

WHY YOU CHOOSE ELITE

Brakes done *the factory way*

- New **factory Mercedes-Benz** pads and rotors only. We never install aftermarket brakes.
- A new **wear sensor** with every set of pads, so the warning actually goes off.
- Every part **fully cleaned and lubricated**, not just blown off.

EXPERIENCE & COST

- Only master-certified technicians, each with **13+ years** at Mercedes-Benz dealers.
- We recommend brakes when you **actually need them**, and explain why every time.

QUALITY ASSURANCE

- **3-year / 36,000-mile** warranty.
- 2014–2020 **S-Class squeak fix** included at no extra cost.
- Photos of what we find, sent to your phone.

“Come to Elite, where the dealer can't compete.”

ELITE BENZ

Mercedes Specialist

Elite Benz is here for all your Mercedes-Benz service and repair needs. We fix what other shops can't. We're committed to being the highest-quality alternative to the dealership. When you need your Mercedes fixed right and fast, call Elite Benz.



Read the full guide

Scan for the in-depth article, photos and answers on our Client Education page.

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4.9★ Carfax

5.0★ Google

BBB A+

3 yr / 36k

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ELITE BENZ

Mercedes Specialist



CLIENT EDUCATION · BRAKES

Mercedes Brakes

Pads, rotors and sensors done together, with factory parts only, and why it matters.

CLIENT EDUCATION
SERIES

ELITEBENZSOLUTIONS.COM

Pads & rotors *wear as a team*



They shape each other. As the pad wears, it shapes the rotor face to match. A new, flat pad on a worn rotor only touches in spots: **weaker braking**, noise and vibration.



The lip. Worn pads leave a lip at the rotor's edge. Thicker new pads ride into it, causing noise for hundreds of miles, and sometimes a damaged pad and **noise that never goes away.**



Heat. Mismatched surfaces overheat, and hot brakes stop worse. Pads-only jobs also bring the classic **cold-morning squeal.**



Left: a healthy rotor face. Right: a worn rotor with a lip at the edge.

3 parts

Pads, rotors and the wear sensor, replaced together every time.



The wear sensor is made to break

When pads wear down, the rotor rubs through the sensor, opening the circuit and turning on the warning. It can't be reused. Skip it, and the **warning stays on.** Many shops miss this.



"Check brake pad wear" on newer, older and digital clusters.

Seeing it? It usually comes on with about **2-3 mm** of pad left, so book soon. If a brake warning **flashes**, or a different brake message appears, call us.

How much pad *is left?*

There are standard minimum specs for pads and rotors. Here's how we read yours:

BRAND NEW

8-10 mm

Fresh factory pads

GOOD

5-7 mm

Plenty of life left

PLAN AHEAD

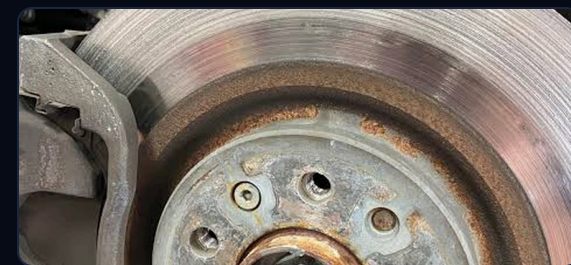
4 mm

At 4 mm and below, we'll tell you

WARNING ON

2-3 mm

The sensor triggers the message



Wait too long and the pad wears to 0 mm. Metal grinds on metal and the rotor is ruined.

Checked every year

Your yearly service includes a full brake inspection, front and rear, plus a brake fluid check, so the warning should rarely be a surprise.

Why we *never* use aftermarket

Mercedes-Benz vehicles are heavy. Genuine Mercedes-Benz pads use a **denser, higher-quality friction material** made to stop the car faster and smoother, and they're designed to fit the Mercedes-Benz caliper and backing plate exactly.

1 mm

Often all that separates an aftermarket pad from factory. It's enough to keep pads from releasing.

