

**BREMBO BRAKE PADS. FOR ALL KINDS OF BIKES.
AND ALL KINDS OF RIDERS.**

The secret of safe braking has a lot to do with pads

Brembo, a world leading name in brakes, expands its catalogue with a full range of high performance pads incorporating vanguard technology designed to improve the safety of the entire braking system.

Offering a wide variety of compounds, from sintered to carbon-ceramic, and a big selection of part numbers, Brembo is able to satisfy specific needs presented by motorcycles of every kind – racing, road, off-road, street and scooter – not to mention the expectations of their riders.



Compounds

Family	Compound	Description	Use	Application
Racing	RC	Carbon-Ceramic	Racing	Front
	SC	Sintered	Racing / Road	Front
Road	SA	Sintered	Road	Front
	SP	Sintered	Road	Rear
	Carbon-Ceramic	Carbon-Ceramic	Road	Front Rear
Off-Road	SD	Sintered	Off-Road	Front Rear
	SX	Sintered	Off-Road and SuperMotard	Front Rear
	TT	Carbon-Ceramic	Off-Road (Road)	Front Rear
Scooter	ST	Sintered	Scooter	Front Rear
	Carbon-Ceramic	Carbon-Ceramic	Scooter	Front Rear

The compounds used normally in braking systems are classifiable in just two families, ORGANIC and SINTERED, although the choice of one compound over another is not dependent solely on the type of use: in effect, pads of different type can be used in the same field of application.

+ Sintered materials: these are metallic powders, mixed with lubricants and abrasive agents in such a way as to produce a compound that is solidified by compacting even at high temperatures. The compound is bonded to a metal backing plate of whatever shape as part of the sintering process, with no additional adhesive utilized. The metal powders determine the braking power of the pad at high temperatures. The lubricants help to stabilize the overall braking action, and the abrasives keep the discs clean.

+ Organic materials: these are composed mainly of resin binders, metals, lubricants and abrasives. In this instance the friction coefficient

is generated by the metals and the resins, with the lubricants and abrasives performing the functions as mentioned above.

+ Selecting a compound: all brake pads have a typical field of application. This will depend on the different situations a brake pad has to deal with: racing – braking is optimized at high temperatures, road – high stability required, with brakes applied cold and at medium temperatures. Brembo has an answer to every need.

+ Bedding-in: this is a particularly important procedure for all compounds, and crucial for the RC compound. The pads are bedded in by applying the brakes lightly several times and ending with a firm bite, leaving a pause between one squeeze and the next. This will produce the correct heating and cooling cycle needed to prepare the system. The duration of the bedding-in period depends on the type of compound: generally longer for organic compounds than for sintered.

Racing

Racing

RC – SC These pads have been designed to guarantee their users exceptional performance. Materials of this type are notable mainly for their high friction coefficient and constant efficiency, especially when exposed to high disc temperatures. These characteristics guarantee an excellent and uniform braking action for the full duration of the race, with less likelihood that fading will occur. Pads of this type provide scant efficiency at lower temperature – a factor of limited importance in racing situations – and are therefore not ideal for road use.

+ RC – Track-only compound. This is true racing pad, suitable for any kind of competition on the racetrack. With an excellent friction coefficient and – more especially – exceptional stability at high temperatures, the compound gives constant braking lap after lap, from grid to flag.



+ SC – Sintered compound for track/road use, with high friction coefficient when hot. This is a material that stays very stable in all running conditions, and having a good friction coefficient when cold, the material is also compatible with road use.



SA – Carbon-Ceramic – SP These are characterized by a high friction coefficient that stays constant whatever the operating conditions – in heat and cold alike – as well as resisting wear, for superior durability and better mileage.

+ SA – A sintered compound intended **specifically for front brakes**, typified by particularly good efficiency under all operating conditions. An ideal alternative to OE pads.

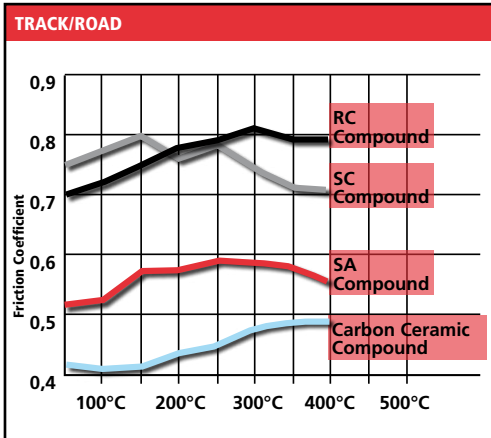


+ Carbon-Ceramic – The evolution of the organic compound, featuring a higher carbon content. This friction material offers increased mileage, and good performance in all conditions: heat and cold, wet and dry.

