

BRAKE PADS

Gieffe Racing offers brake pads of the best producers. In this section you will find the main characteristics available, to which are associated, where possible, the corresponding pads of Pagid, Ferodo, AP Racing and Carbone Lorraine.

The measurements given are relative to the Pagid pads and can have slight variations in the versions of other manufacturers.



Choosing the compound

PAGID

RSL - 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.

RST - 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.

RST1:

High friction compound with very good initial bite and a progressive torque curve. Very fade resistant.

Suitable for applications with high down-force and/or very high grip.

RST2:

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

RST3:

Medium to high 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 thermal conductivity in the RST range.

RST4:

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.

RST5:

Specifically designed and developed for rally racing. Comes in a variety of established pad shapes in rally sports, especially in WRC and Group R

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.

RSC1:

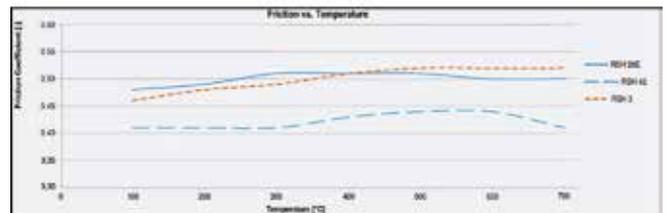
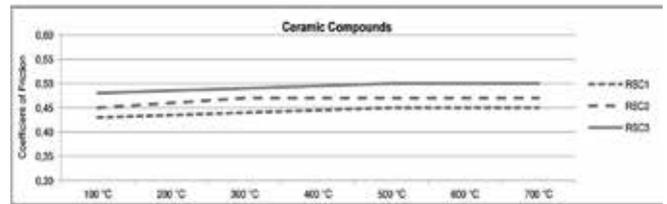
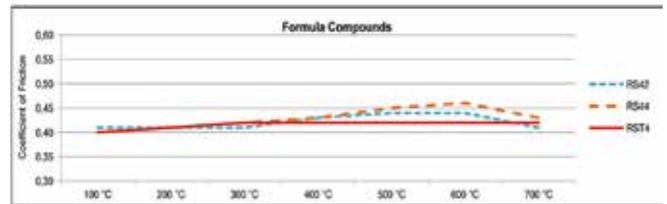
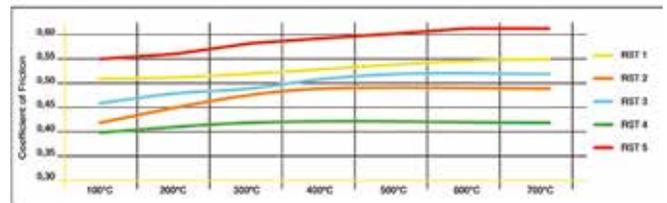
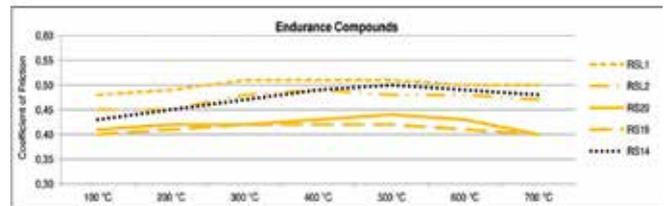
Sprint race and track day compound for all known types of ceramic brake discs. This friction material features an ideal combination of cold friction, fade resistance and low thermal oxidation of the disc surface fibers.

RSC2:

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

RSC3:

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



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Choosing the compound

RS - Medium average friction, consistent in-stop behavior with good pedal feedback, progressive release characteristics, exceptional disc life, and low thermal 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 4-2:

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 4-4:

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.

RSH - Racing brake pads for historic cars.

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.

FERODO

DS1.11 (W)

- Heavy duty endurance material
- Applications - touring car, GT, single seat
- Average friction coefficient 0.46 over working temperature range of 200°-700°C
- Long life
- Very kind to discs

DS2500 (H)

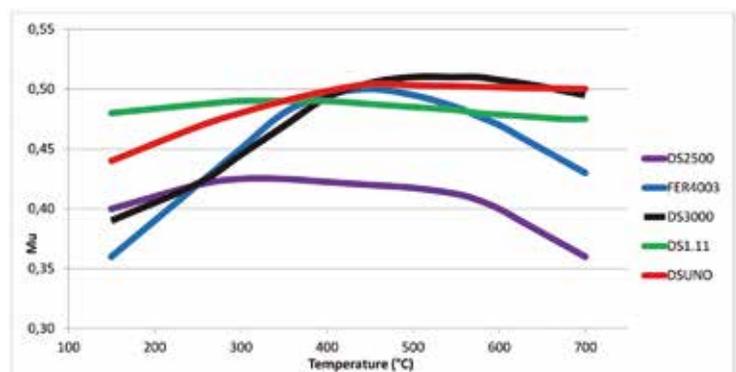
- Track day & light race use for all vehicle types
- Road style refinement but with race material ability to withstand heat with respect to life and μ
- Average friction coefficient 0.42 over working temperature range of 200°-500°C

