BRAKE CIRCUIT IDENTITY CARD

MELBOURNE GRAND PRIX CIRCUIT

Since it is usually used for daily traffic, on Friday the track is slippery but, session by session, the asphalt is increasingly rubberized, also improving braking performance. This also translates into greater pad and disc wear, as they reach extremely high temperatures due to the increase in grip.

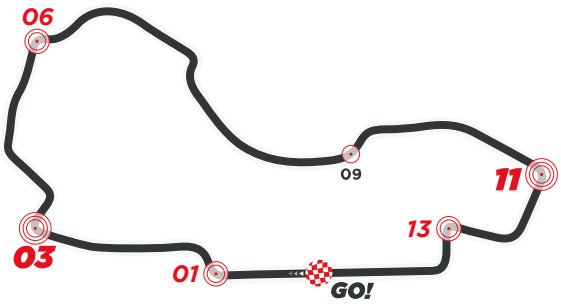
SHOULD YOU PUBLISH ANY OF THE DATA CONTAINED HERE PLEASE QUOTE BREMBO AS SOURCE USED.

FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX

31MAR-02APR 2023

CIRCUIT LENGHT: **5.278 Km**

NUMBER OF LAPS: **58**



TIME SPENT BRAKING: **12%**

TURN 03*, TURN 11* & TURN 01* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

BRAKES EFFORT: **MEDIUM**

06 BRAKE ZONES / LAP

TURN 01

Initial Speed (Km/h)	312
Final Speed (Km/h)	177
Stopping Distance (m)	89
Braking Time (sec)	1.40
Maximum Deceleration (g)	4.6
Maximum Pedal Load (Kg)	142
Braking Power (Kw)	2519

TURN 03

Initial Speed (Km/h)	299
Final Speed (Km/h)	100
Stopping Distance (m)	112
Braking Time (sec)	2.31
Maximum Deceleration (g)	4.6
Maximum Pedal Load (Kg)	144
Braking Power (Kw)	2491

TURN 06

Initial Speed (Km/h)	288
Final Speed (Km/h)	227
Stopping Distance (m)	50
Braking Time (sec)	0.72
Maximum Deceleration (g)	3.7
Maximum Pedal Load (Kg)	106
Braking Power (Kw)	1660

TURN 09

Initial Speed (Km/h)	298
Final Speed (Km/h)	265
Stopping Distance (m)	39
Braking Time (sec)	0.50
Maximum Deceleration (g)	2.8
Maximum Pedal Load (Kg)	53
Braking Power (Kw)	856

TURN 11

Initial Speed (Km/h)	310
Final Speed (Km/h)	112
Stopping Distance (m)	107
Braking Time (sec)	2.11
Maximum Deceleration (g)	4.7
Maximum Pedal Load (Kg)	147
Braking Power (Kw)	2565

TURN 13

Initial Speed (Km/h)	259
Final Speed (Km/h)	100
Stopping Distance (m)	87
Braking Time (sec)	2.07
Maximum Deceleration (g)	3.9
Maximum Pedal Load (Kg)	125
Braking Power (Kw)	1751