

AIR DISC BRAKE ROTOR

Premium Quality without Premium price!

FLEETX[®]

Made with the highest grade grey iron in the industry G3500b

FleetX Rotors

Engineered for Durability, strength and for Safer Braking

FleetX air disc rotors are engineered to meet the highest OE standards for durability and dependability under the most demanding conditions on the road.

Every rotor is built with proprietary alloys that exceed ASTM G3500b grey iron for the precise balance of tensile strength, heat dissipation characteristics and thermal wicking.

Inferior rotors are made with porous low grey iron that can trap heat and shorten rotor and pad life. Excessive density in the grey iron can also lead to noise, vibration and harshness during driving.

FleetX uses precise OE specifications to give you the best performance for durability, thermal reduction and ride stability.

PROPRETARY METALLURGY

Creating a long-lasting rotor starts with a precision blend of metallurgy. FleetX metallurgical engineers consult with OE teams to determine the best grade of iron alloys for rugged air disc braking applications.

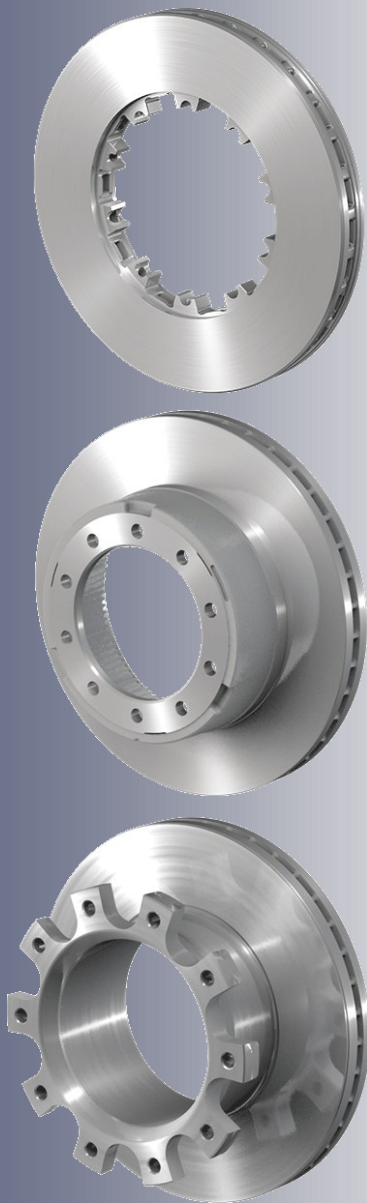
High torque and high-heat applications like those in the air disc environment will create more than 15,000 foot pounds of torque and temperatures that exceed 1,500 degrees F.

Some manufacturers focus on creating high tensile strength rotors that do not wick heat away from the pads. This results in noisy rotors that can trap heat against the pads and shorten pad life.

Others focus on adding Carbon to the rotor to wick heat away. This eliminates noise by softening the rotor, but results in increased rotor wear.

BALANCING CARBON AND TENSILE

Creating an OE-grade rotor requires a precise mix of hardening alloys and carbon so the rotor can be hard enough to withstand high torque, and have thermal wicking properties for high heat applications.



