COMBATING CHINA CHEAP

THE REAL COST OF BUYING CHEAP BRAKES

AMERICA'S BEEN INVADED. TIME TO DEFEND OUR WAY OF QUALITY.

There's a battle unfolding on American roads, and it's playing out one brake failure at a time. The U.S. heavy-duty truck parts market has been flooded with low-cost brake components manufactured in China – products engineered not for safety or longevity, but for lowest price point.

The numbers are alarming. According to NHTSA data, failure rates for cheap Chinese aftermarket brake components run more than three times OEM-quality equivalents. By the time a fleet manager discovers the difference, it may already be too late – damage is done to the drum and the linings last a third (at best) as long. Meanwhile, the truck and trailer are sitting in a shop bay costing money by the hour.

SO WHAT'S THE REAL COST OF CHINA CHEAP BRAKES? BRACE YOURSELF.

NeoBrake Premium *150,000 miles per brake job*		VS	China Cheap Brakes *50,000 miles per brake job*
	1		1 → 2 → 3
8 Brake Kits	$520 - $600		$280 - $320 x 3 = $840 - $960
8 Drums	$800 - $880		$640 - $720 x 3 = $1,920 - $2,160
Downtime	$1,000		$1,000 x 3 = $3,000
Total	**$2,320 - $2,480**		$1,920 - $2,040 x 3 = **$5,760 - $6,120**

**Actual costs may vary or change without notice. Labor costs not included, so factor that in as well.*

NeoBrake Premium saves you $3,440 - $3,640.

IT'S A NUMBER'S GAME, ALRIGHT. INCLUDING THE NUMBER OF AVAILABLE TECHS.

If you think these savings are eye-opening, wait until you multiply them by the number of trucks and trailers in your fleet. The savings are staggering. But one number that isn't so hot today is the number of techs available to perform brake jobs. There's a shortage of them which could spell even longer downtimes for you. It just doesn't pay to go cheap.

NO BRAINER

Funny how saving a few hundred up front can come back and bite you in the backside, eh?

Actually, it's not funny. It's dangerous.

If it's China cheap, throw it on the heap.

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WHEN BRAKES FAIL, EVERYONE PAYS THE PRICE.

Brake failure is no joke. And yet, despite knowing the extraordinary costs associated with premature wear and frequent replacment, the trucking industry continues to go cheap. So if saving money over the long haul won't bring about change, perhaps saving lives will. Below are recent findings and statistics underscoring the catastrophic results of this "buy cheap" mentality and who exactly is paying the price.

2025 INSPECTION DATA:

- CVSA Brake Safety Week 2025 inspected 15,175 commercial vehicles across 52 jurisdictions
- 2,296 trucks placed out of service for brake violations – a 15.1% out-of-service rate
- 25 vehicles tested with performance-based brake testers failed to meet the minimum 43.5% braking efficiency standard, meaning they literally could not stop adequately by federal law

CRASH CAUSATION DATA:

- Brake failure is the single leading vehicle-related cause of large truck crashes
- Brake problems are an associated factor in 29% of all large truck crashes
- More than one-third of trucks inspected in the FMCSA's Large Truck Crash Causation Study had maintenance defects that would've placed them out of service, while brake problems were found in 32.7% of trucks inspected after crashes

HUMAN COST:

- Roughly 415,000 large truck accidents were reported in 2023, with 4,490 fatal large truck accidents estimated by NHTSA in 2024
- 65% – 72% of fatalities in large truck crashes are occupants of passenger vehicles; 16% truck drivers
- Car drivers, motorcyclists, and pedestrians bear the greatest risk from commercial truck brake failure

DRUM & ROTOR DANGER:

- CVSA's 2025 enforcement focus included drums and rotors – the components most damaged by abrasive cheap friction material
- 113 drum and rotor violations identified during the 2025 enforcement week
- 39 trucks placed out of service specifically for drum and rotor conditions
- Broken drum and rotor fragments separating at highway speed become deadly high-velocity projectiles

THE SYSTEMIC FAILURE:

- Adequate regulations and enforcement mechanisms exist but institutional will to hold carriers accountable remains insufficient
- Economic incentive to run cheap parts persists as long as enforcement consequences remain limited
- Cheap Chinese components feed directly into the cycle – wearing faster, performing unpredictably, and accelerating drum damage
- Problems are not trending toward improvement – the data in 2025 and 2026 shows a crisis that has flatlined at a dangerously high level

THE SOLUTION

- The only meaningful response is to stop buying China cheap brakes