

RS 4-2-1

RS 4-2-1 Black

High Performance compound with low fading characteristics and high cold friction. The RS 4-2-1 is a most comfortable medium friction compound and very easy on the discs (rotors). Very popular for brake up grades or tuning. It is OE on various Super Sports Cars among others Aston Martin, Bugatti, Ferrari, Lamborghini, Lotus or McLaren. Suitable for street and light track use such as track days or driving education.

RS 4-2

RS 4-2 Blue

Medium friction racing compound with immediate low temperature response. Fading resistance up to 500°C (930°F). The RS 4-2 beds quickly and has a very good modulation (controllability). It is a classic Rally compound and one of the most commonly used pad in small single-seater (F3, F-Ford, F-BMW, F-Renault etc.). Popular also in showroom stock racing and club racing. Can be used as a rear pad in combination with a higher friction front pad.

RS 4-4

RS 4-4 Orange

Medium friction racing compound with a higher average friction value than the RS 4-2. It is disc friendly with a predictable, non-aggressive friction behaviour (stable torque). Fading resistance up to 560°C (1,050°F). It is a very good rear compound for touring car applications in combination with RS 14 front pads. Application: Club racing (very popular in Porsche club racing), Touring cars, GT cars and single-seater up to F3.

RS 5

RS 5 Blue

New medium friction ceramic type racing compound, fading resistant up to 650°C (1,200°F). The RS5's high initial bite combined with the flattest torque curve of all PAGID racing materials guarantees an excellent modulation characteristic and controllability. Very popular in F3 racing. Application: all single-seaters, Touring cars, GT cars, Rally cars.

RS 14

RS 14 Black

Medium high friction racing compound with high initial bite, excellent release characteristic, very good modulation (controllability) and due to the high ceramic content low heat conductivity. RS14 has a low wear rate and is fade resistant up to a temperature of 650°C (1,200°F). Applications: Touring cars, Rally cars (tarmac), GT cars, WSC, DP, single-seaters, NASCAR .

RS 15

RS 15 Grey

High friction racing compound with high content of ceramic materials, fade resistance up to 700°C (1,300°F). It combines a 20% higher friction value than the RS14 with a slightly increased pad wear. Although the RS15 has a good controllability and release characteristic it needs finesse to avoid over braking the car, especially with lightweight cars or cars with boosted brakes. Applications: Touring cars, Rally cars (tarmac), GT cars, WSC, high down-force single-seaters, NASCAR.

RS 19

RS 19 Yellow

Best compound for endurance racing on the basis of the RS14. A slight reduction of the friction value improves the modulation (controllability). Nevertheless, the friction value is enough for cars without power-assisted brake system and ensures comfortable low effort on the brake pedal. Constant temperatures up to 600°C (1,100°F) are possible. The combination of friction value, fading stability and low wear rates on pads and discs (rotors) realised with this material is unmatched up to now. Due to its excellent release characteristics and controllability PAGID endurance materials are also often used for sprint races. A multiple winner of Daytona 24h, Le Mans 24h, Sebring 12h, Spa 24 h, Nürburgring 24h, often with no pad change and usually no disc (rotor) change. Application: All endurance racing cars from Group N (Speed-WC, Grand Am Cup), Group A up to GT and Sport-Prototypes (Grand Am DP).

RS 29

RS 29 Yellow

RS29 combines the outstanding wear rate of the RS19 with a slightly higher coefficient of friction and initial bite. Due to its excellent driveability PAGID endurance materials are also often used for sprint races. Application: All endurance racing cars from group N (Speed-WC, Grand Am Cup), Group A up to GT and Sport-Prototypes (Grand Am DP).