

Like any friction surface, the outer layer of the PCCB composite is subject to wear. True enough, this is vastly reduced compared to a conventional iron disc, but it's there nonetheless. Second-generation PCCB discs even feature wear indicators: circular regions about 1cm in diameter at three points around the disc. These wear sacrificially, so that a wearing disc will develop distinct and precise pits at these points. In addition, wear presents itself as a progressive roughening of the disc's friction surface and, sometimes, fine surface cracks around the cross-drilled holes may appear. Strictly speaking, the latter are stress-relief fractures created during production of the disc, but often not visible. Porsche's technical material states that roughened areas must not exceed 1cm^2 at any point, although they may still take the form of extended areas.