+ SP – A sintered compound intended specifically for rear brakes, stable in all operating conditions



Compounds



Performance-wise, the two compounds differ significantly, as reflected in the following parameters:

Efficiency (how well the pad bites): this is an expression of average friction coefficient, and stability of frictional contact, measured against the main physical quantities by which braking is defined (speed, deceleration, temperature). It is determined via tests conducted on the bench, and on the machine.

Wear: this indicates the amount of friction material removed (expressed as mm thickness, or by volume) per number of brake applications (bench test) or number of km covered (machine).

The functional differences between the various compounds are represented by the curves in the graph alongside, which illustrate friction coefficient versus operating temperature: it will be seen that the RC compound (Racing organic, for which temperatures of 350 – 450°C can be considered as reflecting normal operating conditions) has a very high friction coefficient when hot, where as road type compounds like the SA (sintered, for road use) are designed to perform best at medium/low temperatures, typically around 300 °C.

This means that if SA type pads were to be used on the track, and therefore overstressed, the brakes would inevitably fade (degradation of the friction coefficient): in effect, beyond a certain temperature, the pads will lose efficiency. Conversely, if Racing compounds are used on the road (with much colder discs), they will give less bite, and braking distances could be somewhat longer. Intermediate compounds, self-evidently, represent a compromise between the two basic types and will provide good overall performance in most conditions, albeit with less brilliance at the opposite extremes of the operating temperature range.

Off-Road

SX – SD – TT These materials are designed to guarantee maximum efficiency under the various conditions encountered habitually in off-road riding – not only cold and heat, but inhospitable terrain as well (water, sand, mud), where braking at low temperatures is also a key requirement. With this in mind, resistance of the material to weathering agents is particularly important.

+ SX – Sintered Off-Road and Supermotard.

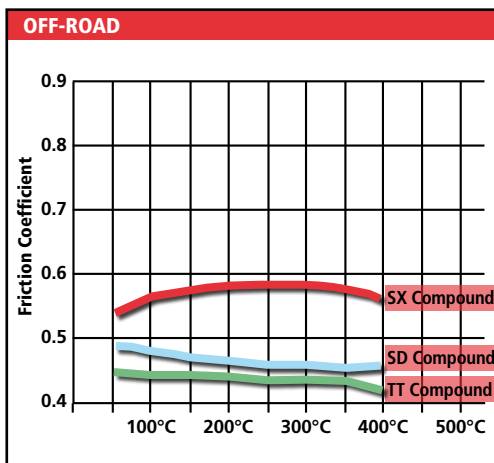
A notably aggressive pad able to withstand high temperatures, recommended for Motocross and Supermotard.

Particularly steady performance.



+ TT- Carbon Ceramic, Semi-metallic, suitable for Off-Road use: Advantageously controllable material, formulated to perform well in both dry and wet conditions. Especially effective in situations characterized by poor grip, where flexible response is needed.

+ SD – Sintered Off-Road. Good efficiency and stability under all operating conditions. Suitably resistant to wear, even when exposed to water and mud. Less aggressive than the SX, giving more flexible control.



Scooter

Scooter

ST – Carbon Ceramic These pads guarantee high mileage and stability of use in all riding conditions. Designed especially for scooters, the compound is formulated for street use, and gives a braking action different to that of a motorcycle.

+ **ST – Sintered compound**, intended specifically for scooter brakes, both front and rear. An extremely stable material, this compound guarantees steady performance in all riding situations. Ideal for maxi scooters of the latest generation.



+ **Carbon Ceramic** – An organic brake pad for scooters, offering an optimum quality/price ratio. This is a component characterized by durability and optimum behaviour under all conditions.

Genuine

Genuine

The original replacement part for Brembo calipers. Selecting these pads, you buy exactly the same OE material as used by the motorcycle manufacturer and developed for the particular application, according to the most stringent criteria. Pads can be of sintered or Carbon Ceramic material.





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AND WINNING

Brembo S.p.A.
Via Brembo 25
24035 Curno (BG) - Italy
Tel.: +39 035 605 1111
Fax: +39 035 605 2102
info_moto@brembo.it
www.brembo.com

