

Clicking Noise From Front PCCB Rotors

Revision: **This bulletin replaces bulletin Group 4, #1503, dated May 10, 2017.**
"of the braking system." was added to the end of the first note under Information. New note was added to page 3.

Vehicle Type: **911 Turbo / Turbo S (991)**

Model Year: **2014 to present**

Information: PCCB Rotors may be making a clicking type noise.

NOTE: The clicking noise in no way impairs the performance or safety of the braking system. The customer may continue to drive the vehicle without restriction. The clicking noise does not constitute a defect.

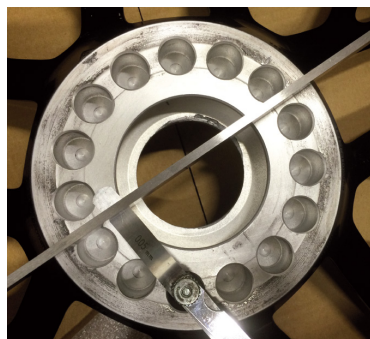
NOTE: Due to the customer sensitivity of this issue, please submit a TLAR from the beginning of the issue.

Due to tolerances on some of the parts connecting the brake disc to the mounting plate, small relative movements between these parts can occur. As a result, a clicking noise can be heard when the brakes are applied at low speeds.

The 991-II rotors have a slightly different design for the attachment of the rotor hat to the disc (Starting in MY 2017). These rotors are retrofittable on the 991 generation I vehicles.

Pre Checks

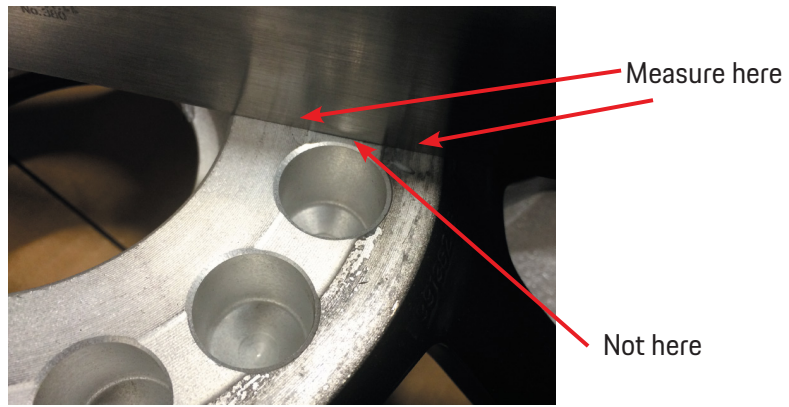
Wheels - Before rotors are replaced, it is necessary to check the mating surface of the wheels with a straight edge (12" Starrett 380) to insure flatness of the surface. Imperfections in the surface may have an influence on the rotor and cause noise.



Information
(continued):

It is necessary to check for flatness in about 6 different positions around the mating surface (roughly every 60°), it is ok to do more than that, but not less.

The mating surfaces at the outer and inner areas of the mounting circle need to be checked for flatness. The recessed area in between (photo below) is not a part of the measurement.



Use a feeler gauge that is very thin. The .05mm thickness is probably going to be necessary to find the uneven areas.



Record all measurements; make sure to include photos in PQIS.

Information
(continued):

Center locking wheel bolt - Insure that the center locking wheel bolt is properly lubricated in accordance with WM 440519.

Insure that all mating surfaces are clean and free of debris.

When torquing the wheel bolts, make sure the vehicle is off the ground. Use a torque wrench (that is properly calibrated) in one sweeping motion, not an intermittent jerky motion.

NOTE: If the noise persists after verifying proper torque and flatness of the wheel, the wheel bearing, lower control arm, or trailing arm connections, may be the cause of the noise. Replace the wheel only as a last resort.

Rotors – The new rotor part numbers are listed below. They are also in PET.

991- II rotor part numbers:

Front Left Rotor: 991.351.407.06

Front Right Rotor: 991.351.408.06

Rear Left Rotor: 991.352.409.07

Rear Right Rotor: 991.352.410.07

NOTE: Due to small design changes, 991- II rotors may not be an identical visual match to 991- I rotors. This is considered normal and does not constitute a defect in workmanship or justify replacement.

Reference: 465119 Removing and installing front PCCB brake disc.

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