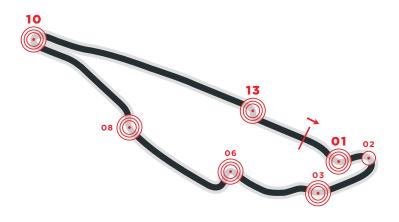


2022 FORMULA 1 **GRAND PRIX DU CANADA**





17-19 JUN 2022



(m)

(sec)

(q)

(Kg)

BRAKE CIRCUIT IDENTITY CARD

After missing two editions because of the pandemic, Formula 1 returns to Canada on the circuit named after Gilles Villeneuve, with this year the 40th anniversary of his death.

The braking points which are very sharp and close together subject the brake system to a lot of stress with the brake discs and pads reaching very high temperatures which are however reduced by a number of long straight sections which give the components a rest and allow them to cool down.

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

BRAKES EFFORT HARD

TIME SPENT BRAKING 18%

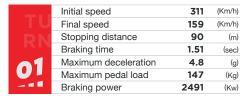
TURN 10*, TURN 13* AND TURN 01* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH > 4.361 M

NUMBER OF LAPS egreentarrow 70

NUMBER OF BRAKE ZONES/LAP 📞 07



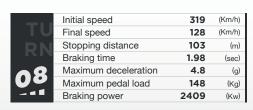




Initial speed	269	(Km/h)
Final speed	138	(Km/h)
Stopping distance	82	(m)
Braking time	1.59	(sec)
Maximum deceleration	4.4	(g)
Maximum pedal load	137	(Kg)
Braking power	2014	(Kw)
	Final speed Stopping distance Braking time Maximum deceleration Maximum pedal load	Final speed 138 Stopping distance 82 Braking time 1.59 Maximum deceleration 4.4 Maximum pedal load 137



Initial speed	276	(Km/h)
Final speed	107	(Km/h)
Stopping distance	91	(m)
Braking time	1.98	(sec)
Maximum deceleration	4.8	(g)
Maximum pedal load	148	(Kg)
Braking power	2271	(Kw)



TU	Initial speed	284	(Km/h)
	Final speed	63	(Km/h)
DN	Stopping distance	101	(m)
	Braking time	2.47	(sec)
10	Maximum deceleration	4.8	(g)
	Maximum pedal load	148	(Kg)
	Braking power	2414	(Kw)
10 10	Braking time Maximum deceleration Maximum pedal load	2.47 4.8 148	(sec (g (Kg

	TU RN	
1	3	

329	(Km/h)
142	(Km/h)
109	(m)
1.88	(sec)
4.8	(g)
148	(Kg)
2493	(Kw)
	142 109 1.88 4.8 148