

# ENDLESS

Advanced Racing Brake Technology

RALLY BRAKE PAD COMPOUNDS



## ME & N Series

### ME20

ME20 is a semi-metallic compound developed for racing and rally. It is a step up in initial bite and is more “straight-forward” with regards to brake power. Originally developed for BTCC Super Touring cars where you have high traction afforded by suspension set-up and tire compounds. The pedal feel and brake power are excellent and equal across the speed range with an easy modulation in all instances. With ME20 it is possible to perform very hard and late braking into corners. As with the friction and bite the ME20 is a step up in heat resistance compared to the ME22 and it has shown a very good stable brake performance at high disc temperatures over 650°C. The wear characteristics of both pads and discs are low, and for cold weather and wet conditions it retains the same excellent resistance to water fade.

Friction: 0,35-0,40 $\mu$

Heat levels: 150-800°C

### ME22

ME22 is a further development of our popular ME20 compound. ME22 lubricates the disc better than ME20 and can have less temperature development. ME22 has the same basic properties as ME20 and is suitable on both race cars and street/trackday cars.

Friction: 0,33-0,38 $\mu$

Heat levels: 150-800°C

### N35S

N35S has a slightly higher initial bite than ME25 and represents straighter line between initial bite and brake power. It is still easy to control and a special characteristic is that the driver can initiate light braking with a slight touch of the pedal and then directly continue into a hard braking manoeuvre with high pedal pressure if it is requested. The lock up tendencies are low and it has the same easy modulation as ME25. N35S has proved to be very well balanced in both wet and dry conditions, which has made it very popular in rallying for both tarmac and gravel.

It is also excellent for race cars with a very high traction and down force. This compound is very much liked by drivers that prefers not to use such a high pedal pressure, and would like to have a quick initial bite and in that way keep the overall speed up and a good rhythm of driving. The high heat resistance is the same as ME20 and ME25, and so are the low disc and pad wear characteristics.

Friction: 0,42-0,52 $\mu$

Heat levels: 300-800°C

## N39S

N39S shares many properties with N35S but has a step higher initial bite and better performance while modulation is still very good. Also, this compound gives a quicker response and builds up the friction exceptionally well starting at cold temperatures. N39S has excellent temperature resistance and will show low pad wear.

Friction: 0,42-0,52 $\mu$

Heat levels: 0-850°C

## N40S

As the name implies, N40S falls in between N35S and N50S. The N40S shares all of its basic properties with the other compounds of this range, but gives a midpoint with concern to friction value and bite. This further enhances the possibility to give every driver the specific compound best suited to his or her needs, and get the best feel for the brakes without sacrificing performance.

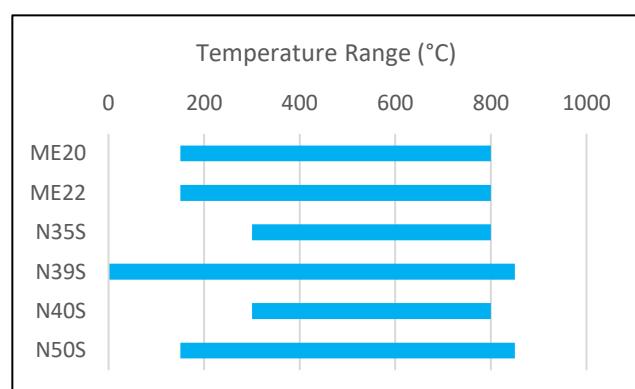
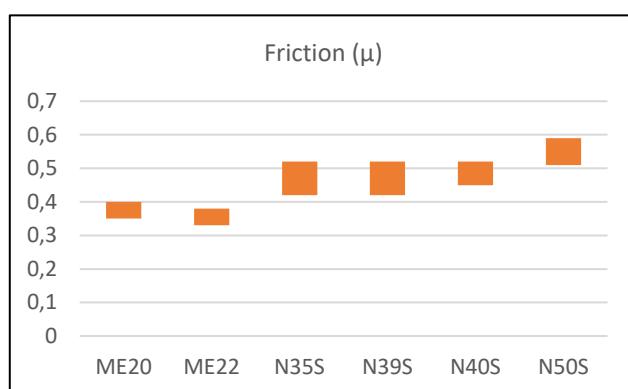
Friction: 0,45-0,52 $\mu$

Heat levels: 300-800°C

## N50S

N50S is a very high initial bite compound with fast friction build up and instant release properties. It's a very responsive compound with great modulation and is suited for high grip and downforce applications.

