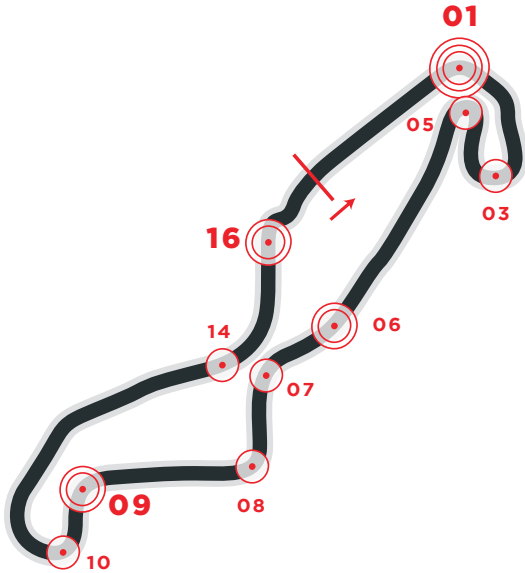




24-26 JUN 2022



BRAKE CIRCUIT IDENTITY CARD

The TT Assen is the halfway point of the season, and it's the only one of the original World Championship races (1949) still run today.

Assen has a maximum speed of 310 km/h (193 mph) but, thanks to the many fast bends, the braking systems are really able to cool down. And it's precisely the presence of so many bends that makes it the best test-bench for the Marchesini rims.

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

BRAKES EFFORT EASY

TIME SPENT BRAKING 35%

TURN 01*, TURN 09* AND TURN 16* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH 4.542 M

NUMBER OF LAPS 26

NUMBER OF BRAKE ZONES/LAP 10

| | | | |
|------------|----------------------|-----|--------|
| TURN 01 | Initial speed | 291 | (Km/h) |
| | Final speed | 113 | (Km/h) |
| | Stopping distance | 213 | (m) |
| | Braking time | 4.3 | (sec) |
| | Maximum deceleration | 1.5 | (g) |
| | Max force on lever | 5.3 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 03 | Initial speed | 190 | (Km/h) |
| | Final speed | 108 | (Km/h) |
| | Stopping distance | 125 | (m) |
| | Braking time | 3.3 | (sec) |
| | Maximum deceleration | 1 | (g) |
| | Max force on lever | 3.2 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 05 | Initial speed | 128 | (Km/h) |
| | Final speed | 63 | (Km/h) |
| | Stopping distance | 76 | (m) |
| | Braking time | 3.1 | (sec) |
| | Maximum deceleration | 0.9 | (g) |
| | Max force on lever | 3.2 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 06 | Initial speed | 309 | (Km/h) |
| | Final speed | 239 | (Km/h) |
| | Stopping distance | 164 | (m) |
| | Braking time | 2.2 | (sec) |
| | Maximum deceleration | 1.3 | (g) |
| | Max force on lever | 2.6 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 07 | Initial speed | 227 | (Km/h) |
| | Final speed | 171 | (Km/h) |
| | Stopping distance | 143 | (m) |
| | Braking time | 2.9 | (sec) |
| | Maximum deceleration | 0.8 | (g) |
| | Max force on lever | 2.1 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 08 | Initial speed | 191 | (Km/h) |
| | Final speed | 122 | (Km/h) |
| | Stopping distance | 116 | (m) |
| | Braking time | 2.9 | (sec) |
| | Maximum deceleration | 0.9 | (g) |
| | Max force on lever | 3.1 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 09 | Initial speed | 245 | (Km/h) |
| | Final speed | 117 | (Km/h) |
| | Stopping distance | 168 | (m) |
| | Braking time | 3.7 | (sec) |
| | Maximum deceleration | 1.3 | (g) |
| | Max force on lever | 4.8 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 10 | Initial speed | 161 | (Km/h) |
| | Final speed | 104 | (Km/h) |
| | Stopping distance | 92 | (m) |
| | Braking time | 2.6 | (sec) |
| | Maximum deceleration | 0.8 | (g) |
| | Max force on lever | 3 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 14 | Initial speed | 280 | (Km/h) |
| | Final speed | 194 | (Km/h) |
| | Stopping distance | 197 | (m) |
| | Braking time | 3.4 | (sec) |
| | Maximum deceleration | 1 | (g) |
| | Max force on lever | 1.5 | (Kg) |

| | | | |
|------------|----------------------|-----|--------|
| TURN 16 | Initial speed | 217 | (Km/h) |
| | Final speed | 96 | (Km/h) |
| | Stopping distance | 142 | (m) |
| | Braking time | 3.4 | (sec) |
| | Maximum deceleration | 1.2 | (g) |
| | Max force on lever | 4.9 | (Kg) |