanical failure. Potential damage may not be

visible to the naked eye. A mechanical failure at a later stage could be the direct result of objects lodged into the spokes.

2. **Obstacles** such as curbs, pot holes and transitions to railway tracks, could cause damage to the flank of the rim if speed is not reduced. Potential damage may not be visible to the naked eye.
3. **Crash:** Damage due to a crash may not be immediately visible. The wheels set must be inspected by an authorized employee in order to avoid possible mechanical failure at a later stage.
4. **Flat tire:** Stop immediately when a tire runs flat to avoid damage to the flanks of the rim.

3. *Repairs:*

1. Repairs of wheel sets may only be carried out by qualified wheel builders.

4. *Supplies:*

1. **Choice of brake pads:** The usage of brake pads containing abrasive materials or brake pads with coated surfaces can cause premature wear of the brake surfaces which could lead to a mechanical failure. Abrasive materials include ceramics, brass or metal, crystallized diamond, reinforced fibres. Soft compound brake pads will become too hot and will cause an increased abrasion resistance. Direct results are premature brake pad wear and reduced braking efficiency due to brake pad material depositing to the rims. These problems may cause a mechanical failure of the rim due to excess heat build up. The removal of such deposits with not pH neutral cleaning agents, solvents, acids or abrasives can damage the rim.
2. **Inner tube:** Only use tubes and rim tapes which are recommended according to the manufacturer for usage in combination with carbon wheel beds.

5. *Characteristics:*

1. **Brake pad wear:** The patented treated brake surface needs to be run-in for around 500 km. During this run-in period, brake pad wear could be slightly higher than usual.
2. **Workmanship:** All rims are hand made. Small variations, rounding of edges, colour differences and isolated pin holes must therefore be accepted due to the way the rims are produced. Such differences cause in no way any negative implications in regards to the quality of the rims.

3. **Surfaces:** Due to the manufacturing process, the surface definition and gloss level may be slightly different between productions. Such differences cause in no way any negative implications in regards to the quality of the rims.
4. **Lightweight design:** We explicitly mention that only uses lightweight materials. The upper load limit and safety boundary of such lightweight materials often lies below an equivalent metal constructed part. Due to manufacturing methods a variation in weight of up to 5% per wheel is possible.