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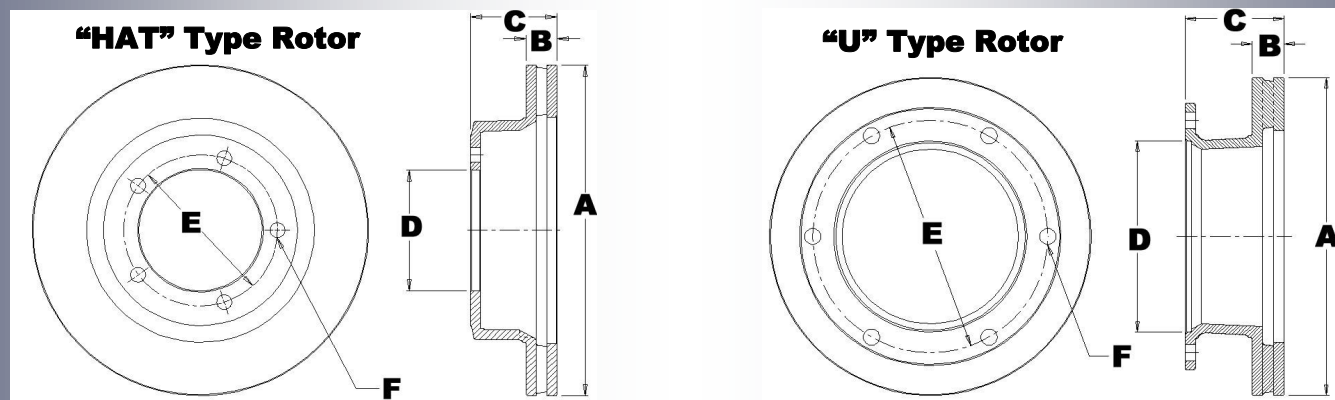


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Dimensional Information

Rotor Part Number	Caliper Application	Weight		Rotor Style	A		B		C		D		E		F		ABS
					Overall Dia.		Disc Thickness		Overall Depth		Pilot Dia.		Bolt Circle		Bolt Hole		
		KG	LBS		IN	MM	IN	MM	IN	MM	IN	MM	IN	MM	NO	SIZE	
FLX67355180	PAN 17	19.1	42	U	12.80"	325.12	1.34	34	5.85"	148.59	6.82"	173	7.72"	196.09	8	M14 - 2	Cast
FLX67351601	PAN 19	28.5	62.7	UL	14.88"	376.94	1.77	45	5.90"	163.58	8.67"	220	9.82"	249.43	10	M16 - 2	Cast
FLX67356613	PAN 22	33.6	74	UL	16.92"	430	1.77	45	5.90"	150	8.67"	220	9.83"	249.50	10	M16 - 2	Cast
FLX67356618	ABD22X	33.8	74.3	UL	16.92"	430	1.77	45	5.44"	138.3	8.67"	220	9.85"	250	10	0.625 - 11	No
FLX67356617	ABD22X	34.5	76	UL	16.92"	430	1.77	45	5.91"	150	8.67"	220	9.85"	250	10	0.625 - 11	No
FLX67356692	ABD22X	25.4	56	F	16.92	432	1.77	45	1.77"	45	8.67"	220	N/A	N/A	10	N/A	No
FLX67356014	EX225	36.4	80	H	17.08"	433.57	1.77	45	5.16"	131.06	8.55"	217	6.62"	168	12	0.75 IN	No
FLX67353642	EX225	36.6	80.5	UL	17.08"	433.57	1.77	45	5.64"	143.51	8.50"	216	10.50"	266.70	10	0.58 IN	No
FLX67353647	EX225	37.3	82	UL	17.08"	433.57	1.77	45	5.65"	143.51	7.64"	194.05	9.82"	249.42	10	M16 - 2	Bolt on
FLX67350682	MAXXUS22	37.9	83.4	UL	16.92"	430	1.77"	45	6.28"	159.5	12.94"	328.7	11.25"	285.75	10	M16 - 1.5	No
FXL67356612	Nova Bus/BCI Drive Axle, Bendix, Knorr SB-7/SN-7	34.5	76	U	16.92"	430	1.77"	45	5.16"	131	7.99"	203	9.25"	235	10	M16 - 1.5	N0
FLX67356603	Prevost Front and Tag, Bendix, Knorr SB-7/SN-7	35.8	79	U	17.1"	434.34	1.77"	45	5.35"	135.9	7.64"	194	8.67"	220	10	M16 - 1.5	No
FLX67356604	Prevost Drive Bendix, Knorr SB-7/SN-7	43.54	96	U	17.1"	434.34	1.77"	45	7.08"	179.9	7.64"	194	9.85"	250	10	0.625 -18	Cast
FLX67356621	Vanhool Front and Tag	34.92	77	H	17.1"	434.34	1.77"	45	5.12"	130.05	5.15"	130.81	6.61"	167.89	12	0.75	No
FLX67356206	Haldex DB22, DB22LT	33.8	74.5	UL	16.92"	430	1.77"	45	5.91"	150	8.65"	219.71	9.83"	249.5	10	0.625 -11	Cast

