

## BRAKE CIRCUIT IDENTITY CARDS

### BRAKES EFFORT

 **HARD**

### TIME SPENT BRAKING

 **34%**

### CIRCUIT LENGTH

 **4,423 M**

### NUMBER OF LAPS

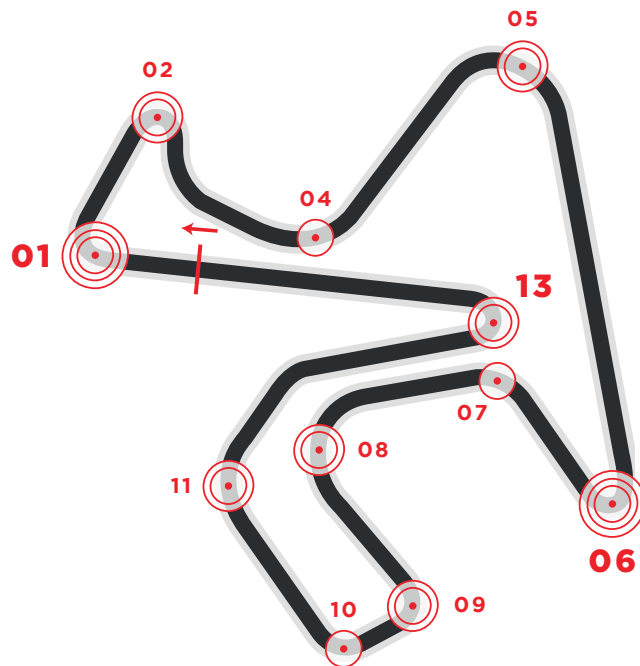
 **25**

### NUMBER OF BRAKE ZONES/LAP

 **11**

### IMPORTANT

**TURN 01\***, **TURN 06\*** and **TURN 13\*** are considered the most demanding for the braking system.



The track is one the MotoGP riders' favourites with points which favour overtaking. The "hops" caused by the undulations of the asphalt, require well balanced, easy to handle motorcycle, which is stable when braked to be able to attack in the faster curves. The track is characterized by two very demanding cut outs (the 1 and 6) characterized by deceleration of 1.5 g and one of the most demanding in the work for the braking systems.

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

<b>TURN 01</b>	Initial speed	<b>286</b>	(Km/h)
	Final speed	<b>84</b>	(Km/h)
	Stopping distance	<b>215</b>	(m)
	Braking time	<b>4.5</b>	(sec)
	Maximum deceleration	<b>1.5</b>	(g)
	Max force on lever	<b>5.6</b>	(Kg)

<b>TURN 02</b>	Initial speed	<b>173</b>	(Km/h)
	Final speed	<b>68</b>	(Km/h)
	Stopping distance	<b>105</b>	(m)
	Braking time	<b>3.3</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>4.2</b>	(Kg)

<b>TURN 04</b>	Initial speed	<b>193</b>	(Km/h)
	Final speed	<b>168</b>	(Km/h)
	Stopping distance	<b>60</b>	(m)
	Braking time	<b>1.2</b>	(sec)
	Maximum deceleration	<b>0.7</b>	(g)
	Max force on lever	<b>1.1</b>	(Kg)

<b>TURN 05</b>	Initial speed	<b>233</b>	(Km/h)
	Final speed	<b>122</b>	(Km/h)
	Stopping distance	<b>164</b>	(m)
	Braking time	<b>3.5</b>	(sec)
	Maximum deceleration	<b>1.3</b>	(g)
	Max force on lever	<b>4</b>	(Kg)

<b>TURN 06</b>	Initial speed	<b>292</b>	(Km/h)
	Final speed	<b>67</b>	(Km/h)
	Stopping distance	<b>236</b>	(m)
	Braking time	<b>5.3</b>	(sec)
	Maximum deceleration	<b>1.5</b>	(g)
	Max force on lever	<b>5</b>	(Kg)

<b>TURN 07</b>	Initial speed	<b>185</b>	(Km/h)
	Final speed	<b>161</b>	(Km/h)
	Stopping distance	<b>61</b>	(m)
	Braking time	<b>1.3</b>	(sec)
	Maximum deceleration	<b>0.7</b>	(g)
	Max force on lever	<b>1.4</b>	(Kg)

<b>TURN 08</b>	Initial speed	<b>216</b>	(Km/h)
	Final speed	<b>127</b>	(Km/h)
	Stopping distance	<b>124</b>	(m)
	Braking time	<b>2.7</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>3.9</b>	(Kg)

<b>TURN 09</b>	Initial speed	<b>196</b>	(Km/h)
	Final speed	<b>100</b>	(Km/h)
	Stopping distance	<b>123</b>	(m)
	Braking time	<b>3.1</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>3.9</b>	(Kg)

<b>TURN 10</b>	Initial speed	<b>135</b>	(Km/h)
	Final speed	<b>108</b>	(Km/h)
	Stopping distance	<b>50</b>	(m)
	Braking time	<b>1.5</b>	(sec)
	Maximum deceleration	<b>0.8</b>	(g)
	Max force on lever	<b>2.3</b>	(Kg)

<b>TURN 11</b>	Initial speed	<b>216</b>	(Km/h)
	Final speed	<b>156</b>	(Km/h)
	Stopping distance	<b>108</b>	(m)
	Braking time	<b>2.1</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>3.4</b>	(Kg)

<b>TURN 13</b>	Initial speed	<b>223</b>	(Km/h)
	Final speed	<b>67</b>	(Km/h)
	Stopping distance	<b>167</b>	(m)
	Braking time	<b>4.4</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>4.2</b>	(Kg)