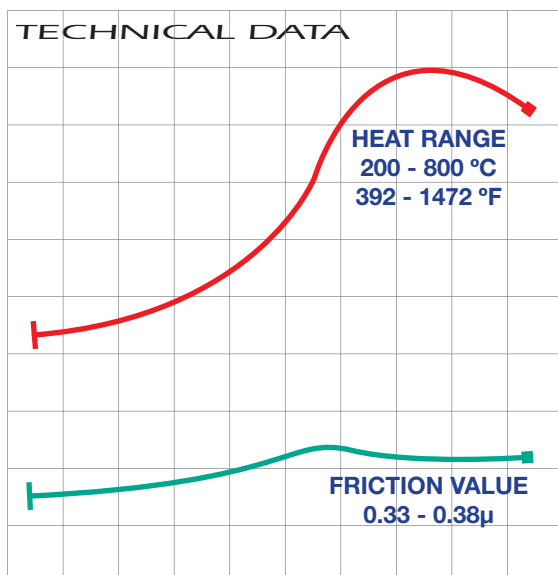


ME22 is a semi-metallic compound, developed for racing and rally. It has a very good pedal feel with a good response and initial bite. It is suited for drivers that prefer to use a high pedal pressure and still have a controlled braking and modulation. It does not create lock-ups easily and it has a good brake performance at various speeds. It also gives the driver the ability to brake late with hard deceleration into corners.

It has excellent heat resistance and wear characteristics for both pads and discs, especially at very high disc temperatures. Between 550 °C and 700 °C the brake performance and pedal feel is very good.

Even in cold weather operations the ME22 works excellent with a good initial bite and brake power at very low temperatures. In snow rallying at -25 °C the brake response is still on the same level.

ME22 reaches its working temperature after only a few decelerations, and has no problems with water fade during wet conditions.

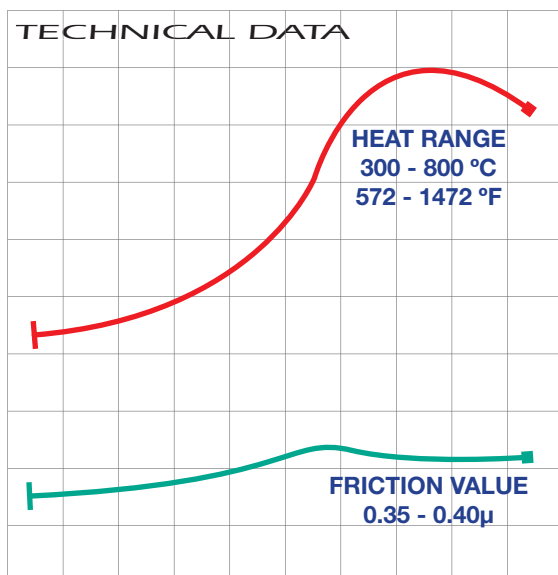


ME20 is also a semi-metallic compound, developed for racing and rally. It is a step up in initial bite and is more “straight-forward” with regards to brake power. Originally developed for BTCC Super Touring Cars where you have high traction afforded by suspension setup and tire compounds.

The pedal feel and brake power is excellent and equal across the speed range with an easy modulation in all instances. With the 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.

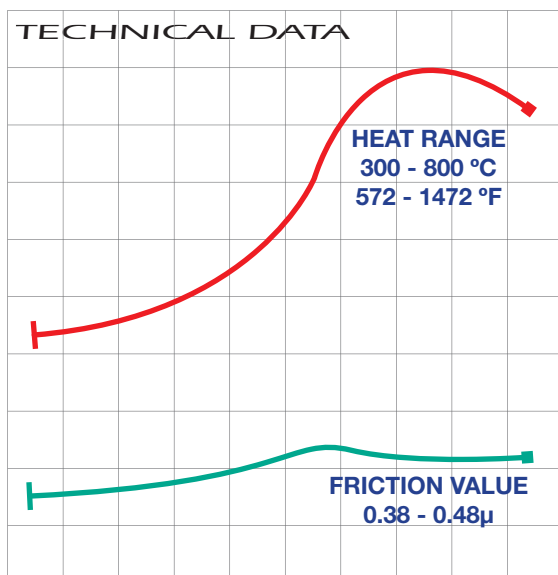
The wear characteristics of both pads and discs are on par with the ME22, and for cold weather and wet conditions it retains the same excellent resistance to water fade. The ME20 also reaches operating temperature very fast, although the range begins 100 °C higher.



