



BRAKE CIRCUIT IDENTITY CARD

After a two-year absence because of the lockdown in the country due to the pandemic, Formula 1 heads back to Australia. Since it is usually used for daily traffic, on Friday the track is slippery but, session by session, the asphalt is increasingly rubberized, also improving braking performance. This also translates into greater pad and disc wear, as they reach extremely high temperatures due to the increase in grip.

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

BRAKES EFFORT MEDIUM

TIME SPENT BRAKING 12%

TURN 03*, TURN 11* AND TURN 14* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH **5.303 M**

NUMBER OF LAPS **58**

NUMBER OF BRAKE ZONES/LAP **07**

01	Initial speed	310	(Km/h)
	Final speed	211	(Km/h)
	Stopping distance	65	(m)
	Braking time	0.92	(sec)
	Maximum deceleration	4.7	(g)

03	Initial speed	301	(Km/h)
	Final speed	104	(Km/h)
	Stopping distance	121	(m)
	Braking time	2.55	(sec)
	Maximum deceleration	4.4	(g)

06	Initial speed	286	(Km/h)
	Final speed	234	(Km/h)
	Stopping distance	40	(m)
	Braking time	0.56	(sec)
	Maximum deceleration	4.0	(g)

09	Initial speed	301	(Km/h)
	Final speed	250	(Km/h)
	Stopping distance	41	(m)
	Braking time	0.54	(sec)
	Maximum deceleration	3.6	(g)

11	Initial speed	315	(Km/h)
	Final speed	143	(Km/h)
	Stopping distance	107	(m)
	Braking time	2.00	(sec)
	Maximum deceleration	4.5	(g)

13	Initial speed	244	(Km/h)
	Final speed	231	(Km/h)
	Stopping distance	14	(m)
	Braking time	0.21	(sec)
	Maximum deceleration	2.4	(g)

14	Initial speed	247	(Km/h)
	Final speed	101	(Km/h)
	Stopping distance	94	(m)
	Braking time	2.21	(sec)
	Maximum deceleration	3.7	(g)