Low quality aftermarket brake pads can wear unevenly and prematurely.

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Media Release

Are your aftermarket brake pads up to standard?

There are many aftermarket brake pads available in Australia and New Zealand from a range of manufacturers, but there can be big differences in the quality of what's on offer.

In Europe replacement pads and rotors are covered by ECE R90 regulations, but there isn't a compulsory minimum standard that replacement brake pads must meet locally. This means that motorists can't assume that all replacement pads available will be of high quality.

ECE R90 regulations

ECE R90 specifies the design, construction and performance requirements, and test protocols for strict European regulations. The measure tests brake pads for their braking capabilities, speed sensitivity and cold performance – and they may only deviate from the frictional characteristics of their OE counterparts by up to 15 per cent.

While some drivers may be tempted to go for the cheapest replacement option, in the long run, durability, reliability and performance will likely be compromised. Issues affecting low quality brake pads include premature or uneven wear, noisy operation, longer stopping distances and brake fade, which affects both safety and economy.

Reputable friction material manufacturers such as Bendix, undertake extensive testing on all its products and where applicable, both meet and exceed the highest measures. Bendix's Euro+™ brake pads are designed specifically to suit European vehicles and are a proven, high performing aftermarket alternative to OE components.

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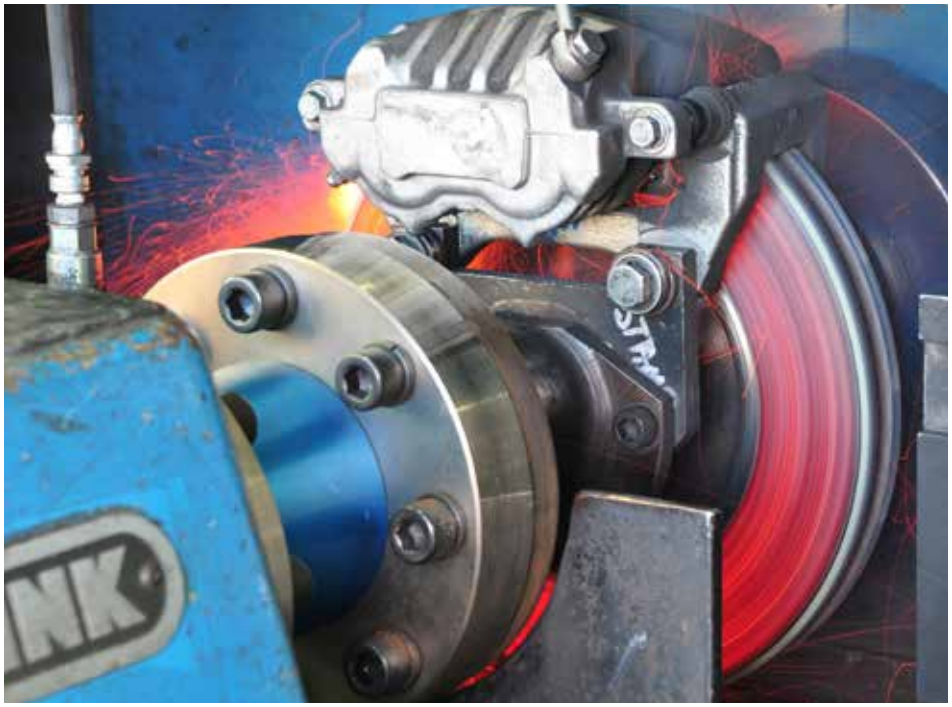

A set of Bendix brake pads is put through its paces using the company's brake dynamometer.

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Locally, Bendix's engineering and testing is just as thorough. Using General CT™ brake as an example, these undergo an extensive local development and testing program.

Bendix in-house Australian testing

Once the friction formula has been finalised, Bendix manufactures sample pads in its prototyping laboratory which allows the company to make small volumes ready for testing without having to go into full production.

Among the evaluation protocols are a series of dynamometer brake tests that measure noise, performance and wear on three different machines. Certain tests see the pads run continuously on the dyno for seven days, experiencing intermittent brake applications at various speeds (up to 175 kp/h), while another will expose the pads to braking temperatures of over 300 degrees C. The noise dyno sees the pads mic'd up to analyse volume, ensuring performance meets Bendix's low noise benchmarking.

During the testing, all SAE (Society of Automotive Engineers) procedures are adhered to. Following these laboratory tests, Bendix moves to real-world vehicle trials using its own fleet. If an exact model is not available the closest available vehicle within the segment will be chosen, one with similar, size, weight and broader specifications.

To ensure added performance and peace of mind, it's important to select brake pads from a reputable brand, and if unsure, vehicle owners should seek the expert opinion of their mechanic or brake technician when it comes time for replacement.

Bendix disc brake pads including the General CT™ range are extensively tested at the company's Ballarat, Victoria, research and development facility.

Bendix's Euro+™ range are a proven, high performing aftermarket alternative to OE components.

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Bendix

Put your foot down with confidence™

*Bendix brake components are appropriate for the purpose intended and if installed by qualified staff, to the vehicle manufacturer's specifications, can be used in logbook servicing.