## ME & N Series



## **F Series**

### **S87F**

S87F is a very soft low steel compound, developed for racing and rally. It is specifically made to be used as a rear compound for front wheel drive cars with a “light” rear set-up to eliminate problems with lock-up. S89F compound is easy to modulate with smooth and soft delivery of brake power and has a low pad wear.

Friction: 0,25-0,30 $\mu$

Heat levels: 300-800°C

### **S89F**

S89F is a low steel compound, developed for racing and rally. It is specifically made to be used as a rear compound for front wheel drive cars with a “light” rear set-up to eliminate problems with lock-up. It can also be used for both front and rear applications in light open-wheel single seater racing classes like for example Formula Ford. S89F compound is easy to modulate with smooth delivery of brake power.

Friction: 0,26-0,35 $\mu$

Heat levels: 300-800°C

### **S90F**

S90F is a low steel compound, developed for Touring cars (WTCC) and has a medium initial bite and exceptional response. It is specifically made to be used as a rear compound for front wheel drive cars with a “light” rear set-up to eliminate problems with lock-up. S90F compound is easy to modulate with smooth delivery of brake power.

Friction: 0,22-0,29 $\mu$

Heat levels: 300-800°C

### **S91F**

S91F is a semi-metallic compound developed for rear use in rally cars. It gives a moderately fast friction build-up to not cause lock-ups during hard braking. It can also be used for the rear in racing applications on light cars for drivers with a “light braking foot” that are not using high brake pressures. It can also be used for both front and rear on single seater open-wheel racing cars up to the Formula 3-level.

Friction: 0,26-0,35 $\mu$

Heat levels: 300-800°C

## S92F

S92F is a semi-metallic compound similar to S91F but with higher initial bite. An excellent choice as a rear pad for any front wheel driven rally car on both gravel and tarmac. Very predictable friction build-up, stable performance and easy modulation.

Friction: 0,25-0,35 $\mu$

Heat levels: 250-800°C

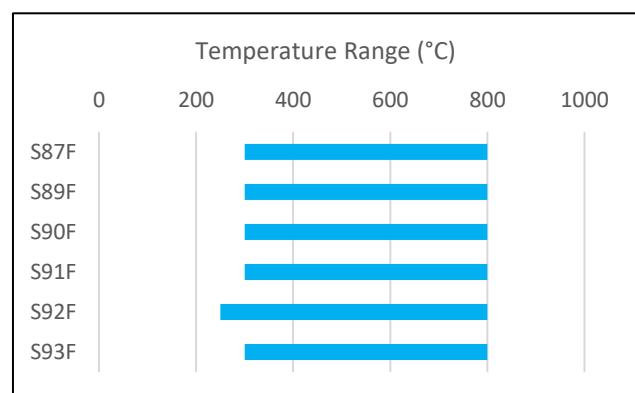
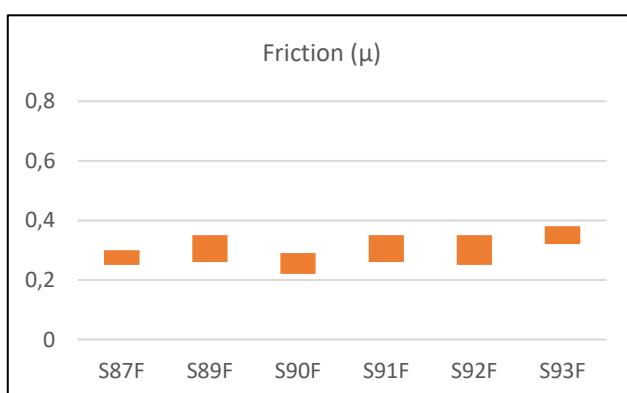
## S93F

S93F is a semi-metallic compound similar to S92F but with greater performance. An excellent choice as a rear pad for any front wheel driven rally car on both gravel and tarmac. Very predictable friction buildup, stable performance and easy modulation. It can also be used for both front and rear on Formula 3 / Formula Renault / Formula Nissan and similar types.

