

ENDLESS[®]

ADVANCED RACING BRAKE TECHNOLOGY



Brake pad compounds

Ford GT
Winners of Le Mans 2016

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Rally, sprint and stock car racing brake pads

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ME & N series

ME20

ME20 is a semi-metallic compound, developed for racing and rally. It is a step up 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 is 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 μ
Heat levels: 150-800°C

ME22

ME22 is a further development of our popular ME20 compound. ME22 has better cooling properties than ME20 and can in some cases lower the overall disc temperatures compared to ME20. ME22 has the same basic properties as ME20 and is suitable on both race cars and street/track-day cars.

Friction: 0,36-0,42 μ
Heat levels: 150-800°C

ME25

ME25 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. ME25 is suitable for drivers that likes the ME20 but would like a step up in initial bite.

Friction: 0,38-0,43 μ
Heat levels: 200-800°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

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 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 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 μ
Heat levels: 300-800°C

N40S

As the name implies N40S falls in-between 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 sacrificing performance.

Friction: 0,45-0,52 μ
Heat levels: 300-800°C

N45S

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 shorter than N35S. 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. 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. N45S is like the other compounds, gentle to the discs, has a low wear and does not create heat cracks or other disc problems.

Friction: 0,48-0,55 μ
Heat levels: 300-800°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

N49S

N49S is a newly developed compound with a faster friction reaction and better heat properties than N45S. The initial bite is very fast and responsive even from very cold temperatures, N49S is very stable at very high temperatures.

Friction: 0,38-0,50 μ
Heat levels: 150-850°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.

Friction: 0,51-0,59 μ
Heat levels: 150-850°C

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Högalid, Orresta
725 96 VÄSTERÅS
Sweden

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Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

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 μ
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 μ
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 μ
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 so as 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 μ
Heat levels: 300-800°C

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Sweden

E-mail : info@endless-brake.info
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Fax: +46 171 44 34 89

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 and stable performance and easy modulation.

Friction: 0,25-0,35 μ
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 and 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 μ
Heat levels: 300-800°C

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Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

SP-Series

N28SP

N28SP is a low friction compound with a fast response, has proven to eliminate locking tense-ness in the rear, and can handle very high brake pressure without locking. Suitable for left foot brak-ers 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 μ
Heat levels: 150-800°C

N36SP

With its extraordinary test and race results during the coldest and roughest winter condition, 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 your self and be amazed over the quick response, even in intense cold weather. N36SP will give you a 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 μ
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 yet easy to modulate. It is designed to run at high constant temperatures for a long time, and is suitable for example 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 de-manding tracks. N37SP have low wear of both discs and pads.

Friction: 0,43-0,54 μ
Heat levels: 175-800°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

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 has a very good modulation characteristic, and is a very good all around compound that works in all thinkable conditions.

Friction: 0,40-0,45 μ
Heat levels: 200-800°C

N98SP

N98SP has a slightly lower initial bite than N99SP, but has 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 very well under constant high heat, and do not fade out even if you run hard and hot under a long period. It is very easy to modulate and is very gentle towards the discs.

Friction: 0,44-0,50 μ
Heat levels: 0-800°C

N99SP

N99SP is a new compound in our SP series. It is just below N100SP and is about 10% stronger in initial bite and brake power than N45S. It 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 arises. N99SP compound is especially made for heavy brake load conditions where the constant operating disc temperatures are 650C and over but operates very well even at lower temperatures and more easy conditions like rain and cold outside temperatures.

N99SP gives a shorter braking distance compared with N45S and from top speed braking from 250km/h the brake distance is 20m shorter compared with N45S in a GT3 racing car. N99SP is gentle to the discs even at high temp and has a low pad wear. Friction coeff, is between 0,42-0,48 μ which makes the compound to have a controlled temperature build up and to be more stabilized in temperature at heavy brake load conditions than N45S. Generally N99SP generates lower disc temperatures in comparison with N45S because of the faster response and brake power which makes the driver to stay shorter time on the brake pedal.

Friction: 0,41-0,47 μ
Heat levels: 300-800°C

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725 96 VÄSTERÅS
Sweden

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Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

N100SP

N100SP gives a better initial bite and response compared to N45S which has so far been the Endless compound with the highest bite. N100SP is still easy to modulate regarding initial bite and brake power and gives a nice pedal feel for the driver independent of speed range, and is suitable for all types of racing. The response time is very quick and helps the driver to be on the pedal shorter time to decelerate the car. 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 μ
Heat levels: 150-800°C

N101SP

N101SP is a very responsive compound with high heat resistance suitable for heavy car applications with high downforce and grip. The initial bite is similar to N100SP but the friction build up is faster.

