

Skimming off brake costs

Fleets could be losing out on thousands of pounds by not analysing aging brake service costs, explains Guy Carter, Managing Director of Dynastat

Is your fleet throwing away thousands of pounds by not maximising disc brake life? Close attention to the management of whole-life tyre costs has helped many fleets to minimise their tyre bills. We believe that the same approach to brake servicing will also reap cost dividends but, to achieve this, fleets will need to closely analyse their brake service patterns and intervals.

Saving time and money

Disc skimming can reduce downtime, maximise disc and pad life and enhance braking performance. Skimming brake discs should be carried out when:

- Brake pads are changed but new discs are not needed.
- There is brake vibration owing to disc thickness variation or run-out.
- Discs are corroded.
- Noise or squeal needs to be eliminated.
- To increase brake efficiency for the MOT.

A pair of discs will take four hours to change at a cost of around £350, including discs, seals, bolts and so on. Skimming truck discs reduces downtime, since the disc can be skimmed in situ within just 20 minutes. The cost of skimming is only around £100 per axle, saving 75% per axle.

Disc distortion

Discs can become distorted in service for a variety of reasons, resulting in judder and brake efficiency issues. If a disc is distorted, then simply fitting new pads without profiling the disc will not cure the problem and will shorten the life of the new pads from say 250,000km to 150,000km.



A brake disc is shown here before and after the skimming process. Skimming truck discs reduces time off the road, since the disc can be skimmed in situ within just 20 minutes, saving you time and money.



Safety

Skimming does not make the disc any thinner – it just takes all of the disc to its narrowest point to create a flat surface. Only 0.2mm is removed during the process and, since most new discs start out at 45mm thickness, this is a very small percentage. Discs can be machined down to 39mm, and replaced at 37mm, so that all discs can be skimmed at least twice.

New discs start life at 45mm thick. After 250,000km, you should change the pads and skim the discs. The discs will then be 42.5mm thick. After another 250,000km, change the pads and skim the discs again. The discs will now be 40mm thick. After a further 250,000km, the discs will be down to 38mm and will need changing, since the minimum permissible is 37mm.

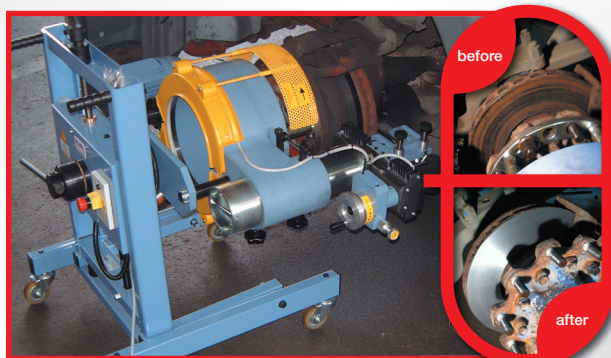
Always have two skims and three sets of pads for each disc in order to maximise its operating life. You'll be pleased you did!

So you can save your business serious money on brake discs right now. For the ideal solution, call the Dynastat hotline 01242 696 207 or visit www.dynastat.org



**REDUCE THE COST OF
BRAKE REPAIRS BY 75%**

- The TD-502 is quick and easy
- Just 20 mins per disc in situ
- No splitting hubs/broken bolts
- Achieve lock out every time
- Remove rust and corrosion
- Mercedes/BPW/MAN approved



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