

3/5/14

Do's & Don'ts

BRAKE ROTOR TURNING REVISION!

The purpose of this article is to review the new procedure for rotor turning as outlined in TSB 98-1-4 then revised in TSB 98-4-5. For many years you were not authorized to turn rear rotors on most vehicles by the factory. During 1998 all dealers are to receive a Pro-Cut on the vehicle brake lathe free of charge from the factory. This is not to say that the equipment will not cost you money in the long run. When the lathe is delivered to your dealership you must submit for time as outlined in TSB 98-1-4 & 98-4-5. Be aware that once you receive your new lathe you must start by using the new labor operations found in the TSB when the Pro-Cut is used. In April of this year the factory is revising sections of your Labor Time Standard including 92'-98' model years. Be sure to update your manuals and be aware that the computer vendors may not update their electronic labor guides as timely.

The policy has not changed for front rotor turning when replacement is required. Previously if a dealer has the on-vehicle brake rotor machining equipment, rotor replacement will only be allowed when the rotor is broken or does not have enough material to allow turning. Such replacements must be authorized by Service Management on the appropriate repair order. Approval by management is necessary to prevent a future chargeback by the company.

Since the factory has authorized the use of the Pro-Cut lathe on rear rotors, authorization requirements will most likely be similar to front rotor replacement. Be safe and approve all rotor replacements until the company revises the Warranty & Policy Manual (3-20). Technician documentation is a must when replacing rotors. They should state the before and after readings for rotor thickness before and after turning. If the rotor is too thin and requires replacement they must state the rotor thickness and the companies minimal requirements. Be sure to obtain management's approval before a new rotor is replaced under warranty.