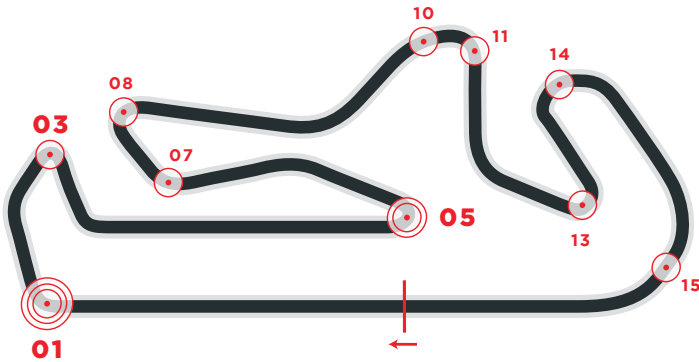




## 22-24 APR 2022



### BRAKE CIRCUIT IDENTITY CARD

After a set of four races in Asia and America, the MotoGP arrives in Europe for the 17th edition of the Portuguese GP, and the third to be held at the Algarve International Circuit. The constant ups and downs make it difficult for riders to calibrate their braking, with the risk of going too long on the downhill sections or braking too early on the uphill sections. As such, it is crucial to ensure that the bike is equipped with a good master cylinder, and to adjust this according to individual requirements.

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

BRAKES EFFORTA MEDIUM

TIME SPENT BRAKING 33%

TURN 01\*, TURN 05\* AND TURN 03\* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH **4.592 M**

NUMBER OF LAPS **25**

NUMBER OF BRAKE ZONES/LAP **10**

TURN <b>01</b>	Initial speed	<b>336</b>	(Km/h)
	Final speed	<b>120</b>	(Km/h)
	Stopping distance	<b>259</b>	(m)
	Braking time	<b>4.7</b>	(sec)
	Maximum deceleration	<b>1.8</b>	(g)
	Max force on lever	<b>4.7</b>	(Kg)

TURN <b>03</b>	Initial speed	<b>172</b>	(Km/h)
	Final speed	<b>60</b>	(Km/h)
	Stopping distance	<b>106</b>	(m)
	Braking time	<b>3.5</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>3.5</b>	(Kg)

TURN <b>05</b>	Initial speed	<b>252</b>	(Km/h)
	Final speed	<b>78</b>	(Km/h)
	Stopping distance	<b>208</b>	(m)
	Braking time	<b>5</b>	(sec)
	Maximum deceleration	<b>1.3</b>	(g)
	Max force on lever	<b>5</b>	(Kg)

TURN <b>07</b>	Initial speed	<b>207</b>	(Km/h)
	Final speed	<b>144</b>	(Km/h)
	Stopping distance	<b>125</b>	(m)
	Braking time	<b>2.7</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>2.7</b>	(Kg)

TURN <b>08</b>	Initial speed	<b>146</b>	(Km/h)
	Final speed	<b>83</b>	(Km/h)
	Stopping distance	<b>73</b>	(m)
	Braking time	<b>2.4</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>2.4</b>	(Kg)

TURN <b>10</b>	Initial speed	<b>213</b>	(Km/h)
	Final speed	<b>116</b>	(Km/h)
	Stopping distance	<b>127</b>	(m)
	Braking time	<b>2.9</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>2.9</b>	(Kg)

TURN <b>11</b>	Initial speed	<b>114</b>	(Km/h)
	Final speed	<b>88</b>	(Km/h)
	Stopping distance	<b>42</b>	(m)
	Braking time	<b>1.6</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>1.6</b>	(Kg)

TURN <b>13</b>	Initial speed	<b>183</b>	(Km/h)
	Final speed	<b>68</b>	(Km/h)
	Stopping distance	<b>125</b>	(m)
	Braking time	<b>3.8</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>3.8</b>	(Kg)

TURN <b>14</b>	Initial speed	<b>152</b>	(Km/h)
	Final speed	<b>90</b>	(Km/h)
	Stopping distance	<b>89</b>	(m)
	Braking time	<b>2.8</b>	(sec)
	Maximum deceleration	<b>0.8</b>	(g)
	Max force on lever	<b>2.8</b>	(Kg)

CURVA <b>15</b>	Initial speed	<b>216</b>	(Km/h)
	Final speed	<b>160</b>	(Km/h)
	Stopping distance	<b>134</b>	(m)
	Braking time	<b>2.7</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>2.7</b>	(Kg)