

## BRAKE CIRCUIT IDENTITY CARD

### BRAKES EFFORT

 **MEDIUM**

### TIME SPENT BRAKING

 **28%**

### CIRCUIT LENGTH

 **5,245 M**

### NUMBER OF LAPS

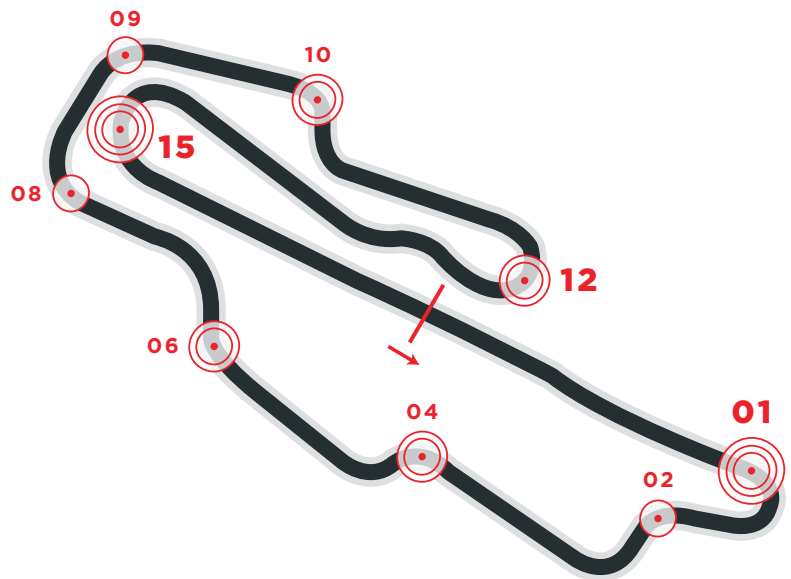
 **23**

### NUMBER OF BRAKE ZONES/LAP

 **09**

### IMPORTANT

**TURN 01\***, **TURN 15\*** and **TURN 12\*** are considered the most demanding for the braking system.



It is not a particularly demanding circuit for the braking system with the exception of the first brake zone after the finish line which is very difficult because of the extremely high speed which the motorcycles reach thanks to the preceding straight stretch, the longest of the world championship.

Here the motorcycles in little more than 5 seconds go from over 330 km/h (205 mph) to a speed of approximately 90 km/h (55 mph). The other brakes, with the exception of the last one before the finishing line, are not particularly demanding and allow the braking systems to cool.

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

<b>TURN 01</b>	Initial speed	<b>338</b>	(Km/h)
	Final speed	<b>93</b>	(Km/h)
	Stopping distance	<b>317</b>	(m)
	Braking time	<b>5.9</b>	(sec)
	Maximum deceleration	<b>1.5</b>	(g)
	Max force on lever	<b>4.6</b>	(Kg)

<b>TURN 02</b>	Initial speed	<b>156</b>	(Km/h)
	Final speed	<b>114</b>	(Km/h)
	Stopping distance	<b>70</b>	(m)
	Braking time	<b>1.9</b>	(sec)
	Maximum deceleration	<b>0.8</b>	(g)
	Max force on lever	<b>2.4</b>	(Kg)

<b>TURN 04</b>	Initial speed	<b>226</b>	(Km/h)
	Final speed	<b>120</b>	(Km/h)
	Stopping distance	<b>148</b>	(m)
	Braking time	<b>3.2</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>4.6</b>	(Kg)

<b>TURN 06</b>	Initial speed	<b>220</b>	(Km/h)
	Final speed	<b>138</b>	(Km/h)
	Stopping distance	<b>134</b>	(m)
	Braking time	<b>2.8</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>4.3</b>	(Kg)

<b>TURN 08</b>	Initial speed	<b>200</b>	(Km/h)
	Final speed	<b>162</b>	(Km/h)
	Stopping distance	<b>86</b>	(m)
	Braking time	<b>1.7</b>	(sec)
	Maximum deceleration	<b>0.7</b>	(g)
	Max force on lever	<b>1.4</b>	(Kg)

<b>TURN 09</b>	Initial speed	<b>191</b>	(Km/h)
	Final speed	<b>156</b>	(Km/h)
	Stopping distance	<b>64</b>	(m)
	Braking time	<b>1.3</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>2.4</b>	(Kg)

<b>TURN 10</b>	Initial speed	<b>215</b>	(Km/h)
	Final speed	<b>108</b>	(Km/h)
	Stopping distance	<b>146</b>	(m)
	Braking time	<b>3.4</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>4.2</b>	(Kg)

<b>TURN 12</b>	Initial speed	<b>234</b>	(Km/h)
	Final speed	<b>101</b>	(Km/h)
	Stopping distance	<b>190</b>	(m)
	Braking time	<b>4.4</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>4.7</b>	(Kg)

<b>TURN 15</b>	Initial speed	<b>261</b>	(Km/h)
	Final speed	<b>109</b>	(Km/h)
	Stopping distance	<b>222</b>	(m)
	Braking time	<b>4.7</b>	(sec)
	Maximum deceleration	<b>1.4</b>	(g)
	Max force on lever	<b>5.2</b>	(Kg)