The N03W is a substantial step up in initial bite from ME20. The pedal is easy to modulate for a good feeling between the fast response and hard brake power especially at high-speed braking. The reaction of the compound is excellent, which enables the driver to attack a corner with a higher speed. At lower speeds the driver only needs a swift touch of the pedal to create a good deceleration and reaction.

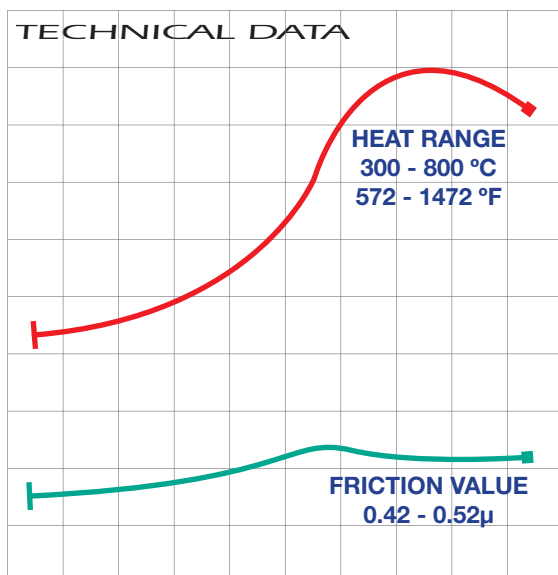
As usual the compound is water fade resistant and works excellent during cold conditions. It also has a fast response time in reaching working temperature and does not give the driver any unwanted surprises. The brake balance is very good at different speeds.

The N03W is suitable for drivers that likes the ME20 but would like a step up in initial bite. The wear characteristics of both pads and discs are excellent. Especially the discs are nice and shiny even after extended high heat operations and does not easily develop heat or tension cracks.

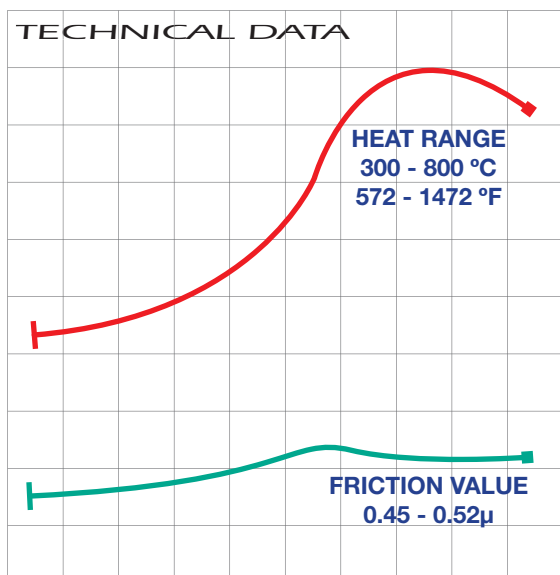


The N35S has a slightly higher initial bite than N03W and represents straighter line between initial bite and brake power. It is still easy to control and a special characteristic is that driver can initiate light braking with a slight touch of the pedal and then directly continue into a hard braking manoeuvre with high pedal pressure if it is requested. The lock up tendencies is low and it has the same easy modulation as the N03W.

The 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 pad 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 N03W and ME20, and so are the disc and pad wear characteristics. The disc wear is exceptionally good, which makes it a safer choice for endurance races.



As the name implies the N40S falls inbetween the N35S and N45S. Also part of the "new generation" compounds the N40S shares all of its basic properties with the other compounds of this range, but gives a midpoint with concern to friction values 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 sacraficing performance.



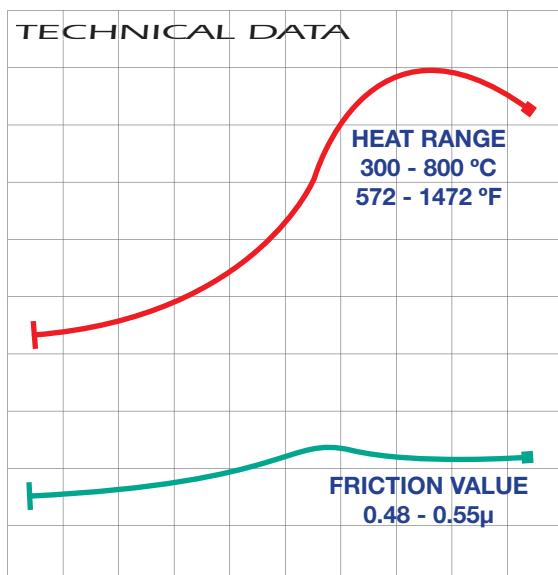
The N45S is a compound with a very high initial bite. It is a good step up from N35S and has an exceptional response. The brake power itself is also elevated so the difference between initial bite and maximum brake power is lower than N35S.