UL-STYLE: U-style with bolt lobes.
 U-STYLE: U-style with round bolt flange.
 F-STYLE: Flat rotor. Splined and Unsplined.
 H-STYLE: Hat style rotor.

ROTOR IDENTIFICATION

A: Outside Diameter across the face of the disc.
 B: Rotor Thickness. Every rotor has a OE specification for new and minimum thickness. (minimum are stamped on rotor).
 C: Overall Rotor Depth from outside face of the disc to the top of the hat or flange to the opposite of the rotor.
 D: Pilot Diameter.
 E: Bolt Circle Diameter measured from the center of the bolt holes. (PCD).
 F: Bolt hole Size and Number of holes.



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PARALLEL MILLING AND BALANCING

Every FleetX rotor is finished with computer controlled parallel milling and balancing. Parallel milling cuts both faces of the rotor simultaneously to a tolerance of 20 microns or .00078". This precision milling eliminates disc thickness variation (DTV) that can cause brake judder.

ISO 1940/1 balancing standards are used to ensure that A-Line rotors are balanced to OE specifications.

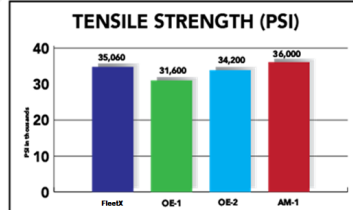
GEOMET CORROSION PROTECTION

To extend rotor life and prevent corrosion, FleetX rotors are coated with GeoMet® protection.

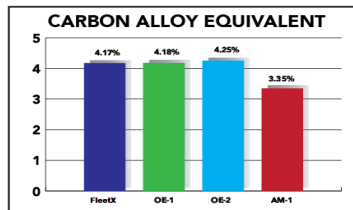
This blend of zinc and aluminum oxides interlace and bind to the metal surface so that they are four times more corrosion resistant than zinc-only coatings.

Applied in layers of 8 to 10 microns thick, the coating resists more than 30 natural and synthetic corrosives, including:

- | | |
|---------------|----------------------|
| • Acid Wash | • Calcium Chloride |
| • Alcohol | • Diesel |
| • Ammonia | • Gasoline |
| • Antifreeze | • Kerosene |
| • Brake Clean | • Magnesium Chloride |
| • Brake Fluid | • Road Salt |



Industry comparison show FleetX rotors have among the highest Tensile Strength in the industry.

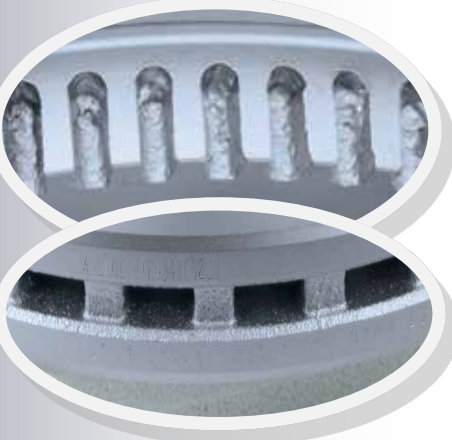


FleetX rotors have some of the highest Carbon Alloy Equivalents. This shows the rotors mix of total Carbon for heat wicking and alloys for tensile strength hardening.

Uncoated rotors leaves the ABS ring vulnerable to rusting and causing ABS sensor to faults. This causes premature replacement and increase maintenance cost



FleetX GeoMet® coated rotors protect the ABS ring and vents. ABS rings will not fail due to corrosion and vents will remain unclogged from rust and run cooler. This extend the life the rotor and the pads. This will reduce maintenance cost.



