

2021 FORMULA 1 GRAND PRIX DE MONACO

brembo 
20-23 MAY 2021

BRAKE CIRCUIT IDENTITY CARD

BRAKES EFFORT

 **MEDIUM**

TIME SPENT BRAKING

 **27%**

CIRCUIT LENGTH

 **3,337 M**

NUMBER OF LAPS

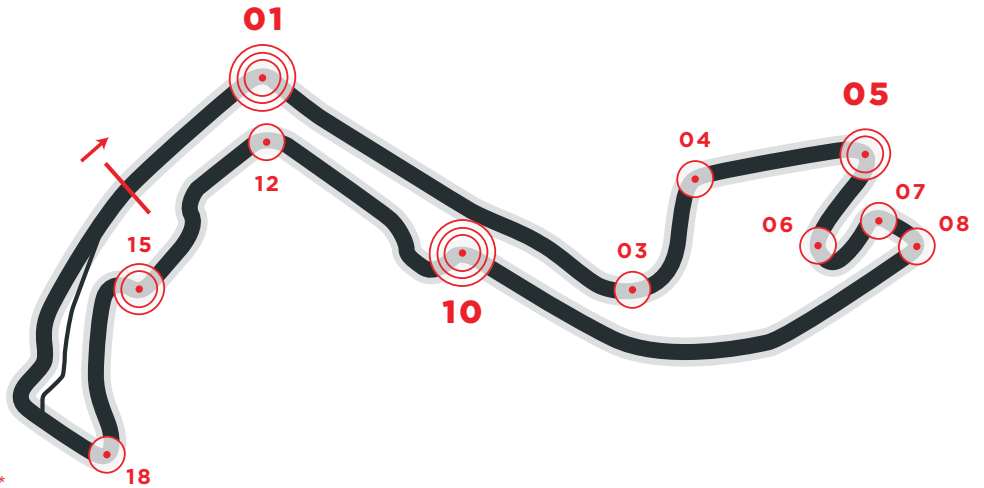
 **78**

NUMBER OF BRAKE ZONES/LAP

 **11**

IMPORTANT

TURN 10*, **TURN 01*** and **TURN 05*** are considered the most demanding for the braking system.



This is a historic city circuit that winds through the streets of the Principality and can create many problems for the single-seater brakes. In fact, the winding track with poor grip often means that the drivers need to control the car often using the brakes, with negative reflexes on the caliper and brake fluid temperature. In the past this event has often been a theatre of problems connected to overheating and vapour lock of the braking system (a phenomenon in which the brake fluid reaches the boiling point inside the caliper), leading to a lengthening of the pedal in braking which has many times caused drivers to retire, if not crash. In our day and age the progress made in cooling the brakes has held these problems at bay, although particular attention still needs to be given to managing temperatures during the race weekend.

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

01	Initial speed	298	(Km/h)
	Final speed	109	(Km/h)
	Stopping distance	103	(m)
	Braking time	2.07	(sec)
	Maximum deceleration	4.9	(g)
	Maximum pedal load	133	(Kg)
	Braking power	2130	(Kw)

03	Initial speed	280	(Km/h)
	Final speed	180	(Km/h)
	Stopping distance	103	(m)
	Braking time	1.65	(sec)
	Maximum deceleration	2.4	(g)
	Maximum pedal load	51	(Kg)
	Braking power	738	(Kw)

04	Initial speed	187	(Km/h)
	Final speed	140	(Km/h)
	Stopping distance	49	(m)
	Braking time	1.09	(sec)
	Maximum deceleration	1.8	(g)
	Maximum pedal load	25	(Kg)
	Braking power	266	(Kw)

05	Initial speed	236	(Km/h)
	Final speed	75	(Km/h)
	Stopping distance	94	(m)
	Braking time	2.58	(sec)
	Maximum deceleration	3.6	(g)
	Maximum pedal load	118	(Kg)
	Braking power	1420	(Kw)

06	Initial speed	166	(Km/h)
	Final speed	63	(Km/h)
	Stopping distance	45	(m)
	Braking time	1.58	(sec)
	Maximum deceleration	2.9	(g)
	Maximum pedal load	57	(Kg)
	Braking power	635	(Kw)

07	Initial speed	108	(Km/h)
	Final speed	80	(Km/h)
	Stopping distance	27	(m)
	Braking time	1.03	(sec)
	Maximum deceleration	0.8	(g)
	Maximum pedal load	11	(Kg)
	Braking power	58	(Kw)

08	Initial speed	141	(Km/h)
	Final speed	95	(Km/h)
	Stopping distance	31	(m)
	Braking time	0.99	(sec)
	Maximum deceleration	2.1	(g)
	Maximum pedal load	26	(Kg)
	Braking power	218	(Kw)

10	Initial speed	307	(Km/h)
	Final speed	90	(Km/h)
	Stopping distance	121	(m)
	Braking time	2.47	(sec)
	Maximum deceleration	4.6	(g)
	Maximum pedal load	146	(Kg)
	Braking power	2325	(Kw)

12	Initial speed	249	(Km/h)
	Final speed	181	(Km/h)
	Stopping distance	50	(m)
	Braking time	0.86	(sec)
	Maximum deceleration	3.2	(g)
	Maximum pedal load	37	(Kg)
	Braking power	647	(Kw)

15	Initial speed	273	(Km/h)
	Final speed	123	(Km/h)
	Stopping distance	110	(m)
	Braking time	2.26	(sec)
	Maximum deceleration	4.1	(g)
	Maximum pedal load	111	(Kg)
	Braking power	1426	(Kw)

18	Initial speed	214	(Km/h)
	Final speed	64	(Km/h)
	Stopping distance	72	(m)
	Braking time	2.07	(sec)
	Maximum deceleration	3.1	(g)
	Maximum pedal load	82	(Kg)
	Braking power	1141	(Kw)