

Ferodo Racing

Pad Bedding

The aim of bedding is to bring the pads to full race temperatures, but gradually; too quickly results in glazing. It is important that the pads are allowed to cool between the bedding and racing, but if time does not allow, they can be used immediately though less product life - possibly 10% - should be expected.

HOW TO DO THE BEDDING

Perform at least 15 trial brake applications, initially with reduced pressures (around 50% of the normal that might be used for that same brake application were it to occur under race conditions) building up to full decelerations after the 15 applications. To shorten the procedure applications can be made along the straights as well as at corners.

Ideally the pads will arrive at temperatures in excess of 500°C during the bedding.

Pads whose part number includes the suffix WB, ZB, GB, TL180, DB, FB have undergone an intense thermal treatment up to full bedding temperatures during their production. In this case the same general procedure above is to be applied but arriving at the 500°C target temperature is not critical. The number of applications may also be reduced. In these thermally treated compounds, bedding is required only as mechanical mating of pad and disc.

Pads smoking during the cool-down is not a cause for concern. Specifically for DS1.11, DS3.12 and DSUNO temperatures should arrive at between 500°C and 700°C (as an indication: green thermal paint applied to discs should completely change and from half to all of the orange paint should change.).

It may be necessary to close cooling ducts during the bedding to achieve sufficiently high temperatures.

On completion of the trial applications, return to a service point and let the pads cool and then inspect the surface of the brake pads from the two wheels that have been working the hardest. There should be evidence of contact over at least 80% of the pad area, but without glazing.

The pads are now ready to race.

Whilst it is recommended that pads are inspected after bedding, time may not allow this. But as long as the gradual build-up procedure has been carried out correctly and a short period of time has elapsed to allow the brake system to cool (ideally to below 100°C - this might take in excess of five minutes), the pads will be ready to race.