



CORRECTING ROTOR DISTORTION, ROTOR MISALIGNMENT AND CURE BRAKE VIBRATION

There are two main reasons for brake vibration. The first is steering geometry issues and the second is installation or hub run-out issues.

GEOMETRY ISSUES – One in seven cars suffers geometry problems during its life that can affect steering and cause brake vibration. These are NOT a product quality issue!!!!!! These can happen by simply nudging a kerb or by driving over a pothole. EBC is not alone in recognising this problem but is the only brake supplier on the planet prepared to offer diagnosis and a SOLUTION.

INSTALLATION OR HUB RUN-OUT ISSUES – These cause what is known as DTV. The videos below show how to correct for brake vibration caused by DTV (Disc thickness variation). DTV develops in a car after 3000-4000 miles caused by runout built in to the car or due to incorrect alignment of the rotors at install. This is quite a common fault on modern cars and many cars require this at every rotor change. Drivers also confuse hub distortion with a rotor quality issue but in 99% of cases the DTV is a car problem, not a rotor quality problem. You can replace the rotors as many times as you like trying to solve vibration and the problem will only go away for a few thousand miles and then return. This means you have purchased new rotors in good faith but the problem IS NOT SOLVED AND WILL NOT GO AWAY PERMANENTLY until you perform this procedure. After this skimming of the rotor surface you will have smooth brakes, more effective brakes and ZERO vibration. It is even a very worthwhile practice when fitting new rotors to have all four rotors skimmed into perfect alignment on your car with this inexpensive procedure. Rotor distortion due to DTV is very common, in fact ONE IN SEVEN CARS has a steering geometry problem either when it is built NEW or after nudging a kerb or hitting a large pothole (very common after road surface damage after winter snowy periods). Uneducated people still say “My rotors are warped”. Well the engineering facts are ROTORS DO NOT WARP, they are made of cast iron, they are very tough and can be run to red heat and cooled time after time and they will not distort, we do this day in day out on our dynos in the EBC lab. That's why the whole world still uses cast iron as a vehicle brake rotor material, there has never been anything to beat it and probably never will be. Pro Cut machines **WORK ON BOTH PLAIN ROTORS AND EVEN BETTER ON SLOTTED AND DRILLED ROTORS OF ALL TYPES.**