

TECHNICAL BULLETIN.



COMPOSITE BRAKE DISC BEST PRACTICE.

Due to the European CO² regulations, manufacturers are required to ensure that the average emissions levels of all new cars they produce, and which are registered in the European Community, are at or below the permitted level of emissions for its vehicle type. This has shifted the automotive market into the era of 'light-weighting'.

Composite or 2-piece brake discs are one way of achieving this goal. The discs comprise of a lightweight hub attached to a cast iron friction ring. Composite brake discs are more fragile than a full cast disc. Therefore, additional care should be taken when handling and fitting these discs.



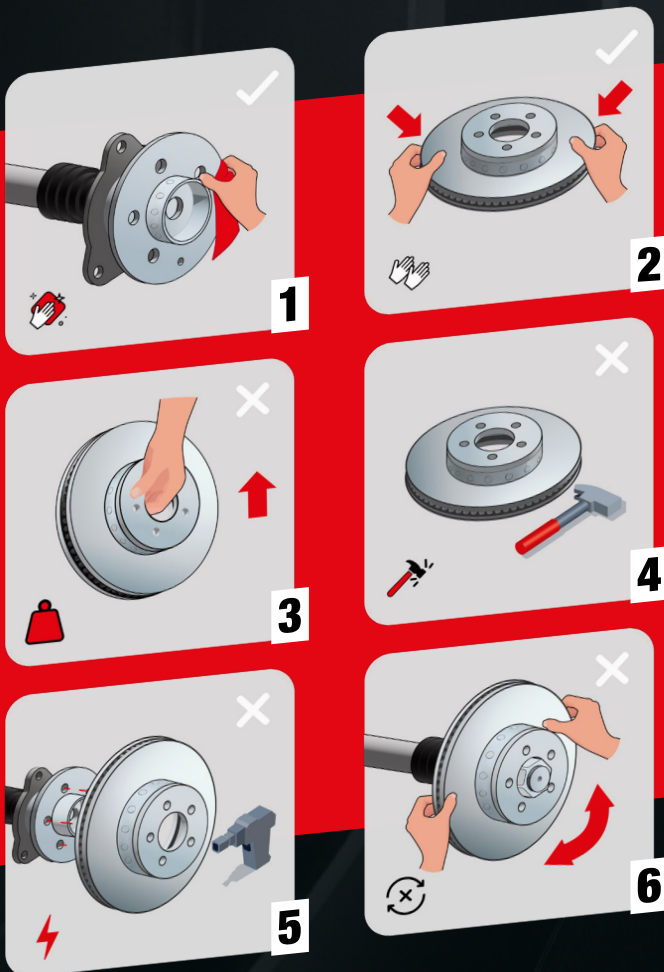
For further advice from the TEACHMATE Team, contact Apec today on 01174 288 090 option 1, or by email at techmate@apecbraking.co.uk

STEP

BY STEP.



- Ensure that the hub is thoroughly cleaned, removing all corrosion and contaminants and ensure that the hub is not damaged in any way [1].
- Use 2 hands when carrying the disc [2], and do not handle or carry the disc by the hub [3].
- Hammers [4] and impact wrenches [5] are not suitable tools to be used. Always use a torque wrench when tightening the disc location screws, to prevent distortion of the hub.
- When the wheels are removed, steering motions should only be executed by rotating the steering wheel. Do not use the disc [6].



Always tighten the wheel bolts using a torque wrench in 3 stages:

30%*

60%*

100%*

* of the rated torque specified by the vehicle manufacturer.

FAILURE TO FOLLOW THESE STEPS MAY RESULT IN A DISTORTED DISC, CAUSING BRAKE JUDDER.

For Mercedes or Duo-Cast discs, the torque sequence is slightly different, for guidance on the first step of torquing, please refer to the TECHMATE Mercedes Bonded Disc Bulletin.