..... Profit from it

KEY FEATURES FOR A BETTER DISC ROTOR

- Manufacture with G3500b grey iron. Highest standard in the Industry for better heat dissipation, eliminate brake fade, have longer pad life, noise reduction, high torque durability.
- High carbon metallurgy for durability and strength at high temperature
- Parallel mill balancing to reduce disc thickness variation.
- GeoMet corrosion-resistance coating to extend rotor life.
- Salt spray test to 400 hours.

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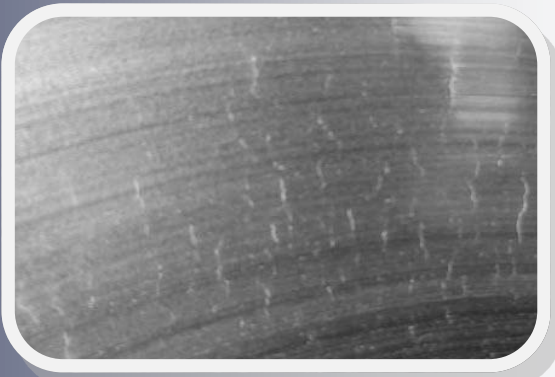
DISC BRAKE ROTOR INSPECTION

A disc brake component inspection should be a part of any pre-trip inspection and regularly-scheduled preventive maintenance program.

FleetX rotors can be identified by part number. The part numbers and minimum thickness are cast or stamped into the rotor as shown in figure 1. Some may have a bevel edge. The inside bevel indicates minimum thickness has been reached.



Identification
FIGURE 1



Light Heat Check
FIGURE 2



Heavy Heat Check
FIGURE 3

OUT OF SERVICE CONDITIONS

Heat Checks Heat checks are caused by the repeated heating and cooling of the braking surface. They appear as short, thin, radial interruptions in the braking surface. There may be numerous light and heavy heat checks on the braking surface. See figure 2 for examples of light heat checking and figure 3 for heavy heat checking.

Cracks

Heat checks may wear away or they may eventually become braking surface cracks. Rotors should be replaced if cracks become over 0.060" wide or over 0.060" deep and extend over 75% of the braking surface in the radial direction.

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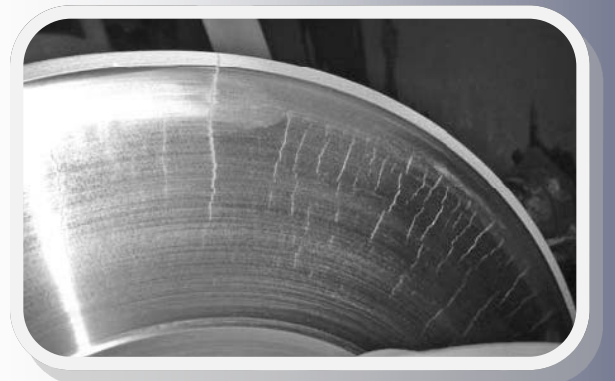
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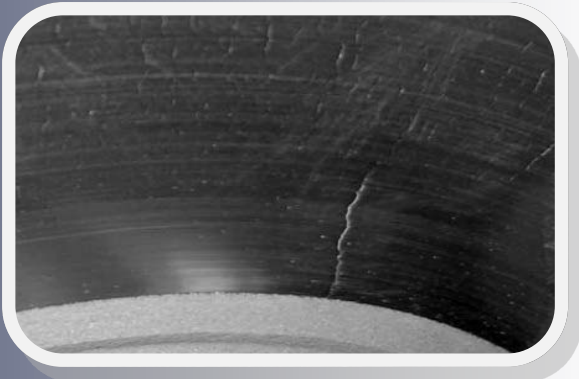
Cracks

