

## The Benefits of Cross Drilled and slotted Discs

This is a short piece, which we hope will help explain the differences between cross-drilled, cross drilled and slotted and slotted only brake discs (or rotor depending on where in the world you are reading this!)

### Larger Discs are better stoppers?

Assuming all the other variables remain unchanged, cross-drilled and slotted discs will almost always deliver better braking figures than other types. The improved cooling effect of these discs allows effective use of the brake system under extremely severe conditions (as might be seen in racing). The down side to this design is that when these discs are forced to work to capacity for prolonged periods, they are subject to cracking around the drilled holes as a result of constant overheating and cooling. Until they destroy themselves these are the most efficient. For road use (or endurance racing), cross-drilled discs are perfect most of the time as the system is seldom used to capacity. The discs should last a normal life span.

If the disc is of only marginally adequate specification for the vehicle weight or use, cross-drilled discs can be problematic and require frequent "crack checking" and possible frequent replacement. Under these conditions, slotted only discs are more desirable. Slotted discs are less prone to cracking under severe service than drilled. What they lack in efficiency (if any) they make up for in longevity. You will seldom find a high performance car competing in club 10 lap races with drilled discs, these cars are almost always fitted with slotted discs for the reasons listed here.

If we had to stop hard one time from high speed, we would probably select a drilled and slotted disc. If we had to do it over and over, we would almost certainly use slotted discs.

'Hope this helps!!

**J N REVINGTON**

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**email : [info@revingtontr.com](mailto:info@revingtontr.com)**

**International Phone  
+44 (0) 1823 698437**

**International Fax  
+44 (0) 1823 698109**