

BRAKE CIRCUIT IDENTITY CARDS

BRAKES EFFORT

 **VERY EASY**

TIME SPENT BRAKING

 **18%**

CIRCUIT LENGTH

 **4,445 M**

NUMBER OF LAPS

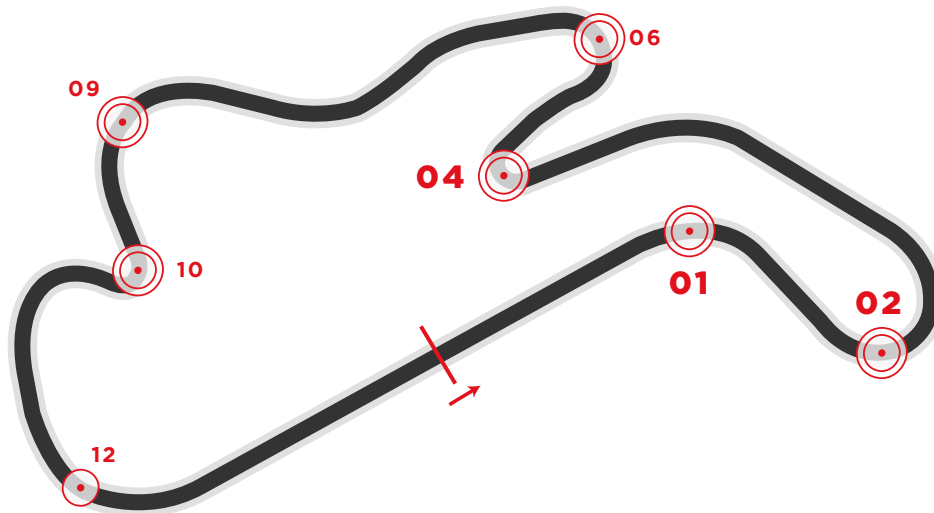
 **22**

NUMBER OF BRAKE ZONES/LAP

 **07**

IMPORTANT

TURN 01*, **TURN 04*** and **TURN 02*** are considered the most demanding for the braking system.



The Australian circuit is one of the least difficult for Superbike brakes. Despite its location in the Southern Hemisphere, having the Pacific Ocean nearby helps moderate brake temperatures. The abundant large fast bends and lack of stop and go curves also help with the cooling. Riders brake rarely and only for short periods of time.

Should you publish any of the data contained here please quote Brembo as source used.

TURN 01	Initial speed	312	(Km/h)
	Final speed	191	(Km/h)
	Stopping distance	200	(m)
	Braking time	3	(sec)
	Maximum deceleration	1.5	(g)
	Max force on lever	3.4	(Kg)

TURN 02	Initial speed	216	(Km/h)
	Final speed	130	(Km/h)
	Stopping distance	130	(m)
	Braking time	2.8	(sec)
	Maximum deceleration	1.1	(g)
	Max force on lever	4.1	(Kg)

TURN 04	Initial speed	230	(Km/h)
	Final speed	60	(Km/h)
	Stopping distance	182	(m)
	Braking time	4.8	(sec)
	Maximum deceleration	1.1	(g)
	Max force on lever	4.5	(Kg)

TURN 06	Initial speed	181	(Km/h)
	Final speed	98	(Km/h)
	Stopping distance	104	(m)
	Braking time	2.8	(sec)
	Maximum deceleration	1.1	(g)
	Max force on lever	4.1	(Kg)

TURN 09	Initial speed	230	(Km/h)
	Final speed	147	(Km/h)
	Stopping distance	127	(m)
	Braking time	2.5	(sec)
	Maximum deceleration	1.1	(g)
	Max force on lever	2.8	(Kg)

TURN 10	Initial speed	166	(Km/h)
	Final speed	69	(Km/h)
	Stopping distance	109	(m)
	Braking time	3.3	(sec)
	Maximum deceleration	1	(g)
	Max force on lever	4.1	(Kg)

TURN 12	Initial speed	203	(Km/h)
	Final speed	174	(Km/h)
	Stopping distance	76	(m)
	Braking time	1.5	(sec)
	Maximum deceleration	0.6	(g)
	Max force on lever	1.1	(Kg)