DISC BRAKE ROTOR INSPECTION

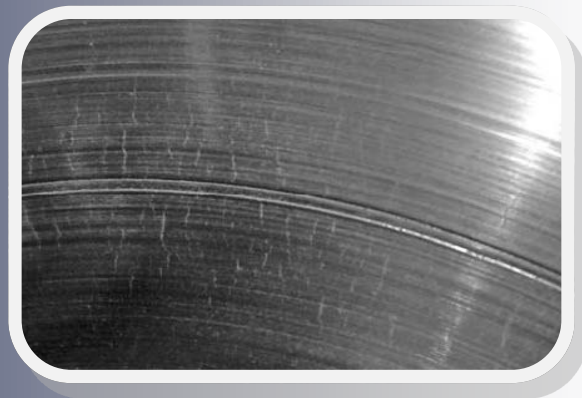
Cracked rotors may be caused by mishandling, brake balance issues, wear beyond the minimum allowable thickness, or driver abuse. If a crack extends through a section of the rotor, the rotor should be replaced. If a crack is found on the mounting section of the rotor, the rotor should be replaced. Figure 4 shows a cracked rotor that should be replaced. The crack in figure 5 is acceptable to run, but the rotor should be inspected on a regular basis to ensure that the crack has not progressed.



Unacceptable Crack
FIGURE 4



Acceptable Crack
FIGURE 5



Grooves on Brake Surface
FIGURE 6

Deep Grooves or Scoring

Grooves or scoring may be caused by contaminants trapped between the lining and the rotors, worn out linings, or the lining plate contacting the rotor. Grooves or scoring on the brake rotor are acceptable if they are less than 0.060" deep. If the rotor thickness, when measured across a groove, is less than the minimum allowable thickness for the rotor, the rotor should be replaced. See figure 6 for example of grooves on the braking surface of the rotor.

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DISC BRAKE ROTOR INSPECTION

Blue Marks or Bands

If the rotor has become extremely hot, the braking surface may exhibit blue marks or bands. See figure 7 for examples of these marks. This condition may be caused by continued hard stops, improper brake balance, improper brake caliper clearance, operation, or adjustment. The cause of overheating should be determined and corrected. It is not necessary to replace the rotor as long as it meets the proper dimensional specifications for runout and thickness.



Blue Marks
FIGURE 7



Polished Rotor
FIGURE 8

Polished Rotors

A polished rotor will have a mirror-like finish on the braking surface. See figure 8. This condition may be caused by improper lining friction rating or a rotor resurfaced to too fine of a micro finish. To correct this condition, sand the braking surface on the rotor and the brake pads with 80 grit emery cloth. The micro finish should be 120 to 150 RMS. If the condition returns, verify that the linings on the brake pads have the correct friction rating for the application.

Martensite Spotted Rotors

Rotors subjected to extremely high heat followed by rapid cooling can exhibit a Martensite Spotted condition. This condition appears as black spots on the rotor that are slightly raised and are hard and brittle. See figure 9. The high temperatures cause a structural change to the rotor material. This condition can make the rotor more susceptible to cracking. Rotors with this condition should be replaced. Check the brake linings for uneven wear and replace as necessary. After the rotor has been replaced, and the hub and rotor reinstalled onto the axle, the brake system should be checked for brake drag and proper brake balance.



Martensite Spotted Rotor
FIGURE 9

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DISC BRAKE ROTOR INSPECTION

Rotor Runout

Lateral runout, or wobble, on the rotor braking surface should not exceed 0.020" in one full revolution of the rotor. The measurement should be taken with a dial indicator at the center of the rotor braking surface. See figure 13 for proper runout measurement set up. The runout measurement should not include end play of the wheel bearings. If the runout measurement is over 0.020", the end play of the wheel bearings should be checked. If the wheel bearing end play is greater than the manufacturer's recommendations, the wheel bearings should be adjusted per the manufacturer's recommendations.



Lateral Runout
FIGURE 13

Radial runout on the outside diameter of the braking surface should not exceed 0.035" when checked with a dial indicator. See figure 14. If the runout exceeds 0.035", the rotor should be replaced.



