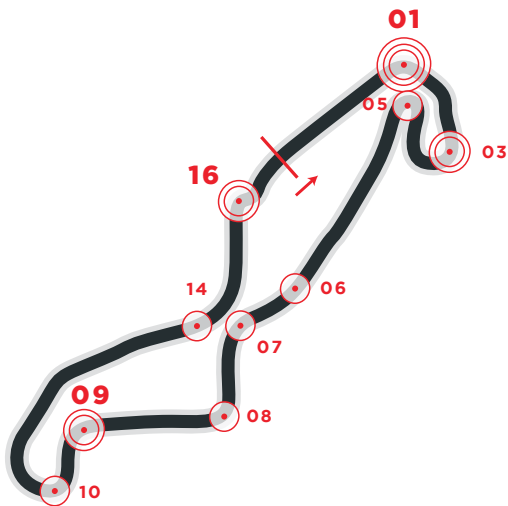




## 22-24 APR 2022



### BRAKE CIRCUIT IDENTITY CARD

The Dutch track is one of the most spectacular and technical of the entire World Superbike Championship but at the same time also one of the least demanding for brakes. In fact, it is a very "guided" circuit where the fast bends generally determine not very demanding braking while the fast stretches determine allow excellent cooling of the braking systems and guarantee good operating temperatures.

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

**BRAKES EFFORT VERY EASY**

**TIME SPENT BRAKING 27%**

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

**CIRCUIT LENGTH** **4.542 M**

**NUMBER OF LAPS** **21**

**NUMBER OF BRAKE ZONES/LAP** **10**

<b>TURN 01</b>	Initial speed	<b>269</b>	(Km/h)
	Final speed	<b>108</b>	(Km/h)
	Stopping distance	<b>195</b>	(m)
	Braking time	<b>3.8</b>	(sec)
	Maximum deceleration	<b>1.4</b>	(g)
	Max force on lever	<b>4.2</b>	(Kg)

<b>TURN 03</b>	Initial speed	<b>188</b>	(Km/h)
	Final speed	<b>106</b>	(Km/h)
	Stopping distance	<b>102</b>	(m)
	Braking time	<b>2.5</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>3.5</b>	(Kg)

<b>TURN 05</b>	Initial speed	<b>125</b>	(Km/h)
	Final speed	<b>59</b>	(Km/h)
	Stopping distance	<b>74</b>	(m)
	Braking time	<b>2.8</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>3.0</b>	(Kg)

<b>TURN 06</b>	Initial speed	<b>282</b>	(Km/h)
	Final speed	<b>257</b>	(Km/h)
	Stopping distance	<b>63</b>	(m)
	Braking time	<b>0.8</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>1.4</b>	(Kg)

<b>TURN 07</b>	Initial speed	<b>235</b>	(Km/h)
	Final speed	<b>158</b>	(Km/h)
	Stopping distance	<b>137</b>	(m)
	Braking time	<b>2.5</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>2.9</b>	(Kg)

<b>TURN 08</b>	Initial speed	<b>190</b>	(Km/h)
	Final speed	<b>122</b>	(Km/h)
	Stopping distance	<b>103</b>	(m)
	Braking time	<b>2.4</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>3.0</b>	(Kg)

<b>TURN 09</b>	Initial speed	<b>233</b>	(Km/h)
	Final speed	<b>112</b>	(Km/h)
	Stopping distance	<b>150</b>	(m)
	Braking time	<b>3.2</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>4.1</b>	(Kg)

<b>TURN 10</b>	Initial speed	<b>160</b>	(Km/h)
	Final speed	<b>100</b>	(Km/h)
	Stopping distance	<b>73</b>	(m)
	Braking time	<b>2</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>3.2</b>	(Kg)

<b>TURN 14</b>	Initial speed	<b>275</b>	(Km/h)
	Final speed	<b>197</b>	(Km/h)
	Stopping distance	<b>152</b>	(m)
	Braking time	<b>2.3</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>2.2</b>	(Kg)

<b>TURN 16</b>	Initial speed	<b>213</b>	(Km/h)
	Final speed	<b>99</b>	(Km/h)
	Stopping distance	<b>138</b>	(m)
	Braking time	<b>3.2</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>4.1</b>	(Kg)