

**SUBARU.** 

Subaru of America  
Technical Services  
January 3, 1994

**OEM RECOMMENDED**  
**PRO-CUT**  
**ESSENTIAL EQUIPMENT**

### **Brake Servicing Requirements for Subaru Dealers Warranty Policy Modification**

When performing warranty repairs for brake judder, Subaru brake rotors must be resurfaced using an on-car lathe. If the rotors have been scored due to worn brake pads within the warranty coverage, the rotors must be resurfaced if they fall within the minimum thickness specifications listed in the respective Subaru service manuals and training materials.

The brake rotors are not to be resurfaced as a matter of course during routine brake pad replacements unless the above factors are experienced.

The machining of Subaru brake rotors requires accuracy on the part of the machine and the operator to ensure that the rotor is cut parallel to the mounting surface. A rotor that is machined not parallel to the mounting surface will result in a rotor excessive run out. Excessive rotor run out eventually leads to excessive rotor parallelism difference which is exhibited as a brake judder complaint.

Subaru of America, Inc. requires that Subaru dealers use on-car brake rotor resurfacing equipment when performing warranty related brake rotor resurfacing. The only equipment that Subaru of America, Inc. recognizes as effective for use on all Subaru vehicles is the PRO-CUT International VBG-610 on-car lathe.

Warranty claims for rotor resurfacing will be accepted using an on-car lathe. Rotors that are resurfaced properly will not require further surfacing for judder related complaints within the warranty period under normal use. If it is determined that a judder complaint exists on a Subaru vehicle after the rotors are resurfaced, the parallelism and the runout of the rotors must be measured and noted on the repair order. If the rotors are within the minimum thickness allowances, the rotors must be resurfaced again using on-car lathe. If the rotors are beyond the thickness specifications, the rotors should then be replaced and the original rotors must be retained for DTM inspection or for return to Subaru of America, Inc. if a request is issued after claim credit.

When a rotor is resurfaced using an on-car lathe, multiple repairs will virtually be eliminated.

Subaru of America, Inc. requires the use of an on-car brake lathe.