



Date: July 14, 2011

Subject: Brake Pad/Rotor Burnishing and Bedding In Procedure

Vehicles: All Vehicles

Condition: All new brake pads need to be properly “bedded-in” with the rotor braking surface, to maximize brake performance and minimize noise or vibration. The bed-in process involves a gradual buildup of heat in the rotors and the brake pad compound. Essentially it is the process of depositing an even layer of brake pad material, on the braking surface of the rotor. If the bed-in process is not performed correctly, uneven pad deposits will occur on the rotor surface and cause thickness variation. Thickness variation, in turn will lead to brake vibration (Judder or Pulsation). It only takes a small amount of thickness variation (.0051mm/ .0002”) to start a brake vibration. The vibration will not be immediately felt, but as the pad starts wearing on the high spots, more and more thickness variation will occur, until it is felt as a vibration. ***This is often misdiagnosed as a warped rotor.***

There is much debate among OE manufacturers and aftermarket manufacturers as to a correct procedure for properly bedding in new brake pads. We have taken our years of experience, combined with industry best practices and developed a simple, yet effective 3 step procedure.

1. **30 moderate to firm (not locking wheels or causing ABS to engage) stops from 60 km/h (30 mph) down to 8 km/h (5 mph), not coming to a complete stop during entire process**
2. **Allow 30 seconds of cooling between stops**
3. **Avoid panic stops or severe braking situations for 300 kilometers (200 miles)**

