

2020 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX

BRAKE CIRCUIT IDENTITY CARDS

BRAKES EFFORT

VERY HARD

TIME SPENT BRAKING

20%

CIRCUIT LENGTH

5,554 M

NUMBER OF LAPS

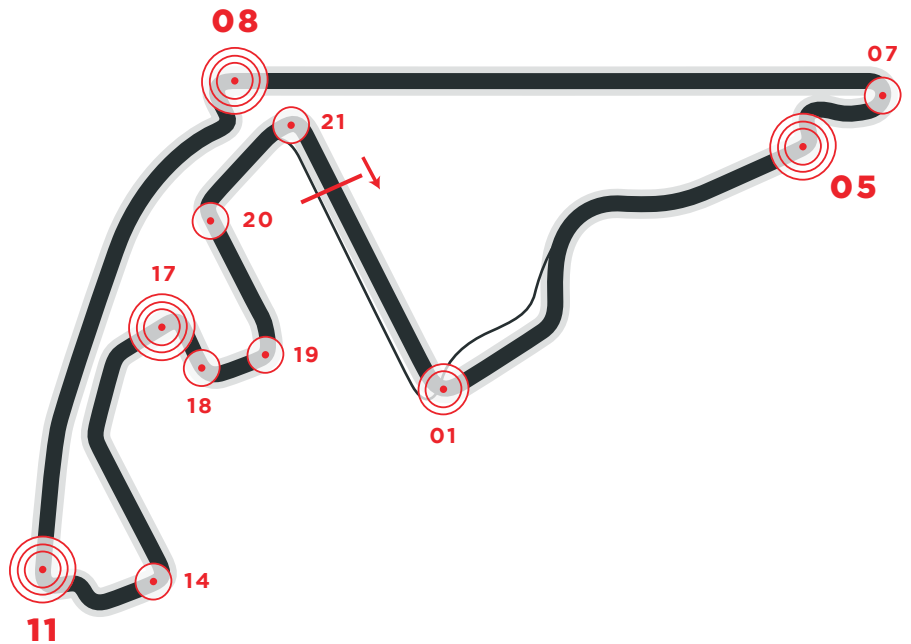
55

NUMBER OF BRAKE ZONES/LAP

11

IMPORTANT

TURN 08*, TURN 11* and TURN 05* are considered the most demanding for the braking system.



The same considerations which were made for the Bahrain circuit are also valid here, although the make up of the track leads to lower speeds. On this track the stress the braking system is subjected to is in any case quite significant and above average: here the drivers spend 20% of each lap with a foot on the brake. The 11 braking sections are rather demanding and the heated pace and torrid climate, with their correlated effects of increased grip and stress, can create thermal dissipation problems as well as problems with friction material wear.

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

TURN 01	Initial speed	303	(Km/h)
	Final speed	175	(Km/h)
	Stopping distance	90	(m)
	Braking time	1.44	(sec)
	Maximum deceleration	4.7	(g)
	Maximum pedal load	89	(Kg)
	Braking power	1428	(Kw)

TURN 05	Initial speed	311	(Km/h)
	Final speed	146	(Km/h)
	Stopping distance	102	(m)
	Braking time	1.77	(sec)
	Maximum deceleration	5.2	(g)
	Maximum pedal load	118	(Kg)
	Braking power	2143	(Kw)

TURN 07	Initial speed	176	(Km/h)
	Final speed	75	(Km/h)
	Stopping distance	71	(m)
	Braking time	2.26	(sec)
	Maximum deceleration	2.9	(g)
	Maximum pedal load	84	(Kg)
	Braking power	483	(Kw)

TURN 08	Initial speed	344	(Km/h)
	Final speed	84	(Km/h)
	Stopping distance	125	(m)
	Braking time	2.52	(sec)
	Maximum deceleration	5.6	(g)
	Maximum pedal load	186	(Kg)
	Braking power	3674	(Kw)

TURN 11	Initial speed	333	(Km/h)
	Final speed	104	(Km/h)
	Stopping distance	130	(m)
	Braking time	2.48	(sec)
	Maximum deceleration	5.1	(g)
	Maximum pedal load	158	(Kg)
	Braking power	3121	(Kw)

TURN 14	Initial speed	202	(Km/h)
	Final speed	114	(Km/h)
	Stopping distance	50	(m)
	Braking time	1.22	(sec)
	Maximum deceleration	3.6	(g)
	Maximum pedal load	56	(Kg)
	Braking power	704	(Kw)

TURN 17	Initial speed	295	(Km/h)
	Final speed	108	(Km/h)
	Stopping distance	125	(m)
	Braking time	2.60	(sec)
	Maximum deceleration	4.1	(g)
	Maximum pedal load	133	(Kg)
	Braking power	2017	(Kw)

TURN 18	Initial speed	159	(Km/h)
	Final speed	135	(Km/h)
	Stopping distance	27	(m)
	Braking time	0.66	(sec)
	Maximum deceleration	0.9	(g)
	Maximum pedal load	8	(Kg)
	Braking power	65	(Kw)

TURN 19	Initial speed	186	(Km/h)
	Final speed	129	(Km/h)
	Stopping distance	45	(m)
	Braking time	1.07	(sec)
	Maximum deceleration	2.3	(g)
	Maximum pedal load	31	(Kg)
	Braking power	300	(Kw)

TURN 20	Initial speed	275	(Km/h)
	Final speed	205	(Km/h)
	Stopping distance	69	(m)
	Braking time	1.06	(sec)
	Maximum deceleration	3.0	(g)
	Maximum pedal load	38	(Kg)
	Braking power	459	(Kw)

TURN 21	Initial speed	252	(Km/h)
	Final speed	136	(Km/h)
	Stopping distance	78	(m)
	Braking time	1.54	(sec)
	Maximum deceleration	4.0	(g)
	Maximum pedal load	83	(Kg)
	Braking power	1118	(Kw)