

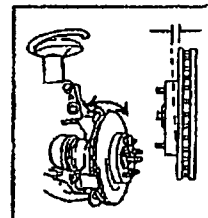
Addressing and Solving Customer Brake Concerns

Runout in the rotor leads to thickness variation. Thickness variation is felt as brake pedal pulsation. It is this pulsation that results in a customer complaint. Pro-Cut matches the rotor to the hub, thereby eliminating runout, the root cause of pulsation.

- LATERAL RUNOUT leads to ...
- THICKNESS VARIATION which results in ...
- BRAKE PEDAL PULSATION

Brake pedal pulsation is most often the result of thickness variation in the brake rotor. Thickness variation is the technical term for a rotor that is not uniformly thick. New rotors are uniformly thick, and stop the vehicle smoothly. But thickness variation can develop over time and eventually lead to brake pedal pulsation.

How does thickness variation develop? Through lateral runout in the face of the rotor. Lateral runout is the technical term for "wobble," and is a measurement of how much the surface of the disc wobbles from side to side as it rotates. A rotor with lateral runout will not wear evenly, and distortion increases over time. As the vehicle moves down the road with the brakes relaxed, the rotor will brush each pad once per revolution, resulting in a thin spot on the rotor.



By machining the rotor to match the hub assembly on which it sits, lateral runout can be eliminated.

Since vehicle hubs often have lateral runout due to stacked component tolerances, a new or newly machined rotor will often exhibit excessive lateral runout as it turns on the hub. Most manufacturers require rotor runout to be below 0.003".

The PFM 9.0 allows you to match every rotor to the hub on which it turns. The on-board computer delivers a precise alignment between the lathe axis and the hub axis, thereby guaranteeing that a Pro-Cut machined rotor will have less than 0.002" lateral runout every time.



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