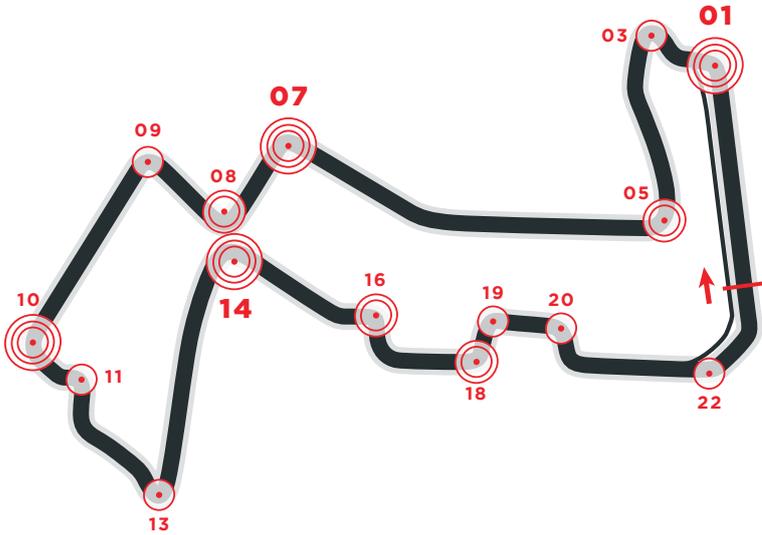


2022 FORMULA 1 FORMULA 1 SINGAPORE GRAND PRIX



30 SEP-2 OCT 2022



BRAKE CIRCUIT IDENTITY CARD

As they pick their way through the turns and chicanes on the Singapore Street Circuit the drivers are well aware that they will need to put a lot of stress on their single-seater's brakes with almost a full fourth of the time spent on them.

Of the 15 braking sections that characterise this circuit, 4 of them are particularly demanding, and the heated pace and the lack of adequate space for cooling make it one of the hardest on the braking systems.

Friction material wear is one of the things that need to be monitored constantly in telemetry during each lap of the race.

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

BRAKES EFFORT HARD

TIME SPENT BRAKING 22%

TURN 01*, TURN 14* AND TURN 07* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH 5.063 M

NUMBER OF LAPS 61

NUMBER OF BRAKE ZONES/LAP 15

01	Initial speed	293	(Km/h)
	Final speed	127	(Km/h)
	Stopping distance	91	(m)
	Braking time	1.71	(sec)
	Maximum deceleration	5.1	(g)
	Maximum pedal load	149	(Kg)
	Braking power	2569	(Kw)

03	Initial speed	166	(Km/h)
	Final speed	83	(Km/h)
	Stopping distance	49	(m)
	Braking time	1.45	(sec)
	Maximum deceleration	2.5	(g)
	Maximum pedal load	77	(Kg)
	Braking power	569	(Kw)

05	Initial speed	257	(Km/h)
	Final speed	146	(Km/h)
	Stopping distance	70	(m)
	Braking time	1.37	(sec)
	Maximum deceleration	3.9	(g)
	Maximum pedal load	113	(Kg)
	Braking power	1590	(Kw)

07	Initial speed	303	(Km/h)
	Final speed	113	(Km/h)
	Stopping distance	99	(m)
	Braking time	1.95	(sec)
	Maximum deceleration	5.0	(g)
	Maximum pedal load	148	(Kg)
	Braking power	2491	(Kw)

08	Initial speed	218	(Km/h)
	Final speed	92	(Km/h)
	Stopping distance	65	(m)
	Braking time	1.78	(sec)
	Maximum deceleration	3.8	(g)
	Maximum pedal load	117	(Kg)
	Braking power	1353	(Kw)

09	Initial speed	206	(Km/h)
	Final speed	136	(Km/h)
	Stopping distance	52	(m)
	Braking time	1.19	(sec)
	Maximum deceleration	2.7	(g)
	Maximum pedal load	77	(Kg)
	Braking power	796	(Kw)

10	Initial speed	269	(Km/h)
	Final speed	141	(Km/h)
	Stopping distance	74	(m)
	Braking time	1.46	(sec)
	Maximum deceleration	4.8	(g)
	Maximum pedal load	145	(Kg)
	Braking power	2267	(Kw)

