

Kontrol af hjulnavets sidekast | HELLA

Generelt forbindelse med fejlfinding på skivebremserne og inden der monteres nye bremseskiver, bør der også foretages en kontrol af hjulnavets sidekast iht. til bilfabrikantens forskrifter. Kontrol af hjulnavet Vi anbefaler følgende fremgangsmåde ved kontrol af hjulnavets sidekast. Forberedelse af hjulnavet: Kontroller anlægsfladen for korrosion og skader Kontroller gevind for skader Fjern urenheder og spor af korrosion Anlægsfladen på hjulnavet skal altid være uden skader, fri for rust og metallisk blank. Kontrol: Fastgør et måleur med holder på fjederbenet Sæt målespidsen mod den yderste kant af hjulnavet Drej hjulnavet langsomt og jævnt i kørselsretningen Aflæs måleværdierne Variationerne, målt over flere omdrejninger, må ikke overstige 0,03 mm. Hvis afvigelsen er større, skal hjulnavet udskiftes. Serviceanvisning Kontrollen skal foretages, inden der monteres nye bremseskiver Ujævnheder i anlægsfladen på hjulnavet kan medføre, at bremseskiven deformeres, og dermed at den kaster sideværts! Et givet sidekast på navet medfører et sidekast, der er dobbelt så stort ved bremseskivens yderkant! den forbindelse skal bilfabrikantens vedligeholdelses- og reparationsanvisninger følges.

As part of troubleshooting on the brake disc system, as well as before fitting new brake discs, the axial runout of the wheel hub should also be checked according to the specifications of the vehicle manufacturer.

Testing the wheel hub

To test the lateral runout of the wheel hub, we recommend the following procedure.

Prepare the wheel hub:

- Check surface for corrosion and damage
- Check thread for damage
- Remove contamination and traces of corrosion
- The contact face of the wheel hub must be undamaged, rust-free, clean and bright

Test:

1. Fasten the dial gage with holder to the suspension strut
2. Align the dial gage at the outer edge of the wheel hub
3. Turn the wheel hub slowly and at a constant speed in the direction of travel

4. Read off the measured values

Measured over several wheel revolutions, deviations should not exceed 0.03mm. If the deviations are greater, the hub should be replaced.



Maintenance information

- This test should be carried out before mounting the new brake discs
- Unevenness on the contact face of the wheel hub can lead to warping of the brake disc and therefore axial runout.
- Any hub runout present will cause twice the disc runout at the outer edge of the brake disc

Please observe the specifications in the maintenance and repair notes provided by the respective vehicle manufacturer.

Important safety note

Technical information and practical tips have been compiled by HELLA in order to provide professional support to vehicle workshops in their day-to-day work. The information provided on this website is intended for use by suitably qualified personnel only.

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