

PRODUCT PORTFOLIO



Long distance/endurance racing brake pads



Rally, sprint and stock car racing brake pads



Premium organic based compound racing brake pads



Racing brake pads for ceramic composite discs



Racing brake pads for historic cars



High performance sports pads



Racing brake fluid



Racing brake disc



**PAGID RBD**  
racing brake disc

High performance racing brake disc, two versions optimized for weight, cooling performance and crack resistance for either sprint or long endurance races.

The modular design allows the use of either the lightweight version (for sprint races or rally), or the endurance version with the same hat (bell) for specific vehicle applications.



**PAGID RBF**  
racing brake fluid

PAGID RACING's High Performance Racing Brake Fluid has been specially formulated for racing applications, where braking systems consistently operate at very high temperatures. It has a typical dry boiling point of 330°C (626°F) is extremely high and guarantees maximum safety against vapor lock.

In addition to guarding against vapour lock, Pagid High Performance Racing Brake Fluid maintains its excellent viscosity, lubricity and compressibility performance at extreme temperatures, helping to maintain braking system reliability and performance.

As a member of the TMD Friction Group, bt Bremsen Technik GmbH is the worldwide sole distributor of Pagid racing and high performance brake pads. Our brake pads are designed to produce the highest possible performance levels over a wide range of operating conditions, and are available in many different material formulations. They fit most popular racing and high performance calipers and also may be fitted as an upgrade to many standard calipers for high performance cars. In addition, PAGID RACING brake pads are fitted as original equipment to some of the most prestigious and powerful production cars in the world including Audi, Bugatti, Ferrari and Porsche. With our facilities in Friedrichsdorf, Leverkusen and Essen we are one of only a small number of companies capable of developing and manufacturing brake friction solutions according to customer-specific technical requirements in a short time.



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### PAGID RSL long distance/endurance racing pads

Excellent pad wear rate under endurance conditions, excellent disc life, less aggressive than RST giving best possible brake balance, modulation and consistency of friction under endurance conditions. RSL compounds are developed to comply with latest requirements in endurance racing and in accordance with current ecological standards of the automotive industry.

**RSL 1 :**  
Long distance/endurance compound with very good pad and disc wear, as well as friction stability vs temperature. Low pedal effort, slightly progressive in-stop behavior but still good modulation.

**RSL 2 :**  
Newly developed endurance compound based on the RSL1. The friction level bridges the gap between RSL1 and RS29 but with improved pad and disc wear, as well as excellent friction stability vs temperature. The base characteristics of low pedal effort, slightly progressive in-stop behavior with good modulation have been retained.



### PAGID RST rally, sprint and stock car racing brake pads

High average friction, aggressive in-stop behavior with instant pedal response and release, consistently firm pedal at all temperatures, fade resistant at highest disc temperatures.

**RST 1:**  
High friction compound with very good initial bite and a progressive torque curve. Very fade resistant. Suitable for applications with high downforce and/or very high grip.

**RST 2:**  
Medium to high friction and fade resistant compound with a mild progressive torque curve and good pedal feel. Recommended for GT racing and Touring Car on tracks where higher temperatures are an issue.

**RST3:**  
Medium friction metal-ceramic type compound with good initial bite and still excellent modulation and release characteristics. Medium torque, fade resistant up to 800°C. Lowest heat conductivity in the RST range.

**RST 4:**  
Medium friction, high heat tolerance with consistent repeatability. Also used for rear axle applications FWD cars and on long oval racing where more aggressive materials would disturb the vehicle set up. Recommended for formula and open wheel racing.



### PAGID RS premium organic based compound racing brake pads

Medium average friction, consistent instop behaviour with good pedal feed back, favourable release characteristics reducing drag, good disc life, low heat conductivity.

**RS 14:**  
Medium to high friction ceramic type compound with good initial bite, excellent release characteristic, very good modulation and controllability. Low wear rate and fade resistant up to 650°C. Newer compounds have replaced RS14 in some applications.

**RS 19:**  
Low pad wear, very disc friendly, wide temperature range, yet most used pad in endurance racing. Due to excellent release characteristics and controllability also often used in shorter sprint races.

**RS 29:**  
Combines the outstanding wear rate of the RS19 with a slightly higher initial bite and torque.

**RS 42:**  
Medium friction compound with immediate low temperature response. Very easy bedding process. Classic Rally pad and also very popular in small formula cars. Newer compounds have replaced RS42 in some applications.

**RS 44:**  
Medium friction compound with medium initial bite. Very good rear pad for RWD front engine and FWD cars. Newer compounds have replaced RS44 in some applications.



### PAGID RSC racing brake pads for ceramic composite discs

Race compounds specifically engineered for a variety of ceramic disc applications. The only available materials specifically developed for ceramic composite brake discs.

**RSC 1:**  
Sprint race and track day compound for all known types of ceramic brake discs. This friction material features an ideal combination of cold friction, fade resistance and low thermal oxidation of the disc surface fibres.

**RSC 2:**  
Special race compound for ceramic discs with a high fibre-content in the friction surface. Excellent fading stability, high friction level and low pad wear.

**RSC 3:**  
Special race compound for ceramic discs with low fibre-content in the friction surface. Excellent fading stability, high friction level and low pad wear.



### PAGID RSH racing brake pads for historic cars

Using state-of-the-art compounds in shapes engineered to fit the brake calipers on your classic race cars, Pagid RSH is both for the distinguished gentleman racer and for the serious professional. If you value your classic race car and want to win, use Pagid RSH!

**RSH 3**  
High friction metal-ceramic type compound, high initial bite and still excellent modulation and release characteristics. Consistently firm pedal at all temperatures, fade resistant up to 800°C, low thermal conductivity.

**RSH 29E**  
Medium to high friction long distance compound with very good thermal stability in respect to friction, pad wear and disc wear. Low pedal effort, slightly progressive in-stop behavior and good modulation. Excellent pad wear rate under endurance conditions, excellent disc life. Less aggressive than RSH 3 giving best possible brake balance, modulation and consistency of friction.

**RSH 42**  
Low to medium friction compound with immediate low temperature response. Very easy bedding process. Classic Rally pad and also very popular in small formula cars.



### PAGID S race compound

Pagid S Sportspads have been specifically designed for high performance brake system use on public roads, but it is no secret that their origin is the race track and where they truly belong. High friction, low fade characteristics and low pad wear over a wide temperature range, make these pads ideal for use in club racing, track days and on public roads.