

## BRAKE CIRCUIT IDENTITY CARD

### BRAKES EFFORT

 **VERY HARD**

### TIME SPENT BRAKING

 **30%**

### CIRCUIT LENGTH

 **4,627 M**

### NUMBER OF LAPS

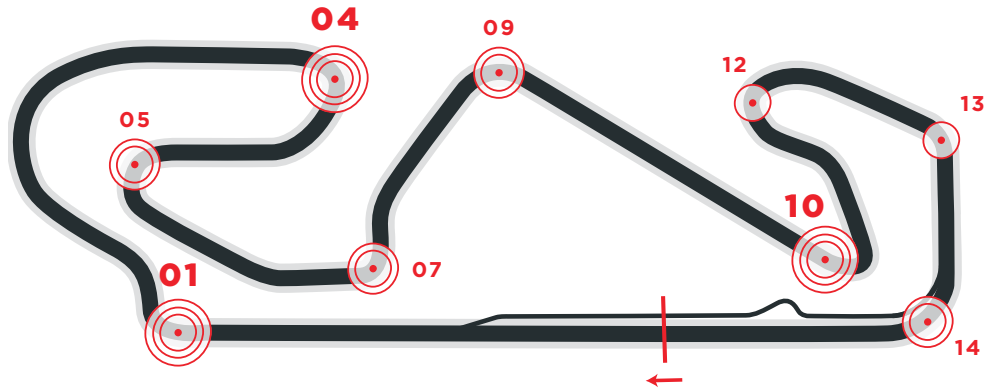
 **24**

### NUMBER OF BRAKE ZONES/LAP

 **09**

### IMPORTANT

**TURN 01\***, **TURN 10\*** and **TURN 04\*** are considered the most demanding for the braking system.



It is considered a very technical track with abrupt braking which stress the brakes considerably. The first brake after the finishing line at the end of a very long straight stretch where the motorcycles are involved in one of the most difficult cut off of the World Championship, must be pointed out in particular. The major criticalities for the braking system derive precisely because of the difficulty in cooling the brakes. The cut outs, all decisive and very close together, determine very high operating temperatures for the discs and brake pads which cannot cool sufficiently in the mixed part of the track.

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

<b>TURN 01</b>	Initial speed	<b>332</b>	(Km/h)
	Final speed	<b>99</b>	(Km/h)
	Stopping distance	<b>269</b>	(m)
	Braking time	<b>5</b>	(sec)
	Maximum deceleration	<b>1.5</b>	(g)
	Max force on lever	<b>5.4</b>	(Kg)

<b>TURN 04</b>	Initial speed	<b>239</b>	(Km/h)
	Final speed	<b>102</b>	(Km/h)
	Stopping distance	<b>172</b>	(m)
	Braking time	<b>3.8</b>	(sec)
	Maximum deceleration	<b>1.4</b>	(g)
	Max force on lever	<b>4.7</b>	(Kg)

<b>TURN 05</b>	Initial speed	<b>192</b>	(Km/h)
	Final speed	<b>76</b>	(Km/h)
	Stopping distance	<b>135</b>	(m)
	Braking time	<b>3.7</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>3.7</b>	(Kg)

<b>TURN 07</b>	Initial speed	<b>230</b>	(Km/h)
	Final speed	<b>103</b>	(Km/h)
	Stopping distance	<b>156</b>	(m)
	Braking time	<b>3.5</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>3.4</b>	(Kg)

<b>TURN 09</b>	Initial speed	<b>210</b>	(Km/h)
	Final speed	<b>128</b>	(Km/h)
	Stopping distance	<b>113</b>	(m)
	Braking time	<b>2.5</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>265</b>	(Km/h)
	Final speed	<b>64</b>	(Km/h)
	Stopping distance	<b>219</b>	(m)
	Braking time	<b>5.1</b>	(sec)
	Maximum deceleration	<b>1.4</b>	(g)
	Max force on lever	<b>5</b>	(Kg)

<b>TURN 12</b>	Initial speed	<b>134</b>	(Km/h)
	Final speed	<b>96</b>	(Km/h)
	Stopping distance	<b>54</b>	(m)
	Braking time	<b>1.7</b>	(sec)
	Maximum deceleration	<b>0.7</b>	(g)
	Max force on lever	<b>2.1</b>	(Kg)

<b>TURN 13</b>	Initial speed	<b>179</b>	(Km/h)
	Final speed	<b>136</b>	(Km/h)
	Stopping distance	<b>79</b>	(m)
	Braking time	<b>1.8</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>2.6</b>	(Kg)

<b>TURN 14</b>	Initial speed	<b>197</b>	(Km/h)
	Final speed	<b>132</b>	(Km/h)
	Stopping distance	<b>102</b>	(m)
	Braking time	<b>2.3</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>3.5</b>	(Kg)