11	Initial speed	185	(Km/h)
	Final speed	109	(Km/h)
	Stopping distance	43	(m)
	Braking time	1.16	(sec)
	Maximum deceleration	2.7	(g)
	Maximum pedal load	86	(Kg)
	Braking power	730	(Kw)

13	Initial speed	213	(Km/h)
	Final speed	66	(Km/h)
	Stopping distance	81	(m)
	Braking time	2.27	(sec)
	Maximum deceleration	2.5	(g)
	Maximum pedal load	78	(Kg)
	Braking power	701	(Kw)

14	Initial speed	287	(Km/h)
	Final speed	90	(Km/h)
	Stopping distance	95	(m)
	Braking time	2.21	(sec)
	Maximum deceleration	5.0	(g)
	Maximum pedal load	150	(Kg)
	Braking power	2479	(Kw)

16	Initial speed	250	(Km/h)
	Final speed	106	(Km/h)
	Stopping distance	79	(m)
	Braking time	1.87	(sec)
	Maximum deceleration	3.4	(g)
	Maximum pedal load	106	(Kg)
	Braking power	1215	(Kw)

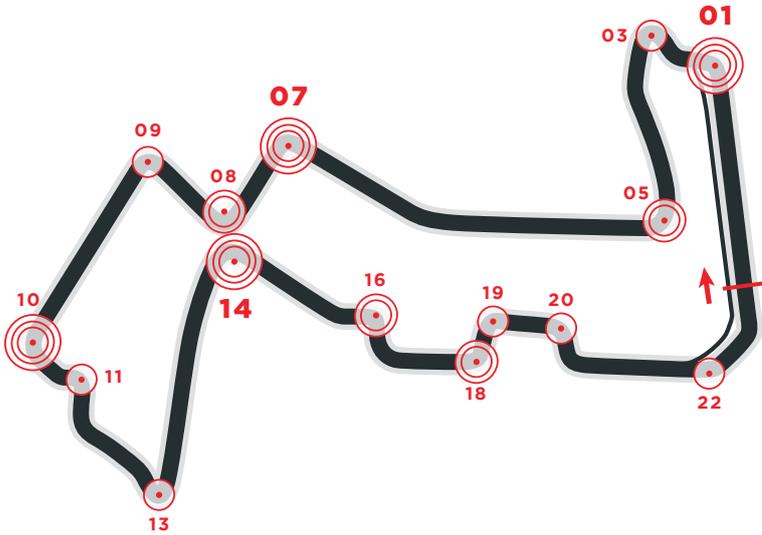
18	Initial speed	219	(Km/h)
	Final speed	104	(Km/h)
	Stopping distance	61	(m)
	Braking time	1.54	(sec)
	Maximum deceleration	3.9	(g)
	Maximum pedal load	122	(Kg)
	Braking power	1442	(Kw)



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BRAKE CIRCUIT IDENTITY CARD

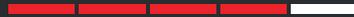
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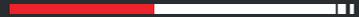
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BRAKES EFFORT HARD



TIME SPENT BRAKING 22%



TURN 01*, TURN 14* AND TURN 07* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH **5.063 M**

NUMBER OF LAPS **61**

NUMBER OF BRAKE ZONES/LAP **15**

19	Initial speed	139	(Km/h)
	Final speed	113	(Km/h)
	Stopping distance	20	(m)
	Braking time	0.58	(sec)
	Maximum deceleration	2.0	(g)
	Maximum pedal load	60	(Kg)
	Braking power	383	(Kw)

20	Initial speed	183	(Km/h)
	Final speed	106	(Km/h)
	Stopping distance	46	(m)
	Braking time	1.21	(sec)
	Maximum deceleration	3.2	(g)
	Maximum pedal load	99	(Kg)
	Braking power	964	(Kw)

22	Initial speed	253	(Km/h)
	Final speed	235	(Km/h)
	Stopping distance	17	(m)
	Braking time	0.26	(sec)
	Maximum deceleration	2.8	(g)
	Maximum pedal load	65	(Kg)
	Braking power	864	(Kw)