

RACING BRAKES SET UP



BRAKE DISCS BEDDING

Brake discs and brake pads bedding will determinate brake system performance and is very important to do in the correct way as follow;

Brake discs bedding recommended with used brake pads due its less coefficient and power, brake system works cooler. Progressive braking at the first kilometers is very important. Driver must to keep the temperature in the straights with short and intermittance braking. Pushing brake pedal lot of time is the worst option.

We need to check all discs surface are bedded and brake pads settlement are complete. Then brake discs temperatures are as homogeneous as possible and allow the reorientation of the crystalline structures of the foundry.

BRAKE PADS BEDDING

Similar procedure than in Brake Discs, progressive braking and keeping brake system temperature in long straights' with short touches.

The bedding procedure is very important to asset friction material. Progressive bedding is required to get the best performance of the brake pads. We can't stress the brake pads during bedding. Never long time on the brakes when bedding!!!

Brake Pads bedding procedure; 2 laps, starting with short and soft braking, increasing brake power during the 2 laps. Progressive braking and keeping brake system temperature in long straights' with short touches. Strong braking, such as in race, starting L3. Please, cool brake system during end of L3. No hard brakes and go to pit-line.

To stop in Pit line to decrease brake system temperature after 3L bedding will give us the best results and performance.

DRIVERS PREVENTIVE SITUATIONS

Please, remember never involuntary touch brakes when racing, we can check on data base, it will change completely brake performance.

Professionals drivers understand when brakes decrease performance because high use or extreme conditions. When this happened, leaves a bit the brakes, don't push hard on braking areas until recover pedal and brake feeling. Driving absolutely to the slipstream of another driver obviously generates a higher temperature when there is no refrigeration and sometimes we should know how to appreciate that the heating can come from here

PREVENTIVE SITUATIONS TO BE ADOPTED BY TEAM

In hard circuits for the brakes (Navarra, Motegui, Imola, Pau ...) it will be necessary to replace the brake pads more frequently. The friction material always has more power at the beginning of its life, which is after the bedding process. This is reflected in the graphs of the dynamometer. Having the brake pads with a higher thickness will help us transmit less temperature to the calipers and brake fluid, having a firmer pedal than with heavily worn pads.