Aftermarket pads differ in material, shape or backing plate. They stick and drag, and what we see is:

Faster wear

Longer stops

Noisier stops

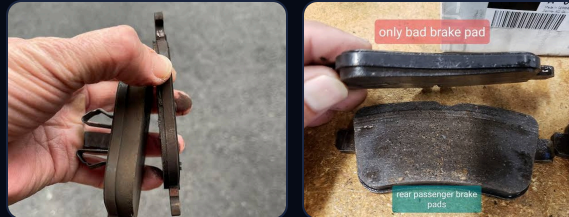
Hard, awkward pedal

Our policy

Elite Benz installs **factory Mercedes-Benz pads and rotors only**. We don't offer aftermarket brake parts at all.

Uneven wear *isn't a defect*

- 1 **Inner pad wears more than the outer.** That's how Mercedes floating calipers work.
- 2 **One side wears more.** Drive closer to one side of the lane and the assist systems keep braking that side to pull you back to center.
- 3 **Rears wear as fast as, or faster than, fronts.** That's standard on today's Mercedes.



Uneven inner and outer pads, and one side worn by lane-keeping.

SYSTEMS THAT USE YOUR BRAKES

Active Lane Keeping Assist

Active Brake Assist

Blind Spot Assist

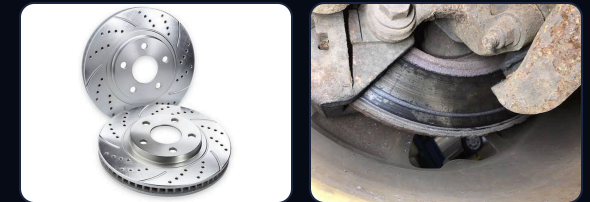
DISTRONIC

Brake drying in rain

Hills, mountains and harsh braking wear brakes faster too.

Why we don't *turn* rotors

Most Mercedes rotors are **drilled or slotted**. A brake lathe leaves **chatter marks** at every hole and slot, and those marks squeak. Flat rotors can be turned, but they're usually at **minimum thickness** by pad time, and new pads on them are a safety concern.



Drilled & slotted rotors, and rust from salted northern roads.

Rust on cars from up north gives new pads nothing to grip. They slide, and stops get long. That's a **safety issue**.

Flush the fluid, too

Aged brake fluid causes **brake fade** and longer stops, dangerous on mountain grades. With no recent record, we highly recommend a flush with every brake job. **\$172**, tax included.

That squeak, *fixed for good*

The 2014–2020 S-Class is notorious for squeaking while stopping. It's a fitment issue between the pads and the **paint on the calipers**, not worn brakes. New pads and rotors alone won't fix it. A week later, it's back.

We carefully sand a thin layer of paint where the pads ride, so they **release freely**. The squeak is gone until the brakes wear out from normal use.

\$0 extra

Standard practice on every S-Class brake job at Elite.



Caliper, pad springs and guide pins: built to tight factory tolerances.

Done right, *not rushed*

At most dealers

Brake jobs go to the least experienced, lowest-paid techs. Parts get blown off and pads and rotors go on fast, on to the next car. Brakes are often recommended sooner than needed, without explanation.

EVERY ELITE BRAKE JOB INCLUDES

- ✓ New factory MB pads, rotors and wear sensor
- ✓ Backing plates, guide pins, rattle clips and retaining springs fully cleaned
- ✓ Proper lubrication of every slide and contact point
- ✓ Parking brake mechanism cleaned and checked
- ✓ Brake fluid condition checked
- ✓ Work by a master-certified Mercedes technician
- ✓ Our reasoning explained, with photos
- ✓ 3-year / 36,000-mile warranty

Brake pricing, *explained*

MOST STANDARD MERCEDES-BENZ MODELS

\$600–\$1,200

AMG & HIGH-PERFORMANCE BRAKES

\$1,400–\$2,000+

A C300, C400 and C63 can all have different brakes. Our labor is the same. It's the **parts** that change.

For an exact quote we need your **VIN**, and ideally a quick look. An outer pad can look fine while the inner pad is worn out.



AMG and performance packages carry larger, costlier brakes.

Book your brake service

Expert care. Honest service. Fair price.

📞 **843-259-8080**