



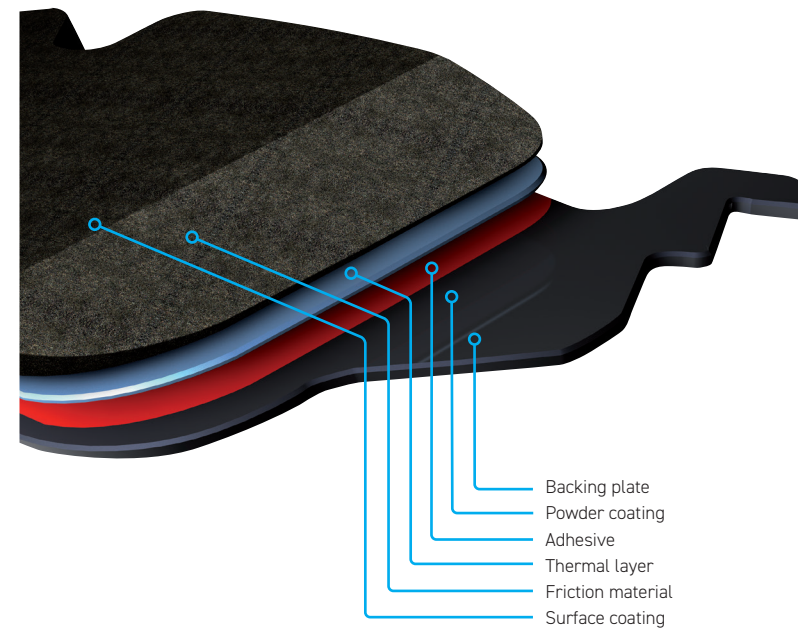
■ BRAKE PADS



PREMIUM STOPPING POWER

With over 1,500 part numbers and 50 types of friction material, the HELLA Brake Pad range provides near-complete coverage for the total UK vehicle car parc. Every brake pad is specified by HELLA and manufactured to our exacting standards ensuring outstanding stopping performance for each application. HELLA pads exceed the stringent requirements of the ECE R90 directive where we benchmark them to perform to even higher internal standards.

Each new product undergoes rigorous testing before its inclusion in our portfolio, covering a minimum of 200,000 arduous miles during the research and development phase of its introduction. HELLA pads are custom specified for the individual application described in our online catalogue, taking into consideration differences between make, model, braking system and weight variables and with no compromise.



The anatomy of a brake pad

Our brake pads are composed of several layers, each of which has a specific function. Only the combined action of the different components, together with additional secondary measures, guarantees maximum reliability and durability.

DID YOU KNOW?

A brake pad braking performing an emergency stop from 125mph to 62.5mph, heats up to over 250°C in 3.5 seconds. By comparison, an oven takes up to 15 minutes or 250 times longer to reach the same temperatures.

SAFETY FIRST

End user safety is our ultimate priority. HELLA brake pad performance data is derived not only from extensive research and development studies, but also from real-world experience. Our primary focus is on striking the correct balance between ultimate braking performance and wear characteristics, particularly for an Aftermarket environment. Above all though, we always adhere to the highest standards available in the automotive industry as our benchmark.

HELLA standards for brake pad evaluation

- Friction Material Compressibility test
- Heat Dissipation test
- AMS 'Brake Fade' test
- Thermal Expansion test
- Hardness, Density, Porosity and Shear tests
- Friction and Wear Bench tests

Braking distance is vital

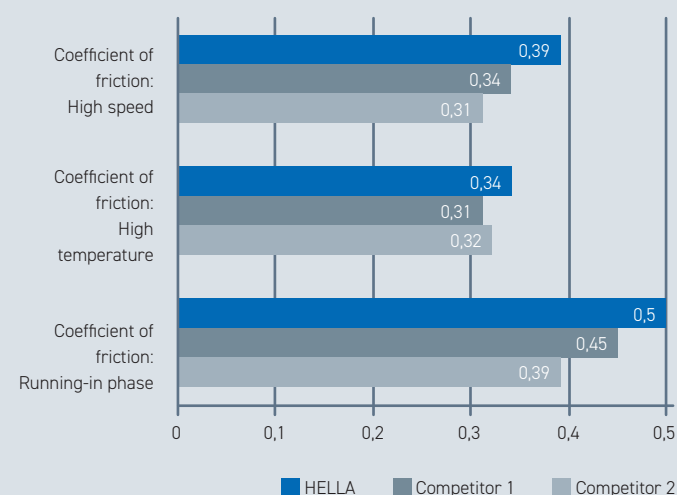
Although technology and legislation have improved and made more consistent in enhancing braking performance, HELLA believes that there should be no margin for risk when it comes to product specifications. All HELLA brake pads are scrutinised against the bespoke standards and specifications of vehicle and brake manufacturers down to the smallest detail, in our research and development centre and on the road in real-world conditions.



Braking distance (cold) at 100 km/h with maximum deceleration.
Tests performed with a VW Passat B6 (-2010) - B8 (2010-)

For your safety

HELLA brake pads guarantee the best performance from the first to the last braking application. A carefully understood correlation between the friction coefficient and braking performance ensures maximum braking retardation at any temperature and frequency.



Graph relates to tests carried out on a VW Passat B6 (-2010) - B8 (2010-)



WARNING SIGNS OF WEAR

Brake pads are most effective when they are in perfect condition. Here are some typical defects of damaged or worn brake pads:



Pad delamination

The friction material separates from the backing plate

Cause:

- Thermal overload
- Rust formation between the backing plate and friction material
- Impact damage when fitting new pads
- Pads that have been dropped prior to fitment



Thermal overload

Brake pad damaged by overheating. The binders and brake pad material start to break apart.

Cause:

- Sticking brake caliper
- Seized brake caliper piston
- Excessively aggressive driving or continuous braking



Edges and Grooves

The surface of the pad has deep grooves and worn edges

Cause:

- New pads have been mounted on old brake discs
- Foreign debris between the pad and the disc
- Environmental factors (salt, dirt, etc.)



Excessive wear

The friction material worn down to the brake pad backplate

Cause:

- Lack of maintenance
- Failure to observe inspection intervals
- Overheating (no running clearance between disc and pad)

Schematic representations, images and descriptions are intended only to explain and illustrate the text of the document and cannot be used as a basis for repair. Repair work on brake systems must be carried out exclusively by a qualified specialist.



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