The driver only needs about 15 bar of initial brake pressure to create a very good deceleration and even at very high speed the driver still only needs to apply a fairly low amount of pedal pressure. The modulation is still good and controllable, and gives a good brake balance.

The compound is suitable for high-speed race cars with a very good traction and down force, but has also shown itself to be usable to achieve extreme braking power in WRC Rally cars. Even in wet conditions it has a great pedal feel, and it lets the driver keep a good rhythm of driving. However, take notice that hard pedal force can cause lock ups under special conditions.

It is also no problem with regards to water fade and even at high heat the fade is low. The very high initial bite enables the driver to stay shorter periods of time on the pedal, which is also a good way to reduce disc temperatures. If the traction is good the pad is an excellent option, however if the traction is lower, it can be too easy to lock up the wheels, especially in the front.

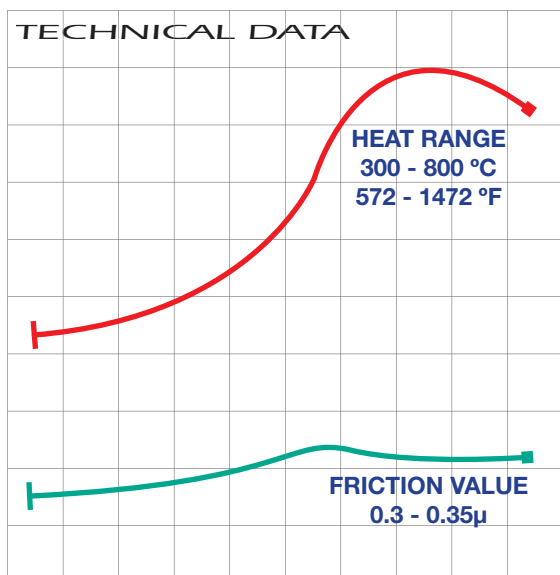
The N45S is like the other compounds, gentle to the discs, has a low wear and does not create heat cracks or other disc problems.



Besides sharing all basic qualities of any Endless compound the MA45B is an top-of the line endurance compound developed for sportcars racing and similar. Suitable for all demands, from the heavier production based sportscars all the way to the pure prototypes, the MA45B is used world wide by a number of endurance teams with excellent results.

For this compound the wear characteristics are exceptional and well above those for ME20. This makes it suitable for both medium and short distance endurance races (like 6 hour/12 hour).

Initial brake force is not so strong, but controllability is very high.

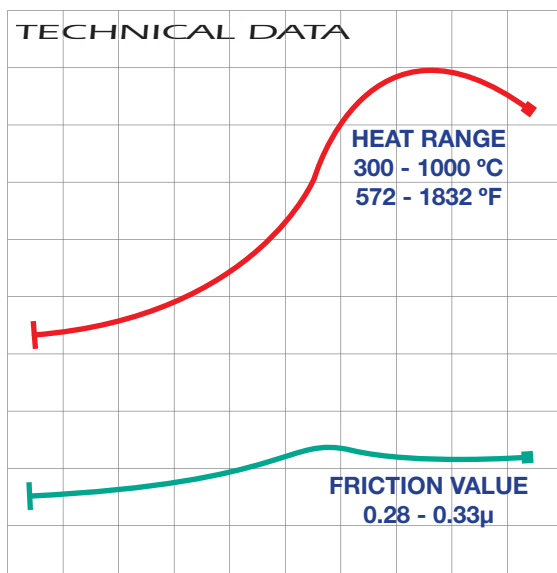


The top of the line compound in Endless line up.

The YS455 is a full-metallic (sintered) compound developed for extreme demands like 24-hour endurance races. Made to withstand rotor temperatures of up to 1000 °C (1832 °F) and still keep its properties unchanged.

The friction is not so high, but the temperature stability and wear characteristics at very high temperatures is exceptional.