DSUNO (Z)

- Heavy duty semi-endurance material
- Applications – touring car, GT, single seat, rally
- Average friction coefficient 0.48 over working temperature range of 200°-700°C
- Very controllable torque output
- Very kind to discs
- Long life

DS3000 (R)

- Heavy duty all-round material choice
- Multiple applications – touring car, rally, single seat
- Average friction coefficient 0.48 over working temperature range of 200°-650°C



FER4003 (C)

- Light/medium duty race material specifically for Formula cars
- Applications – Formula cars, occasional rally
- Average friction coefficient 0.46 over working temperature range of 200°-450°C
- Very short bedding time
- Excellent bite
- Low drag & Excellent release
- Offers control to avoid wheel lock when downforce reduces

BRAKE PADS



Choosing the compound

AP RACING

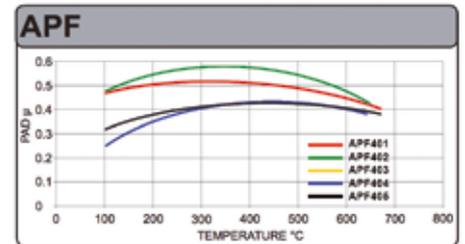
APF401 - Competition Pad suitable for Circuit & Rally use. Good bite and stable friction give excellent modulation & release characteristics. Should be considered where PFC01, Ferodo DS1.11 and Mintex F2R are currently used.

APF402 - Competition Pad for Circuit & Rally use. Not suitable for road use. Higher friction than 401, rising torque, good release, little or no fade. Should be considered where Project Mu H19, PFC05, Raybestos ST43, Ferodo DS2.11, Mintex F4R or F6R are currently used.

APF403 - General Competition Pad. Not suitable for road use. Easy to bed, predictable and repeatable performance with good bite & friction. Consider where Raybestos ST41 / ST43, Ferodo DS3000 or 4003 are currently used.

APF404 - Excellent High Performance Road and Track pad. Consistent performance, low wear, disc friendly, low noise, low dust, low fade, good feel. Consider where Ferodo DS2500, Pagid Blue RS4-2, Pagid RS421 or Carbo-Tech XP10 are currently used.

APF405 - Suitable for High Performance Road, Track and Lightweight circuit cars. Consistent performance, disc friendly, low noise, good feel. Consider where Pagid (Blue) RS4-2, RS4-4, Ferodo DS2500 are currently used.



CARBONE LORRAINE

RC5+ - Average friction coefficient $\mu = 0,40$

The newest compound in our range, the RC5+, was developed for light weight vehicles or racing in low grip conditions (street tires, gravel, mud, snow, water, etc.).

An excellent track day compound, it offers moderate friction levels, low noise, is easy on OEM discs, and has excellent cold stopping power. Additionally, it can be used on the rear axle of vehicles to change the brake bias where standard bias adjustment is not possible.

RC6 - Average friction coefficient $\mu = 0,50$

Our original compound, RC6 was designed to apply to a wide range of motorsports, from rally to circuit. It has a high and very flat friction level and can be used successfully in almost every type of race car. Low compressibility provides a stiff pedal which greatly increases feedback and allows for easier modulation. It can also be used in the front or rear axle combined with the RC8 or RC5 to adjust bias.

RC6 Endurance - Average friction coefficient $\mu = 0,46$

New in 2008, the RC6 Endurance was designed to offer very low pad and disc wear rates without sacrificing friction levels.

Need pads to last 6, 12 or even 24, hours.

Look no further than the RC6E.

The RC6E boasts the same easy bed-in and stable friction levels as all other CL Brakes compounds.

RC8 - Average friction coefficient $\mu = 0,60$

Developed in 2006, the RC8 compound boasts CL Brakes highest friction level and is used in top-tier motorsports such as WRC, WTCC, NASCAR, ZA V8, AWD GrpN, etc.

Extremely high friction levels allow shorter stopping distances and the flat torque curve provides excellent modulation to prevent wheel lockup.

The RC8 was designed to be used only with other CL Brakes compounds.

RC8-R - Average friction coefficient $\mu = 0,60$

Using the same friction material as our standard RC8-R, we have grooved the backing plate to reduce the contact area with the piston and provide a radiator effect.

This patented shape was created to reduce heat transfer through the piston and into the brake fluid.