Friction: 0,50-0,61 μ
Heat levels: 150-850°C

N102SP

N102SP is the link between N100SP and N105SP, N102SP is a newly developed compound for those who experience lockup with N105SP but feel they want higher initial bite than N100SP. N102SP has an excellent modulation and fast release properties, its cold friction properties makes it perfect for cold as well as high heat conditions.

Friction: 0,52-0,62 μ
Heat levels: 150-850°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

N105SP

N105SP has a step up in initial bite compared with N100SP and N45S. It gives a tremendously good response and fast deceleration compared with N45S. It gives about 10% more initial bite compared with N100SP and is still easy to modulate for the driver. N105SP is so far well proven in tarmac rally and circuit racing. It don't generate high discs temps and is gentle towards the discs and is still easy to modulate regarding initial bite and brake power and gives a nice pedal feel for the driver independent of speed range. N105SP is still a option for rallying especially for tarmac set up as it decelerate the car down with a easy touch on the pedal. N105SP has also a low wear of the pads and high heat resistance. N105SP works very well directly from cold conditions.

Friction: 0,52-0,75 μ

Heat levels: 300-800°C

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Sweden

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Endurance racing compounds

ES66G

ES66G is a newly developed sinter compound suited as a rear axle compound. The low friction makes it a good companion together with a high friction front compound such as ES88G or ES99G in any Endurance set-up. With low pad wear and lock-up tendency you can achieve a good brake balance without compromising the handling of the car.

Friction: 0,19-0,22 μ
Heat levels: 300-800°C

ES88G

ES88G is the first endurance pad that possesses sprint pads characteristics, with bite and pedal feel and still has lower pad wear than any other pad on the market. ES88G is a top-of-the-line endurance compound developed to handle the toughest endurance races, and last all the way to the finish, even if you run a 24 hour race. Suitable for all demands, from the heavier production based sport cars all the way to the pure prototypes. ES88G is used world wide by a number of endurance teams with excellent results. The wear characteristics is exceptional and the pedal feel and brake power is excellent and equal across the speed range with an easy modulation in all instances. This means that a good combination of performance and control is achieved.

Friction: 0,29-0,35 μ
Heat levels: 100-850°C

ES99G

Besides sharing the basic characteristics of ES88G, ES99G has a higher initial bite. ES99G is a compound that takes you one step further in to the future of Endurance racing, it has an extremely low pad and disc wear and works very well under high heat conditions and fast GT-tracks. It has a very good modulation and a fast response.

Friction: 0,34-0,38 μ
Heat levels: 100-850°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

MA35B

MA35B is a newly developed compound that is suitable as a rear compound in lighter GT-cars. It has a low initial bite and a medium response. The brake torque curve is very flat and even, which makes it very easy to modulate. MA35B is used to prevent lock-ups in the rear, and it has a low pad wear and is very gentle towards the discs.

Friction: 0,30-0,33 μ
Heat levels: 300-800°C

MA45B

Besides sharing all basic qualities of any Endless compound the MA45B is an top-of the line endurance compound developed for sport cars racing and similar. Suitable for all demands, from the heavier production based sport cars 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 and 24 hour). The initial bite is high, yet the modulation is still excellent. This means a good combination of performance and control is achieved.

Friction: 0,30-0,35 μ
Heat levels: 300-800°C

MA46B

Besides sharing all basic qualities of any Endless compound the MA46B is an top-of the line endurance compound developed for extreme hard tracks. MA46B works very well on tracks like Zolder, SPA, Sebring, Monza, Oulton park and more where you get a lot of heat generated from hard braking. Suitable for both medium and short distance endurance races (like 6 hour, 12 hour and 24 hour). The initial bite is high, yet the modulation is still excellent. This means a good combination of performance and control is achieved.

Friction: 0,25-0,36 μ
Heat levels: 300-850°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

SE61H

SE61H has the same characteristics as SE63H but a lower initial bite, and works very well as a rear compound with SE63H as a front compound.

Friction: 0,32-0,40 μ
Heat levels: 0-800°C

SE63H

SE63H is a newly developed compound especially for 6 hour racing. It has characteristics from N99SP, but with a slightly lower initial bite and lower pad wear, but it reacts faster than N99SP. It keeps it's initial bite even under very high stress and heat. Demands a proper bedding procedure.

Friction: 0,39-0,51 μ
Heat levels: 0-800°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

Ceramic disc compounds

CCD-R

Circuit use only. Designed specifically for use with Carbon Ceramic discs. This brake compound has really good heat resistance and is very kind towards Carbon Ceramic disks. Development and testing was done on the Nurburgring circuit. Thermo-paint is definitely recommended for the brake rotors as this brake pad has really good heat resistance to match the heat capacity of CCM Rotors.

CCD-A

OEM Brake pads for Carbon ceramic discs has been deemed to have certain weakpoints in pad wear, and temperature resistance. The CCD A was born from the CCD R, and can be used for street, and circuit use. This pad has good heat resistance, pad wear, anti-fade characteristics, and pedal feeling. This pad requires the use of OEM anti-noise shims.

