

2021 FORMULA 1 GRAN PREMIO DE LA CIUDAD DE MÉXICO

BRAKE CIRCUIT IDENTITY CARD

BRAKES EFFORT

 **VERY HARD**

TIME SPENT BRAKING

 **20%**

CIRCUIT LENGTH

 **4,304 M**

NUMBER OF LAPS

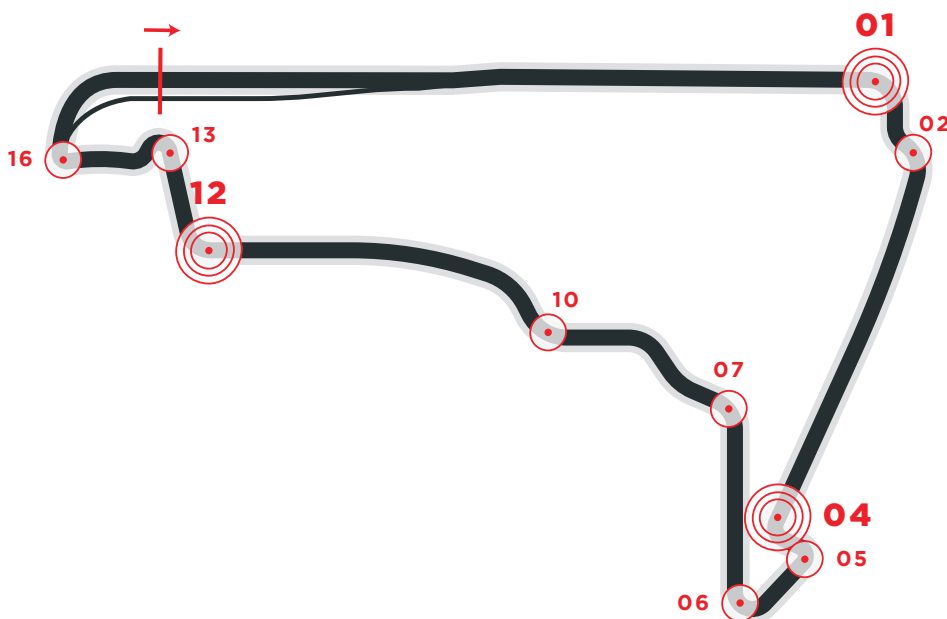
 **71**

NUMBER OF BRAKE ZONES/LAP

 **10**

IMPORTANT

TURN 01*, **TURN 04*** and **TURN 12*** are considered the most demanding for the braking system.



The layout of the Mexico City track, along with the high altitude, imply very high temperature conditions for discs and pads, making the circuit one of the most critical in terms of temperature management. The engines in the single-seaters, being turbocharged, do not suffer from the altitude, guaranteeing the same performance as at sea level, whereas the air used to cool the brakes is decidedly less efficient due to the lower density. In 2016 this created various problems for the various teams who, notwithstanding the fact that they had air intakes for the brakes with the maximum available aperture, struggled to keep the calipers and friction material within the recommended temperature limits.

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

01	Initial speed	372	(Km/h)
	Final speed	110	(Km/h)
	Stopping distance	153	(m)
	Braking time	2.64	(sec)
	Maximum deceleration	5.6	(g)
	Maximum pedal load	181	(Kg)
	Braking power	3675	(Kw)

02	Initial speed	138	(Km/h)
	Final speed	119	(Km/h)
	Stopping distance	14	(m)
	Braking time	0.40	(sec)
	Maximum deceleration	1.6	(g)
	Maximum pedal load	8	(Kg)
	Braking power	66	(Kw)

04	Initial speed	334	(Km/h)
	Final speed	107	(Km/h)
	Stopping distance	128	(m)
	Braking time	2.37	(sec)
	Maximum deceleration	5.3	(g)
	Maximum pedal load	165	(Kg)
	Braking power	2946	(Kw)

05	Initial speed	117	(Km/h)
	Final speed	84	(Km/h)
	Stopping distance	17	(m)
	Braking time	0.62	(sec)
	Maximum deceleration	1.8	(g)
	Maximum pedal load	15	(Kg)
	Braking power	135	(Kw)

06	Initial speed	177	(Km/h)
	Final speed	98	(Km/h)
	Stopping distance	52	(m)
	Braking time	1.43	(sec)
	Maximum deceleration	2.3	(g)
	Maximum pedal load	41	(Kg)
	Braking power	465	(Kw)

07	Initial speed	284	(Km/h)
	Final speed	196	(Km/h)
	Stopping distance	66	(m)
	Braking time	1.02	(sec)
	Maximum deceleration	3.3	(g)
	Maximum pedal load	43	(Kg)
	Braking power	904	(Kw)

10	Initial speed	278	(Km/h)
	Final speed	179	(Km/h)
	Stopping distance	80	(m)
	Braking time	1.31	(sec)
	Maximum deceleration	3.6	(g)
	Maximum pedal load	59	(Kg)
	Braking power	1039	(Kw)

12	Initial speed	336	(Km/h)
	Final speed	136	(Km/h)
	Stopping distance	124	(m)
	Braking time	2.08	(sec)
	Maximum deceleration	4.8	(g)
	Maximum pedal load	118	(Kg)
	Braking power	2585	(Kw)

13	Initial speed	215	(Km/h)
	Final speed	81	(Km/h)
	Stopping distance	76	(m)
	Braking time	2.04	(sec)
	Maximum deceleration	3.1	(g)
	Maximum pedal load	83	(Kg)
	Braking power	1014	(Kw)

16	Initial speed	176	(Km/h)
	Final speed	106	(Km/h)
	Stopping distance	50	(m)
	Braking time	1.37	(sec)
	Maximum deceleration	2.4	(g)
	Maximum pedal load	41	(Kg)
	Braking power	419	(Kw)