

BEDDING IN BRAKES

Both disc rotors and brake pads are manufactured to exacting tolerances so why bed them in?

Regardless of the material chemistry, the two mating brake components made from Iron and friction compounds must engage at a molecular level to cause the resistance that we know as friction.

This mechanical engagement may be generated by means of adhesion or abrasion depending on the brake pad material type.

The adhesion method requires the brake pad to evenly deposit a transfer layer onto the disc rotor. This transfer layer bonds to the iron surface during the bed in process with heat and pressure.

The brake pad then clings onto the transfer layer generating frictional resistance.

The abrasion method requires the brake pad and disc rotor to engage at a molecular level to cause interference between the mating surfaces.

This interference of the mating materials generates friction through a shearing or grinding effect.

Most brake pads are post cured and sometimes scorched to minimise the onset of green fade that was frequently experienced in the past when fitting new pads. While it still may occur with some compounds it is recommended to road test the vehicle before handing over to the customer. The bedding in procedure therefore requires the installer to gradually increase the brake temperatures and allow them to cool to ensure the newly installed components are ready for use.

BEDDING IN INSTRUCTIONS

We recommend that brake parts should only be fitted by a qualified technician and that all brake fitments should be properly bedded-in and road tested to ensure correct functionality and stopping performance following any brake component replacement.

STEP 1.

A. Standard un-coated rotors:

Remove any contaminants such as oil or metal filings using a suitable brake cleaner product and clean cloth or paper towel.

OR

B. Rust proof coated rotors:

Remove any coatings (such as DBA En-Shield) from your rotor contact surfaces through undertaking several light braking applications at a moderate speed of approx. 50km/h (30 mph), without generating too much heat. Once the coating is cleared from rotor / brake pad contact surfaces, you are ready to perform the bedding-in process.

STEP 2.

Bedding-in process for DBA brake pads with both coated and un-coated disc rotors:

Drive the vehicle at 50km/h (30mph) and brake to 10km/h (5mph) using medium pedal pressure without coming to a complete stop. Repeat this process approx. 10 times and allow a 30 second cool down period between each brake application. Now your brake pads will display an effective stop. For optimal performance, once the bedding-in process has been completed, it is recommended that the vehicle be driven normally. Avoid any excessive heavy braking applications for the first 200 kms (120 miles) to prevent excessive heat build-up and brake pad glazing, which can lead to other noise or effectiveness issues as a result.