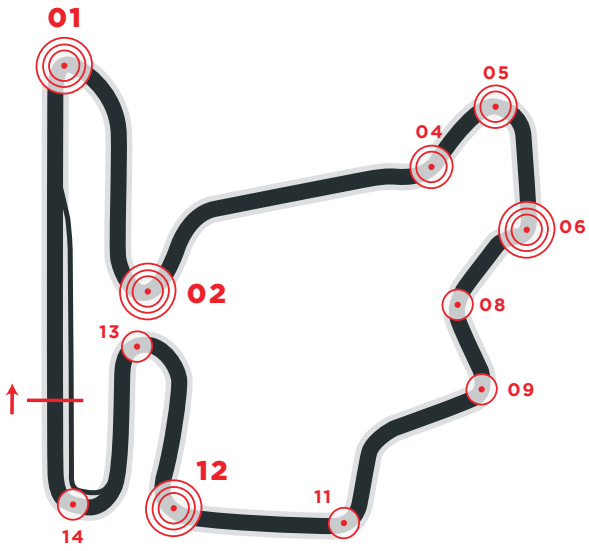
# 2022 FORMULA 1
# ARAMCO MAGYAR NAGYDIJ

**29-31 JUL 2022**




## BRAKE CIRCUIT IDENTITY CARD

A winding circuit, it is characterised by the high aerodynamic load and most of it is quite driven, but with a rather demanding braking section right after the main straight stretch. This track can be numbered among the most demanding for braking systems, even if friction material temperature management on this track is in any case the key to managing the race and ensuring consistent performance and wear kept under control.

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

**BRAKES EFFORT MEDIUM**

**TIME SPENT BRAKING 19%**

**TURN 01*, TURN 12* AND TURN 02* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM**

**CIRCUIT LENGTH 4.381 M** | **NUMBER OF LAPS 70** | **NUMBER OF BRAKE ZONES/LAP 11**

| TURN 01 | | | |
|---|---|---|---|
| Initial speed | 321 | (Km/h) |
| Final speed | 95 | (Km/h) |
| Stopping distance | 118 | (m) |
| Braking time | 2.43 | (sec) |
| Maximum deceleration | 4.6 | (g) |
| Maximum pedal load | 142 | (Kg) |
| Braking power | 2460 | (Kw) |

| TURN 02 | | | |
|---|---|---|---|
| Initial speed | 289 | (Km/h) |
| Final speed | 131 | (Km/h) |
| Stopping distance | 107 | (m) |
| Braking time | 2.16 | (sec) |
| Maximum deceleration | 4.5 | (g) |
| Maximum pedal load | 139 | (Kg) |
| Braking power | 2237 | (Kw) |

| TURN 04 | | | |
|---|---|---|---|
| Initial speed | 287 | (Km/h) |
| Final speed | 242 | (Km/h) |
| Stopping distance | 36 | (m) |
| Braking time | 0.49 | (sec) |
| Maximum deceleration | 3.7 | (g) |
| Maximum pedal load | 103 | (Kg) |
| Braking power | 1634 | (Kw) |

| TURN 05 | | | |
|---|---|---|---|
| Initial speed | 252 | (Km/h) |
| Final speed | 156 | (Km/h) |
| Stopping distance | 76 | (m) |
| Braking time | 1.39 | (sec) |
| Maximum deceleration | 3.5 | (g) |
| Maximum pedal load | 102 | (Kg) |
| Braking power | 1421 | (Kw) |

| TURN 06 | | | |
|---|---|---|---|
| Initial speed | 252 | (Km/h) |
| Final speed | 121 | (Km/h) |
| Stopping distance | 70 | (m) |
| Braking time | 1.52 | (sec) |
| Maximum deceleration | 4.4 | (g) |
| Maximum pedal load | 137 | (Kg) |
| Braking power | 1905 | (Kw) |

| TURN 08 | | | |
|---|---|---|---|
| Initial speed | 216 | (Km/h) |
| Final speed | 175 | (Km/h) |
| Stopping distance | 38 | (m) |
| Braking time | 0.69 | (sec) |
| Maximum deceleration | 2.8 | (g) |
| Maximum pedal load | 80 | (Kg) |
| Braking power | 907 | (Kw) |

| TURN 09 | | | |
|---|---|---|---|
| Initial speed | 202 | (Km/h) |
| Final speed | 170 | (Km/h) |
| Stopping distance | 35 | (m) |
| Braking time | 0.71 | (sec) |
| Maximum deceleration | 2.5 | (g) |
| Maximum pedal load | 73 | (Kg) |
| Braking power | 725 | (Kw) |

| TURN 11 | | | |
|---|---|---|---|
| Initial speed | 259 | (Km/h) |
| Final speed | 245 | (Km/h) |
| Stopping distance | 15 | (m) |
| Braking time | 0.22 | (sec) |
| Maximum deceleration | 2.5 | (g) |
| Maximum pedal load | 51 | (Kg) |
| Braking power | 703 | (Kw) |

| TURN 12 | | | |
|---|---|---|---|
| Initial speed | 285 | (Km/h) |
| Final speed | 125 | (Km/h) |
| Stopping distance | 88 | (m) |
| Braking time | 1.80 | (sec) |
| Maximum deceleration | 4.6 | (g) |
| Maximum pedal load | 143 | (Kg) |
| Braking power | 2265 | (Kw) |

| TURN 13 | | | |
|---|---|---|---|
| Initial speed | 222 | (Km/h) |
| Final speed | 108 | (Km/h) |
| Stopping distance | 80 | (m) |
| Braking time | 1.84 | (sec) |
| Maximum deceleration | 3.2 | (g) |
| Maximum pedal load | 97 | (Kg) |
| Braking power | 1150 | (Kw) |

| TURN 14 | | | |
|---|---|---|---|
| Initial speed | 212 | (Km/h) |
| Final speed | 156 | (Km/h) |
| Stopping distance | 52 | (m) |
| Braking time | 1.02 | (sec) |
| Maximum deceleration | 2.3 | (g) |
| Maximum pedal load | 55 | (Kg) |
| Braking power | 610 | (Kw) |