Radial Runout
FIGURE 14



Top of Rotor
FIGURE 15

Rotor Thickness

The rotor thickness should be measured at three points using a micrometer as shown in figures 15. If the rotor thickness varies more than 0.005" between any two places, the rotor should be replaced.

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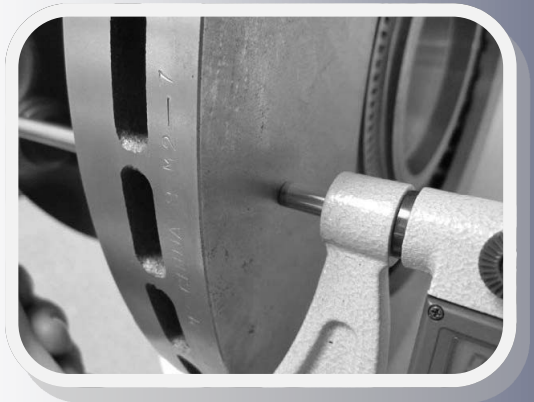
DISC BRAKE ROTOR INSPECTION

Rotor Thickness

The rotor thickness should be measured at three points using a micrometer as shown in figures 16 and 17. If the rotor thickness varies more than 0.005" between any two places, the rotor should be replaced.



Bottom of Rotor
FIGURE 17



Middle of Rotor
FIGURE 16

Rotor Resurfacing

We do not recommend resurfacing disc brake rotors. However, if rotor resurfacing is necessary, be sure that at least 0.060" of material is left above the rotor minimum thickness specification to allow for wear before the minimum allowable rotor thickness is reached.

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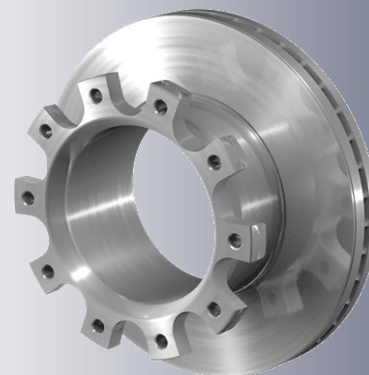
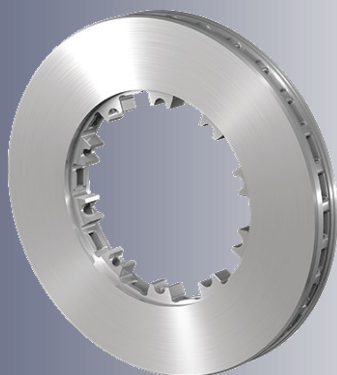
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USING COMPETITIVE CHART CROSS-REFERENCE; FIND YOUR REPLACEMENT ROTOR.

Item #	FleetX Part #	OEM #	Bendix #	Meritor #	Webb #	Durabrake #	Wabco #	ConMet #
1	FLX67355180	CT826, Pan 17		M44AD75180		75180	CT826	
2	FLX67351601	CT832, Pan 19		M44D71601		71601	CT832	
3	FLX67356613	CT807, Pan22 10016195, 10018609		M44D76613		76613	CT807	
4	FLX67356618	802081	802081	M44D76618		76618		
5	FLX67356617	802082	802082	M44D76617		76617		
6	FLX67356692	802569	802569	M44D76692		76692		
7	FLX67356014	6836014		68326014	54220P	56641		
8	FLX67353642	23-123642-002		23-123642-002	55060P	56642		10082181
9	FLX67353647	23-123647-002		23-123647-002	55070P	76606		
10	FLX67350682	10020682						10020682
11	FLX67356612	K021958	K021958	M44D76612		76612		
12	FLX67356603	II37415N	II37415N	M44D76603		76603		
13	FLX67356604	K021959	K021959	M44D76604	56050F	76604		
14	FLX67356621	N508030038 N508030040		M44D76621		76621		
15	FLX67356206	R6206M		R44D6206		76810		

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