

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.

The image to the right is a copy of the instruction leaflet explaining the recommended bed-in procedure for all DBA brake pads.



RECOMMENDED BRAKE PAD BED-IN PROCEDURE

- DBA recommends that Brake Pads should only fitted by a qualified technician
- DBA's Performance Brake Pads are scorched to OE standards. This process reduces the complexity of the bed-in process, ensuring maximum brake pad and disc rotor performance
- DBA Recommends that all brake fitments should be road tested to ensure correct functionality following any brake component replacement
- During the bedding-in process, the driver should test that the vehicle is stopping as expected under normal driving conditions
- As DBA's Performance Brake Pads have been scorched, they will displace an effective stop after only 5-10 stops from 50km/h (30mph) to 10km/h (5mph) using moderate pedal effort
- For optimal performance, once the effectiveness has been established it is recommended that the vehicle is driven normally and any intentionally aggressive braking is avoided for the first 200 kilometres (100 miles) if possible
- It is also advised to avoid dragging the brakes during this time as this can cause excessive heat build-up and glazing which may lead to other noise/effectiveness issues as a result