Friction: 0,32-0,38 $\mu$

Heat levels: 300-800°C

## F Series



## SP Series

### N28SP

N28SP is a low friction compound with a fast response. It has proven to eliminate locking tendencies in the rear, and can handle very high brake pressure without locking. Suitable for left foot brakers in Rally especially on gravel stages, but as well for tarmac use. Also suitable as a rear compound in GT-cars to get rid of ABS stress and rear wheel lock-ups in sprint set-ups.

Friction: 0,28-0,33 $\mu$

Heat levels: 150-800°C

### N36SP

With its extraordinary test and race results during the coldest and roughest winter conditions, we are sure that the brake pad compound N36SP will take a leading position in the market among compounds for the winter season. Try it out yourself and be amazed over the quick response, even in intense cold weather. N36SP will give you an impressive bite directly after the start line, and all the way across the finish line. N36SP is specially designed for winter rally and very cold conditions, with N36SP you will get a quick response, in any type of weather, and N36SP also works very well with hill climbing as no preheating is necessary.

Friction: 0,50-0,60 $\mu$

Heat levels: 150-800°C

### N37SP

N37SP is a further development of our popular compound N35S, it has a faster initial response than N35S and is yet easy to modulate. It is designed to run at high constant temperatures for a long time, and is suitable for example at very demanding rally routes on both gravel and tarmac. N37SP also functions perfectly as a sprint compound in GT racing and Touring Cars on the demanding tracks. N37SP has low wear of both discs and pads.

Friction: 0,43-0,54 $\mu$

Heat levels: 175-800°C

### N38SP

N38SP is a further development of N35S and is made to be driven on constant high temperatures. It has a high initial bite and a fast response. It also has very good modulation characteristics, and is a very good all-round compound that works in all thinkable conditions.

Friction: 0,40-0,45 $\mu$

Heat levels: 200-800°C

## **N98SP**

N98SP has a slightly lower initial bite than N99SP, but a faster response and friction build up. It also has a lower pad wear than N99SP, and is more suited to sprint races in hot and hard conditions in heavy cars. N98SP works really well under constant high heat and does not fade out even after a long period. It is very easy to modulate and also very gentle towards the discs.

Friction: 0,44-0,50 $\mu$

Heat levels: 0-800°C

## **N99SP**

N99SP has a very good and quick initial bite and brake power, and is easy for the driver to modulate all over the speed range even at slippery conditions. N99SP suits circuit racing and tarmac rallying very well where high constant temperatures arise. N99SP compound is especially made for heavy brake load conditions where the constant operating disc temperatures are 650°C and over, but operates very well even at lower temperatures and more easy conditions like rain and cold outside temperatures. N99SP is gentle to the discs even at high temp and has a low pad wear.

Friction: 0,41-0,47 $\mu$

Heat levels: 300-800°C

## **N100SP**

N100SP gives a great initial bite and response but is still easy to modulate and gives a nice pedal feel for the driver independent of speed range. The response time is very quick and helps the driver to be on the pedal shorter time to decelerate the car. It works well also in slippery conditions. N100SP is, as usual for Endless pads, gentle towards the discs and don't create high heat easily. It also has a very low pad wear which makes the pads last long in performance. It is also high heat resistant. N100SP works very well directly from cold conditions.

Friction: 0,52-0,71 $\mu$

Heat levels: 150-800°C

## **N102SP**

N102SP is the link between N100SP and N105SP, suitable for those who experience lockups with N105SP but feel they want higher initial bite than N100SP. N102SP has excellent modulation and fast release properties, and works perfect both in cold as well as high heat conditions.

Friction: 0,52-0,62 $\mu$

Heat levels: 150-850°C

## N103SP

N103SP is our latest addition to the sprint compound series and is developed for racing at circuits that show very hard conditions for the brakes, for example Zolder, Monza and Spa. It is very gentle to the discs and will, even at really high temperatures, show less heat development and excellent heat resistance. Working in extremely hard conditions it keeps stable levels of bite and performance and will show less pad and disc wear than N102SP. Still this compound has a flat friction curve and is very stable at both low and high speed.