*YS455 is produced and offered on request only.*



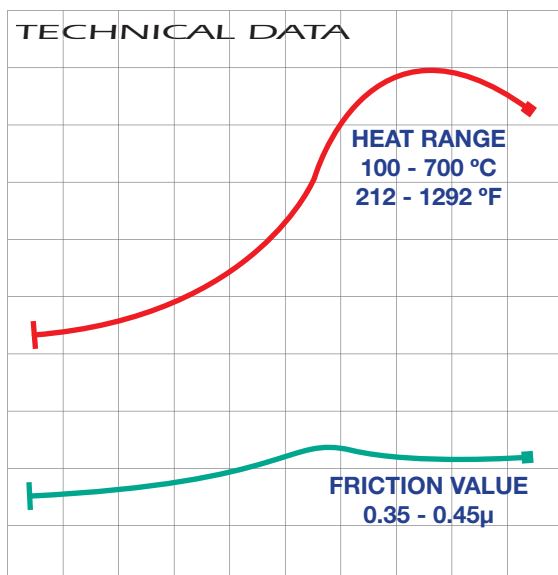


The CC-X is a ceramic-carbon-metallic compound, which is developed for fast road cars to be used at high speed driving like at Autobahn with repeated braking and acceleration. It is suited for use in a power brake system with or without ABS. The CC-X is a high heat resistance compound which can also be used for circuit racing, like a sports car club race day. There is no need to change pads for such an event. The initial bite and response is excellent even at very high speed like 250-300 km/h and so also the pedal feel and brake balance.

One can often notice that the ABS system is not operating the same amount of time at hard driving with this compound because of its construction preventing wheel lock to a big extent.

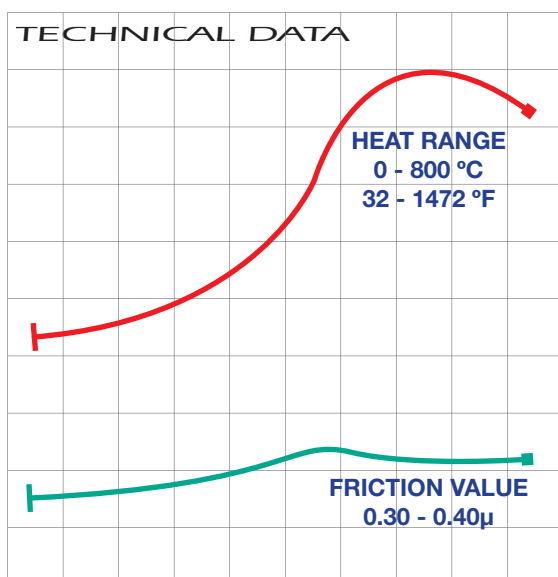
The CC-X is also developed to go together with mass-produced standard discs with lower steel quality and still not wear the discs down or cause problems with heat cracks even at high temperature operations.

The wear of the pad is also exceptional low, which makes for a good economical aspect. It has, just like the race compounds, a high degree of anti-water fade even if cross-drilled or grooved discs are not used. The CC-X is also developed to be used in cold weather like minus degrees and snow. The pad response is still good in these instances. Depending on calliper construction, disc materials etc, it can sometimes happen that noise can appear at low temperatures and low speeds, but this is normally not a big problem to sort out.



The CC-R is also a ceramic-carbon-metallic compound developed for the same purposes as the CC-X compound. The difference is that the CC-R is easier to modulate for the driver and it can withstand even higher disc temperatures. Another point is that the working temperature starts as low as 0 °C, and the compound still has a very good initial bite and brake power all over its operating range.

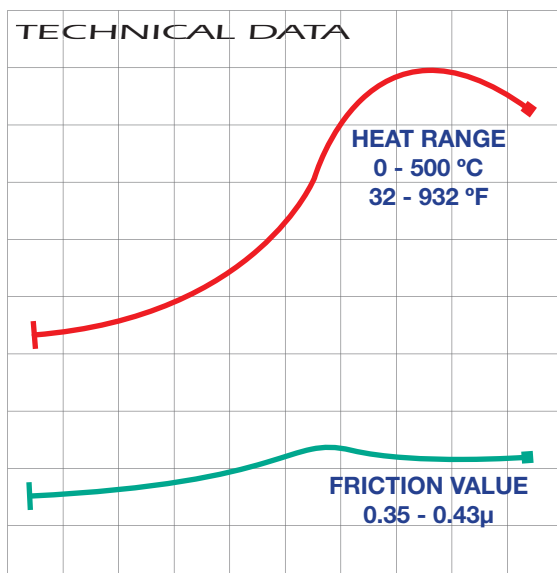
The CC-R has all the other characteristics that the CC-X has and is the optimum choice for an all-round pad during demanding high speed driving.



The SSS compound (Super Street Sports) is a newly developed street pad combining excellent performance with an affordable price.

Using new materials Endless has made a compound that has a higher heat resistance than previous compounds in this performance range, and also more bite.

Suitable for all types of street use, and even the occasional trip to the racetrack.



The VN-9500 is a compound made for standard cars to get better performance than OEM pads can ever give, and at an affordable price.

You will get better feel and heat resistance, and an overall enhanced braking capability.

The compound can handle fairly hard street driving with lighter cars, but is not suited for any track use or for advanced hi-performance and/or heavy street cars.

