

PE21-017: Triumph Extended Stopping

2016-2019 Thruxton and Triple Speed

**Date:** 20 November 2023

**Subject:** update and request for maintenance procedure (per VRTC)

**Attendees:**

|               |   |               |
|---------------|---|---------------|
| Josh Neff     | - | ODI           |
| Nate Seymour  | - | ODI           |
| Doug Weston   | - | VRTC          |
| Charles Smart | - | Triumph (TML) |

**Discussion:**

Charles showed document with graph of pressure at caliber. 1<sup>st</sup> pull, 2<sup>nd</sup> pull and with air induced. All were very similar.

Charles discussed “steering knock” a condition which is more prevalent in sport bikes with short wheelbase/fork rake where the handlebars can violently shake. This can cause the brake pads to push the brake calipers pistons back and is believed to be the cause of the “soft brake lever.”

The subject bikes are designed to accommodate steering knock and therefore are designed to have a different second pull feel. The brake caliper piston uses a diaphragm vs an O-ring/seal. The diaphragm pulls the piston back after a brake application but is slower doing so. If the brake is applied within about 5 seconds of the first it will feel stiffer than the first pull. However, the stopping is the same.

Antidotally, this is what I experienced in my test ride and is what the graph Charles showed verified.

Charles will send document. He’ll also send current maintenance(bleeding) procedure. He’ll provide a POC/recommendation for where to take the Cincinnati bike to for evaluation/maintenance.