

THE WEAR & TEAR INDICATOR

Mavic has chosen to provide every one of its new rim profiles that has a braking surface with a wear & tear indicator.

2 types of wear & tear indicators are used on our rims :

INTERNAL :

Process : The inside of the braking surface of the rim is machined on both of the wings on the rim.

Principle : When there is too much wear & tear on the rim, a little hole appears on each of the 2 braking surfaces on the rim. Depending on the adjustment of the brake pads, it is possible for the wear & tear indicator to appear on only one of the 2 braking surfaces. In any case, **the appearance of the wear & tear indicator on at least one of the 2 braking surfaces, means that the sidewalls are too thin , and it could be dangerous to continue to use the rim. It should be replaced as soon as possible.**

The position of the wear indicator is marked by 2 yellow arrows on the stickers on the rim, opposite the valve hole.

Refer to the above chart to find out which rims offer this internal wear & tear indicator.

INTEGRATED IN THE PROFILE :

Process : The wear & tear indicator is an integral part of the rim. There is a groove on the entire circumference of the rim, at the center of the braking surface.

Principle : The groove becomes more shallow as the braking wears down the surface of the rim. **Its disappearance, on one side of the rim or the other, means that the thickness of the braking surface is too thin, and it could be dangerous to continue to use the rim. It should be replaced as soon as possible.**

Refer to the above chart to find out which rims offer this internal wear & tear indicator.

By preventing the braking surfaces from wearing down, the Ceramic® coating is considered as a wear & tear indicator and can be a substitute.