

## **PAGID RACE PAD MOUNTING AND BEDDING IN**

### **MOUNTING NEW PADS ON USED DISCS (rotors)**

We do not recommend using discs, which are pre-bedded, or have been used with friction material other than PAGID. When Pagid race pads are installed on top of a layer of incompatible pad material, bedding might take much longer or in worst case won't work at all. It can also result in sub-optimal brake performance. Used discs have a slight ridge on the outer and inner edge (radius). For a little while, until bedded, new pads would ride only on this ridge and not on the complete disc surface. That can cause a soft pedal. Therefore it is recommended to chamfer the outer and inner edges of new pads a little bit in order to have full pad contact from the beginning. That is very important in long endurance races with pad changes to provide a firm pedal right after the pit stop.

### **BRAKE DISCS (rotors)**

PAGID racing brake pads can be used either on solid, grooved or cross-drilled discs. If possible, pads should be bedded on used but NOT worn out brake discs. (If bedding new pads on new discs, focus on disc bedding first.) For disc bedding please refer to the disc manufacturers own instructions. Usually, disc bedding is performed at lower temperatures than pad bedding.

### **WHY BEDDING?**

- To transfer a layer of friction material onto the brake disc (rotor) faces to achieve maximum performance.
- To stabilize compressible materials to avoid a spongy pedal.
- To boil off volatile elements in the friction compound in order to have the initial green fading during bedding and not during the race.
- To align the pad surface with the brake disc (rotor) surface to have full contact.

If pads do not get bedded properly and / or used too hard right out of the box, it will likely lead to pad glazing. Pad glazing is a condition where the resins in the pad crystallize on both, the pad friction surface and the brake disc (rotor) surface, resulting in poor stopping performance, brake judder and vibrations. Also rapidly escaping volatile elements and moisture from the resin would seek an immediate escape route out of the friction compound, creating small fissures that would lead shortly to cracking and chunking.

## **RECOMMENDED VEHICLE BEDDING IN PROCEDURE**

### **1. BREAKING-IN**

(creating a perfect contact-pattern between rotor and brake pad surface)

10 stops with low pressure and low temperature from 150 km/h (90 MPH) to approximately 80 km/h (50 MPH). Distance between each brake stop approximately 600 – 800 meters ( 600 to 800 yards).

### **2. HEATING-UP**

(Warm up in order to initiate some core heat in the whole brake system)

A sequence of 5 stops with medium to high pressure from 180 km/h (112 MPH) to approximately 60 km/h (37 MPH) with maximum acceleration between the stops. After the last stop cool down for 3 minutes with the speed preferably not higher than 100 km/h (62 MPH).

### **3. RECOVERY STOPS**

3 to 5 stops with low pressure from 150 km/h (90 MPH) to approximately 80 km/h (50 MPH). Distance between each brake stop approximately 600 – 800 meters ( 600 to 800 yards).

## **PLEASE NOTE**

It is imperative that the bedding in procedures are NOT performed on public roads. PAGID racing materials are NOT for street use. Failure to follow bedding in procedure may result in a sub-optimal brake performance.

## **USAGE OF PRE BEDDED PARTS**

Using pre bedded parts from the supplier guarantee optimal brake performance right from the beginning without losing practice time on the track and with the saving of operational cost of the car.