

## BRAKE CIRCUIT IDENTITY CARDS

### BRAKES EFFORT

VERY HARD

### TIME SPENT BRAKING

32%

### CIRCUIT LENGTH

4,318 M

### NUMBER OF LAPS

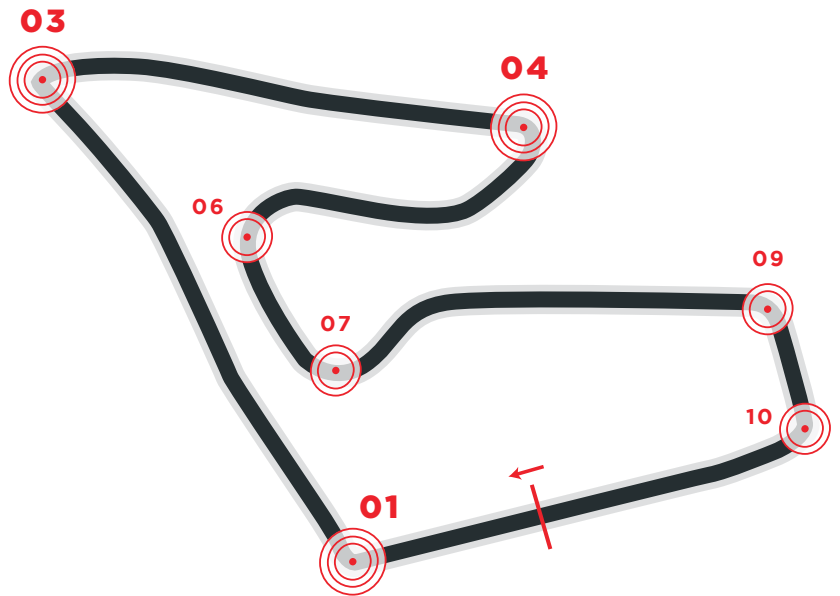
28

### NUMBER OF BRAKE ZONES/LAP

07

### IMPORTANT

TURN 04\*, TURN 03\* and TURN 01\* are considered the most demanding for the braking system.



The Spielberg circuit is a very hilly track, characterized by sharp bends with 7 significant deceleration braking sections. The circuit is also quite short with little space for the system to cool between one braking section and another.

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

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>01 | Initial speed        | 301 | (Km/h) |
|            | Final speed          | 98  | (Km/h) |
|            | Stopping distance    | 223 | (m)    |
|            | Braking time         | 4.3 | (sec)  |
|            | Maximum deceleration | 1.5 | (g)    |
|            | Max force on lever   | 5.8 | (Kg)   |

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>03 | Initial speed        | 309 | (Km/h) |
|            | Final speed          | 63  | (Km/h) |
|            | Stopping distance    | 244 | (m)    |
|            | Braking time         | 5.2 | (sec)  |
|            | Maximum deceleration | 1.5 | (g)    |
|            | Max force on lever   | 5.6 | (Kg)   |

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>04 | Initial speed        | 297 | (Km/h) |
|            | Final speed          | 83  | (Km/h) |
|            | Stopping distance    | 259 | (m)    |
|            | Braking time         | 5.4 | (sec)  |
|            | Maximum deceleration | 1.5 | (g)    |
|            | Max force on lever   | 6.4 | (Kg)   |

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>06 | Initial speed        | 220 | (Km/h) |
|            | Final speed          | 121 | (Km/h) |
|            | Stopping distance    | 154 | (m)    |
|            | Braking time         | 3.3 | (sec)  |
|            | Maximum deceleration | 1   | (g)    |
|            | Max force on lever   | 3.5 | (Kg)   |

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>07 | Initial speed        | 197 | (Km/h) |
|            | Final speed          | 121 | (Km/h) |
|            | Stopping distance    | 107 | (m)    |
|            | Braking time         | 2.5 | (sec)  |
|            | Maximum deceleration | 1.1 | (g)    |
|            | Max force on lever   | 3.8 | (Kg)   |

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>09 | Initial speed        | 276 | (Km/h) |
|            | Final speed          | 135 | (Km/h) |
|            | Stopping distance    | 216 | (m)    |
|            | Braking time         | 3.9 | (sec)  |
|            | Maximum deceleration | 1.2 | (g)    |
|            | Max force on lever   | 5.2 | (Kg)   |

|            |                      |     |        |
|------------|----------------------|-----|--------|
| TURN<br>10 | Initial speed        | 167 | (Km/h) |
|            | Final speed          | 116 | (Km/h) |
|            | Stopping distance    | 91  | (m)    |
|            | Braking time         | 2.3 | (sec)  |
|            | Maximum deceleration | 1   | (g)    |
|            | Max force on lever   | 3.9 | (Kg)   |