Friction: 0,45-0,58 $\mu$

Heat levels: 150-900°C

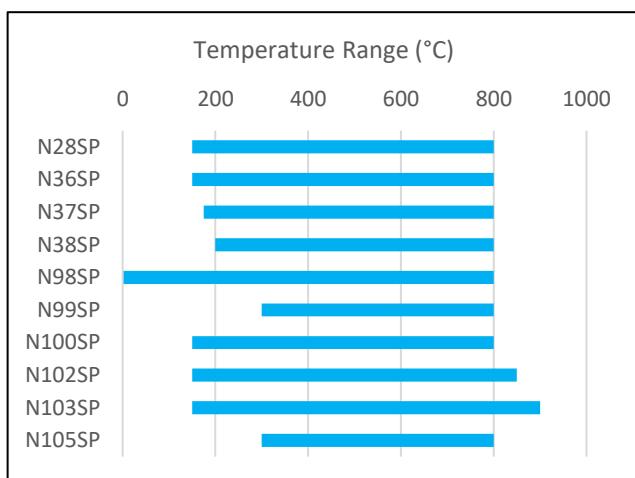
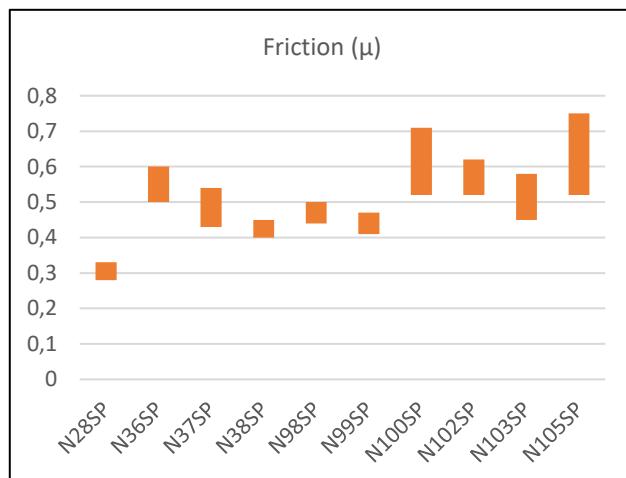
## N105SP

N105SP is our sprint pad with highest initial bite among the SP series compounds and decelerates the car down with an easy touch on the pedal. It gives about 10% more initial bite compared with N100SP and is still easy to modulate for the driver. N105SP has proven really well in both tarmac rallying and circuit racing. It is gentle towards the discs and doesn't generate high disc temps. N105SP also has a low wear of the pads and high heat resistance. N105SP works very well directly from cold.

Friction: 0,52-0,75 $\mu$

Heat levels: 300-800°C

## SP Series



## R2x0X Serie

### R210X

The successor of our famous and well proven N105SP compound is here. R210X provides high friction, fast initial response while still offering good modulation properties. One area where R210X really shows its characteristics is the friction build up and response at low pressure. It has significantly improved the pedal feel and pedal effort game. Together with RF650 brake fluid, R210X will offer the driver the optimal feedback and confidence needed when pushing on the limit. Which racing is all about, pushing the boundaries. It is especially developed for tarmac rallying and GT series racing. Due to its fast response and performance at low pressure, it can be suited on a wide range of racing applications.

Friction: 0,48-0,69 $\mu$

Heat levels: 0-850°C

### R220X

The successor of our ever performing, old-timer ME20 & N35S. R220X is a step up in overall friction, but what is extra with this compound is the outstanding initial bite and response time, it is super-fast. Without compromising the pedal feel and modulation properties, the R220X still provides great confidence for the driver. R220X can be used in a wide range of driving applications. For the experienced trackday driver that wants to go one step further in brake performance, to tarmac and gravel rallying where milliseconds count and response time in the braking phase is crucial. For GT cars R220X can be the optimal choice when you need fast friction buildup but still maintain the control of ABS intervention.

Friction: 0,40-0,55 $\mu$

Heat levels: 0-850°C

## R2x0X Serie