CCD-P

Street use only. The pad is highly durable with a very low wear rate. The CCD compound is not adversely detrimental to the PCCB disc and the compound is anti-water fade resistant. The CCD compound is produced with the same production techniques as all Endless race compounds which features the use of backplate reinforcement, which ensures the compound will not delaminate from the back plate under very high temperatures. CCD compound is shown to work well with both ABS and ESP systems as the initial bite is precise with a very fast but gentle response. This gives the ABS system stability in its operation and, in so doing, prevents excessive heat build up in the discs. This results in a more controlled temperature and prevents harmful effects on the silitium surface of the PCCB disc.

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

Street compounds

PC compound

PC is a high initial bite street compound that reacts quickly at low and high temperatures and is consistent over the heat range.

Developed for lots of stop-and-go driving, this compound is a soft compound that is strong and resistant against high temperatures. Ideal also for closed course drag racing. It's a non-steel developmental process with no steel materials in the compound, this makes the deposit dust minimal and rusting is prevented, enabling ease of cleaning the wheels.

Friction: 0,35-0,45 μ

Heat levels: 0-400°C

MX72

MX72 is the ultimate street ceramic-carbon-metallic compound developed for extreme speeds and power. MX72 is our latest development with lots of technology and effort in it to cope the demands of a extreme street compound. It is suited for use in a power brake system with or without ABS and EPS. The MX72 is a high heat resistance compound which can also be used for circuit racing, like a sports car club race day so 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.

Friction: 0,37-0,47 μ

Heat levels: 50-700°C

MX72-PLUS

MX72-PLUS is a further development of the trustworthy compound MX72, MX72-PLUS has a higher heat resistance and a higher initial bite than MX72 and has its main focus on brake control. MX72-PLUS maintains braking force at very high temperatures and is suited for both street driving and track days.

Friction: 0,39-0,47 μ

Heat levels: 50-750°C

Endless Sales & Technical Centre Europe

Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
Web: www.endless-brake.info
Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

SSM

SSM has been known for its extremely low levels of dust, low noise levels, and long life characteristics. Many consider this the highest grade brake pad for street-type conditions. Very popular amongst car show users and high-end vehicle owners that care very much about maintaining clean wheels and an overall clean look. Part of the Non-Steel Series, Endless uses a Non-Steel Developmental Process. With no steel materials, dust is minimal and rusting is prevented, enabling ease of cleaning wheels (even with water).

Friction: 0,30-0,40 μ

Heat levels: 0-530°C

Trackday compounds

TRZ

TRZ is a newly developed compound especially made for track days. TRZ is a perfect fit for any tuned lightweight to semi lightweight car that is used for track day, and sports driving. TRZ is also fully functional as a street driving compound, with low noise and low dust deposits. It is suited for use in a power brake system with or without ABS and EPS.

TRZ-Supersport

TRZ Supersport is a newly developed compound especially made for track days. TRZ Supersport is a perfect fit for any tuned heavyweight car that is used for track day, and sports driving. TRZ is also fully functional as a street driving compound, but the noise level can be high so anti noise shims is recommended. It is suited for use in a power brake system with or without ABS and EPS.

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725 96 VÄSTERÅS
Sweden

E-mail : info@endless-brake.info
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Phone : +46 171 44 34 88
Fax: +46 171 44 34 89

Rally Raid compounds

N60Z

N60Z is a compound especially developed for rough rally conditions and can withstand the most demanding situations. N60Z works just as well in cold/hot conditions as on high/low attitude, and can go from extremely wet to extremely dry and adapt to the situation without any fade nor brake lag. N60Z is very easy to modulate and has a great initial bite with fast release characteristics. It's a very advanced yet simple to drive compound that suits a lot of Rally raid cars. N60Z is very popular within the Dakar race.

Friction: 0,42-0,52 μ

Heat levels: 175-800°C

N70Z

N70Z is a step up in initial bite from N60Z, and with even better heat properties N70Z is suited for heavy load Rally raid applications. N70Z can handle very high heat without any fade, and works just as well in cold as in hot conditions. N70Z is easy to modulate and works well in tough conditions.

Friction: 0,43-0,53 μ

Heat levels: 0-800°C

N80Z

N80Z is a high friction compound developed for Rally raid applications where a very high initial bite is appreciated. The heat properties of N80Z makes it suitable for heavy load cars in tough conditions.

Friction: 0,51-0,70 μ

Heat levels: 150-800°C

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Endless Brake Technology Europe AB
Högalid, Orresta
725 96 VÄSTERÅS
Sweden

E-mail: info@endless-brake.info
Web: www.endless-brake.info
Phone: +46 171 44 34 88
Fax: +46 171 44 34 89