

Carbon-Ceramic Brakes Bedding-in



Suitable for: New brakes, New pads and When noise appears during street use

The brakes should be cold (Less than 40°C) before carrying out this procedure therefore only use light brake applications or engine braking, whilst driving to the location.

The cool-down periods are the minimum needed and can be longer, tested at 20°C ambient air temperature and highways speeds (130Km/h or 80mph).

Use only use light brake applications or engine braking during each cool down phase.

1] Slow the car 12 times from 80Km/h (50mph) to 30Km/h (19mph) at 0.3G.

Max starting disc temperature should be 40°C, whilst the Max disc temperature reached should be **300°C** at the end of the last stop. The cycle time is 8-10 seconds (between brake applications).

Drive at least 10Km (6 miles) to allow the brakes to cool.

2] Slow the car 12 times from 100Km/h (60mph) to 30Km/h (19mph) at 0.45G.

Max starting disc temperature should be 40°C, whilst the Max disc temperature reached should be **400°C** at the end of the last stop. The cycle time is 8-10 seconds (between brake applications).

Drive at least 16Km (10 miles) to allow the brakes to cool.

3] Slow the car 10 times from 130Km/h (81mph) to 30Km/h (19mph) at 0.7G.

Max starting disc temperature should be 40°C, whilst the Max disc temperature reached should be **700°C** at the end of the last stop. The cycle time is 10-15 seconds (between brake applications).

Drive at least 40Km (25 miles) to allow the brakes to cool.

4] Full ABS (max pedal effort) and slow down 3 times from 100Km/h (60mph) to zero.

Max starting disc temperature should be 40°C.

Drive at least 40Km (25 miles) to allow the brakes to cool.

5] The bedding is finished.

Visually inspect discs to ensure there is a good/consistent coating of pad material on the disc surface (transfer surface) and no surface defects.

Disclaimer:

For suggestions and questions, contact "istar" on AMG Lounge

Tested on AMG CLS 63S 4Matic SB

Inspired by McLaren