

CELERITECH

HIGH PERFORMANCE EXHAUST DESIGN AND FABRICATION

Introduction:

In this document you can read what the process will look like when you order a bespoke exhaust system at Celeritech. From preparation to fabrication, from terms & conditions to pricing. Ordering a bespoke system is not as simple as just ordering a series produced system. Providing you with a service of scanning at your shop, freedom in design, customer specific needs require more consultation, preparation and agreeing upon certain conditions. The reason why we ask you to read the Terms and Conditions below thoroughly, is that our co-operation will be as smooth as possible and get you the optimal result.

The procedure from preparation to end product:

After the first consultation with the customer, there are 2 options that can be chosen:

- The first is that Celeritech will do the scan for you. This means, we come over to your shop and scan the engine bay and/or the underside of your car. We do this via photogrammetry which in simple words is that we take lots of pictures which will be turned in the a very detailed digital 3D model of your car. And since 2023 we also have a 3D scanner.
- The second option is that the customer can take the photo's himself. Or a scan with our 3D scanner. We will ship our equipment. We made tutorials, you can follow only on our YouTube channel. We will guide you where needed.

On average the scan or photogrammetry will take us between 4 and 8 hours at your shop. Before we come over, good preparation is mandatory. Or if the customer chooses to do the photo's or scan himself, we do have consultation about the procedure to follow. Once the car is put into a 3D model, the customers' demands are determined on the 'List of demands' and back at Celeritech we start designing the header and/or exhaust system. The customer will be involved in the design process and when we have a good first set-up we create a private video about the design on Celeritech's YouTube channel. In those videos we show everything into detail in 3D and talk the customer through every aspect of the design.

With the customers' feedback on the video noted in the list of demands, we fine-tune the design until the customer fully agrees to it. You will be able to see the final design on your car fully in 3D! From here on we start fabricating and/or ordering parts. The whole process, from scan to end product, will take on average a minimum of 3 weeks.

Billing:

When you choose our service of scanning at your shop, we can only start arranging travel, lodging or any other preparation after receiving a deposit. The same applies for starting fabrication as well as shipping the final.

- The first deposit will be for scanning. This includes a call-out fee, a scan and a design. The amount varies depending on the amount of scans/cars and the location. For more information about the costs, you can check the pricing section. This fee is only to cover the costs.
- The second deposit/down payment takes place before we order the parts. Once the design is finalized, a more precise estimation of the costs can be made. We can estimate rather precisely the costs and we charge a deposit of around 50% of the total price. Ordering the parts and/or fabrication will start directly after the approval of the design and only when the deposit is made.
- The final payment will be done before shipping. We will provide video or pictures as proof of the final product.
- The regular scenario of bringing the car to our shop, or taking the photo's yourself is always an option.

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Preparation:

To create the right conditions for us before coming over and do the photogrammetry scan, there needs to be some preparation done on the customers side. Before and on the day of "scanning" we need the following:

- Someone on site that speaks either English, German or Dutch.
- Someone on site that can make decisions and knows what and how about the car, the exhaust, etc.
- Someone on site that can help a little if needed. Sometimes things have to be removed or remounted if they obstruct our "scan".
- The opportunity to finish the photogrammetry the same day. Meaning that if we don't get finished before closing time, we can continue our job until it's done.
- If the exhaust runs underneath the car, as in most cases, the car must be on a lift, a 2 or 4 post and should go at least 190 cm high, so we can stand fully straight up.
- Everything, EVERY PART, that influences the shape of the exhaust manifold must be where it belongs on the car, and we really mean EVERYTHING! We cannot "scan" what's not there. We design from the scan, we can only work with that data. We cannot add something later on.
- All moving parts that are in the vicinity of the exhaust (meaning they can influence the shape/design), should be able to move like they do while driving/using the car. Think about steering parts or gear linkage, but also wheels/axles should be able to move in min and max positions. This means the springs (and shocks) need to be removed.
- The original header system needs to be removed. The rest of the exhaust system needs to be installed if the new header has to end exactly where the exhausts starts. Otherwise, if the whole exhaust system needs to be designed and fabricated, the entire exhaust system needs to be removed.
- Leave all the original exhaust mountings/brackets/etc mounted.
- There should be enough room around the car to work for us. Depending on what framework we use for scanning we need 1.5 meter free space around the car. If this is not the case or you have doubts about this, show us the surroundings via video or photos.
- If some of the above cannot be met, please contact us so we can find a solution.
- If it turns out later on in the process some of the above terms have not been met, we have to charge extra.

Additional:

- The design is up until 203 for free. But to be able to provide that, every single condition stated in this document has to be met perfectly. For any work that comes forth out of a compromise from the customers side that causes disruption later on in the process, we have to charge extra.
- Celeritech is always free to charge extra for the design if there are any irregularities to be expected, if the list of demands is too long, or if it is too uncertain the demands can be met. This will be discussed before we start. If demands change too much, or things that were unforeseen pop up during design or fabrication, we have to charge extra. Of course not without consultation.
- For scanning and/or photogrammetry, we use painters tape for shiny parts. Painters tape is designed to remove easily, however, with bad or very old paint, there is a small change some chips could be ripped off. This is your own responsibility.
- We keep all the rights to the design and the scan, unless otherwise agreed on.
- The customer makes a list of demands. He is responsible for this list and he has to keep the list updated. The updates needs to be shared with Celeritech. This list will be the Guidestones for final approval of the final design. Meaning before we start fabrication.

