

2022 CHEVROLET CORVETTE SERVICE MANUAL

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Brake Rotor Assembled Lateral Runout Correction

Note:

- Brake rotor thickness variation MUST be checked BEFORE checking for assembled lateral runout (LRO). Thickness variation exceeding the maximum acceptable level can cause brake pulsation. Brake Rotor Thickness Variation Measurement
- Brake rotor assembled lateral runout (LRO) exceeding the maximum allowable specification can cause thickness variation to develop in the brake rotor over time, usually between 4 800 Åž Åš 11 300 km (3,000 Åž Åš 7,000 mi). Brake Rotor Assembled Lateral Runout Measurement

Review the following acceptable methods for bringing the brake rotor assembled LRO to within specifications. Determine which method to use for the specific vehicle being repaired.

- The indexing method of correcting assembled LRO is most effective when the LRO specification is only exceeded by a relatively small amount: 0.025 Åž Åš 0.127 mm (0.001 Åž Åš 0.005 in). Indexing is used to achieve the best possible match of high spots to low spots between related components. Brake Rotor Assembled Lateral Runout Correction - Indexing
- The on-vehicle brake lathe method is used to bring the LRO to within specifications through compensating for LRO while refinishing the brake rotor. Brake Rotor Assembled Lateral Runout Correction - On Vehicle Lathe

If the assembled LRO cannot be corrected using these methods, then other components must be suspected as causing and/or contributing to the LRO concern.