

Bendix Racing's, Zach Bates, prepares for back-to-back brake testing at Calder Park Raceway in wet and miserable conditions.



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Bendix Racing's Zach Bates puts Ultimate 4WD™ Brake Upgrade Kit to the test

It's a wintery morning at Melbourne's Calder Park Raceway as two vehicles toe the start line, but they're not race cars. Lined up are two Mitsubishi Triton dual cab 4x4s, one with standard brakes, the other fitted with a front Bendix Ultimate 4WD™ Brake Upgrade Kit.

The straight is set-up with cones at five metre intervals, and up-and-coming Supercars driver, Zach Bates, is alternating between both cars in a series of controlled braking tests. Accelerating to 80 km/h, Zach arrives at the braking zone and stomps on the brake pedal as hard as possible, bringing each Triton to a standstill.

Numerous back-to-back runs with the standard Triton versus the Bendix upgraded Triton – both unladen – sees the Ultimate 4WD™ equipped vehicle consistently stopping in 15 to 20 metres less distance than its stock counterpart.

The same tests were then conducted with both vehicles carrying water-filled IBC tanks weighing 1,000kg each.

The private test location allows Bendix engineers to marginally exceed the Triton's maximum legal payload in a controlled environment. Again, the Bendix Ultimate 4WD™-equipped Triton easily outperforms the OE braking system, this time stopping in 10 to 15 metres' less distance.

Testing summary with Zach Bates

Zach said he was surprised at the large discrepancies in stopping distance between the two vehicles.

"The improvement in braking distance driving the Bendix-equipped ute was phenomenal, and it consistently pulled up much quicker and confidently – in an emergency braking situation a few metres can make all the difference between avoiding an accident and being involved in one," Zach said.

"The Bendix Ultimate 4WD™-equipped Triton easily outperforms the OE braking system, this time stopping in 10 to 15 metres' less distance."

"Along with recording much shorter stopping distances, the Triton with the Ultimate 4WD™ Upgrade Kit also had better pedal feel – it was firm, smooth and progressive; as a race car driver, that's what I like."

Away from the racetrack, Zach uses a dual cab 4x4 ute as his daily driver, and he said that these vehicles were popular among a younger driving demographic.

"I have a Hilux as my daily and have a lot of mates who own 4x4 utes and even older Patrols and LandCruisers – they're popular cars among my age group, especially those older 4x4s that are a bit more affordable to buy," Zach said.

"Load them up with some accessories and other gear and they'll be 500kg heavier before you know it, further compromising the OE braking system. Given the modest outlay for Bendix's Ultimate 4WD™ Brake Upgrade Kits, I think it's a great investment that will significantly improve safety and overall vehicle dynamics."



With cones placed at five metre intervals, Zach hits the brakes hard at 80 km/h, with results seeing the Triton fitted with Bendix's front ULT4WD™ Brake Upgrade Kit consistently pulling up in 10 to 15 metres less distance than the Triton with standard brakes.



Both vehicles were then loaded with 1,000kg and the testing repeated, with the Bendix upgraded dual cab again consistently outperforming the standard vehicle.

Bendix Ultimate 4WD™ Big Brake Upgrade Kits – what do you get?

Fitted to the Triton dual cab is Bendix's front Ultimate 4WD™ Big Brake Upgrade Kit which includes upgraded Disc Brake Rotors and Brake Pads, Ultimate 4WD™ Brake Hoses, and ancillary items such as lubricant, rotor wipes, brake clean-up and more.



The ULT4WD™ Brake Upgrade Kit's Diamond Tip Slot technology helps expel gasses, dirt and water more efficiently.

The rotors feature four-wheel-drive specific metallurgy which increases strength at elevated temperatures while also providing high wear resistance. Another benefit is high efficiency cooling pillars that channel cool air into the rotor, expelling hot air faster and increasing resistance to thermal cracks. Additional braking performance is achieved through

Bendix's Diamond Tip Slot technology – these are special slots and V-shaped dimples on the rotor surface that expel gasses, dirt and water more efficiently.

Ultimate 4WD™ Brake Pads are engineered for extreme conditions and hardworking 4WDs; they feature Bendix's premium Mechanical Retention System (MRS) for improved pad attachment strength, and a high-tech, four-wheel drive specific ceramic formulation that provides low dust and noise.

Bendix Ultimate 4WD™ Brake Drum Upgrade Kit

Owners wanting even greater performance for their Triton can also choose a rear Ultimate 4WD™ Brake Drum Upgrade Kit, which consists of a set of high carbon metallurgy drums and brake shoes featuring 'GG' friction material that delivers a strong bite and fade resistant braking performance.

To see a short video clip of the testing: www.youtube.com/watch?v=A08BhHn7ULY

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FOR MORE INFORMATION

Freecall the Bendix Brake Advice Centre on 1800 819 666 (8am-5pm Monday to Friday EST) or +61 3 5327 0211 from overseas. brakeadvicecentre@bendix.com.au bendix.com.au or bendix.co.nz



*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.

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