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- After your approval, nothing can be changed without additional costs.
- We design what you want, not what we want. We can advise if needed, but this is only advice. It is your responsibility when using the advice.
- The result is always a prototype. This means we did not test the exhaust. Not on the street for 100.000 miles, not on the racetrack. Not in the desert, not on the north pole, not in the monsoon. We can only guarantee the product will be exact as what you approved on and it will fit the scanned car exactly as it was when scanned.
- New headers or exhausts means new heat radiation characteristics. It is hard to predict what the exact result will be. Electrical lines, oil lines, etc may need some insulation, as does the body, chassis, plastic parts etc. Theoretically it can affect every part more or less. We will do our best to avoid complications, but this is your own responsibility.
- There is always a chance the exhaust will resonate at a certain frequency. As this depends on many factors like "Exhaust Valve Opens" we cannot predict this, and we can't take responsibility for this. This so called "drone" can be very annoying if it is at highway cruise speed. There are solutions but will not always work 100%. Luckily this happens very rarely.
- We put our logo on our products. We are very proud of our products. If you wish to keep your product without our name plate, please contact us.
- If it turns out the scan did not include everything needed that influences the design of the exhaust, we will try to work around (with consultation of course) but we will charge extra.
- We depend on our suppliers. If they have extra lead time, so do we. This is not in our control. Other suppliers can be consulted at additional costs.
- We cannot predict exactly how silent or how loud your exhaust will be.
- To keep everything scheduled and meet your expected delivery date, we need replies to emails and/or videos within 3 days. If this takes longer we can no longer keep schedule and your delivery date can go down multiple places on the waiting list.
- Only our exhaust manifold prices are standardized. Exhaust systems, especially when a customer has special needs like oval tubing, custom made silencers or any non "just round and standard silencers" pricing can never be fully predicted. In that case the final prize can be higher than the 50% deposit and will be calculated after the work is done.
- Pricing of metals (raw materials) can fluctuate. Our prices are based an average of the last years. If those prices go up too much we will have to make a settlement of the price. The same with inflation. And with the current conditions at the moment, February 2023, this can be a deal braker. Shipping costs can fluctuate too, we only calculate the shipping costs on the final invoice.
- If for some reason you want things changed after we bought the needed materials for your headers and/or exhaust system and we need to buy new/other materials, the new/other materials will be charged and you can pick up the old materials. Celeritech will not spend any time packaging/shipping the old parts unless agreed on, explicitly stated and paid for.
- For silencers we use 3 brands with a lot of different models. If there is a case none of them offer a right fitting model for your needs, we can scour the internet for you, but at additional costs. It is free for the customer to choose some other brand but fully at its own risk if it fits and functions well.
- Unless agreed on and explicitly stated otherwise, Celeritech is allowed to use pictures taken of the product, surroundings while scanning, the car, etc for publicity.
- Your final product will be exactly (to the mm) like the 3D CAD design we show you in the videos of which you agreed on. IF there are any changes needed after that last video (and before fabrication) everything has to be stated on the aforementioned list of demands and shared in written text via email (info@celeritech.nl) or WhatsApp (+31 626 500555) and approved by Celeritech through the same mediums.
- All of the above needs to be understood and accepted. This means the things described can happen and or it means you, the customer, takes responsibility for that.

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Pre designed (and custom) exhaust systems:

- A new exhaust system (headers and/or exhaust), with a different design as original means different "heat image". At some places it can be cooler at other places hotter. The customer has the responsibility to take care of any "hotspot" that could cause problems like melting away plastics, paint, etc as the risk for fire. We did not (re)build your car, we can't know what is too close to the exhaust. We made the system the best and safe as possible within our knowledge, but this is never a guarantee nothing will melt away or start a fire. So far, we never had that problem, the chance is very small but it will always need the attention and accountability of the customer (or company that mounts the exhaust system). Celeritech is NEVER responsible for any heat related problem. You can always contact for advice, which we will give with all the best intentions and all the years of experience, but it is only advice.
- Before very aware of oil and fuel lines, the smallest leakages can start a fire. Even only mounting the exhaust can cause oil or fuel lines to be moved or bend and so starting a leak. Celeritech is in no way responsible of any of this.
- The same with any engine (mixture) related problem. An new/different exhaust system (headers and/or rest of the exhaust) will influence the flow/backpressure and so be of influence of the mixture. Your car could start run richer or leaner, this needs to be adapted or could give engine damage. This is at the responsibility of the customer himself. Many times an EFI system with (close loop) Lambda will do the trick but is no guarantee. Carbureted engines will need new jetting.
- Our mounting system are very thought out, however this is not guarantee it will never come loose, or that no cracks can occur, etc. Parts, or even the whole system could get loose and/or fall of and cause mayor damage. It is the customers responsibility to check for his hazard every time he start driving the car. Celeritech is never responsible for any of this.
- Celeritech is also never responsible for too loud (or too silent) noise/sound, CO2 or any other gas emission that can be too high or too low. Nor is Celeritech responsible in any way the exhaust system could cross any law in any country.
- Though some of our pre designed models are capable to be driven on the public road, the system are only for closed course track use.
- Our "pre designed headers/exhaust systems" are still considered "custom made" and/or "made to order" and so fall under the Dutch law concerning warranty.
- All of the above needs to be understood and accepted. This means the things described can happen and or it means you, the customer, takes responsibility for that.
- Paying any invoice will mean you agree, you accept all of the above Terms and Conditions.

Contact us at:

Celeritech

Pastoor Duchampsstraat 15a/b

5046 HV Tilburg

Netherlands,

Tel. +31 (0)626 500555

Email: info@celeritech.nl

Web: <http://www.celeritech.nl>

Insta: celeritech.headers

FB: Celeritech

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