



BRAKE CIRCUIT IDENTITY CARD CIRCUIT DE MONACO

Eighty years old but does not show them. This year the Monaco GP celebrates its eightieth edition, even if the first dates back to 1929.

The circuit, which winds through the streets of the Principality, is characterized by a high aerodynamic load and a high percentage of time spent braking. Furthermore, several sections of the track have been resurfaced in recent weeks, including the Louis II tunnel.

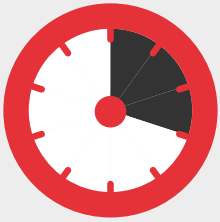
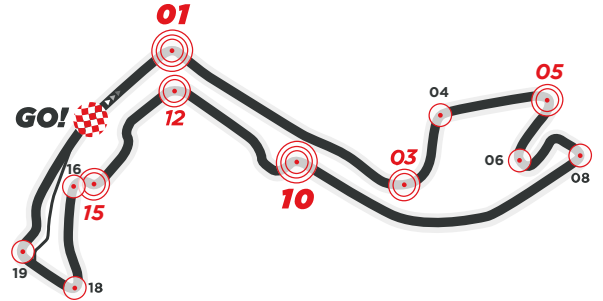
This could increase the temperatures of the calipers and brake fluid, as the braking power that can be discharged to the ground is greater.

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

FORMULA 1

26-28 MAY 2023 @ GRAND PRIX DE MONACO

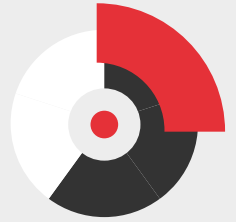
CIRCUIT LENGTH: **3.337 Km**
 NUMBER OF LAPS: **78**



TIME SPENT BRAKING:
25%

TURN 10*, TURN 01* & TURN 05* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

BRAKES EFFORT:
MEDIUM



12 BRAKE ZONES / LAP

| | | |
|-------------------|--------------------------|------|
| 01 TURN | Initial Speed (km/h) | 290 |
| | Final Speed (km/h) | 109 |
| | Stopping Distance (m) | 85 |
| | Braking Time (sec) | 1.77 |
| | Maximum Deceleration (g) | 4.8 |
| | Maximum Pedal Load (kg) | 147 |
| | Braking Power (kW) | 2376 |

| | | |
|-------------------|--------------------------|------|
| 03 TURN | Initial Speed (km/h) | 275 |
| | Final Speed (km/h) | 165 |
| | Stopping Distance (m) | 99 |
| | Braking Time (sec) | 1.72 |
| | Maximum Deceleration (g) | 3.7 |
| | Maximum Pedal Load (kg) | 104 |
| | Braking Power (kW) | 1561 |

| | | |
|-------------------|--------------------------|------|
| 04 TURN | Initial Speed (km/h) | 197 |
| | Final Speed (km/h) | 133 |
| | Stopping Distance (m) | 44 |
| | Braking Time (sec) | 1.01 |
| | Maximum Deceleration (g) | 3.3 |
| | Maximum Pedal Load (kg) | 107 |
| | Braking Power (kW) | 1063 |

| | | |
|-------------------|--------------------------|------|
| 05 TURN | Initial Speed (km/h) | 237 |
| | Final Speed (km/h) | 83 |
| | Stopping Distance (m) | 86 |
| | Braking Time (sec) | 2.38 |
| | Maximum Deceleration (g) | 4.0 |
| | Maximum Pedal Load (kg) | 127 |
| | Braking Power (kW) | 1621 |

| | | |
|-------------------|--------------------------|------|
| 06 TURN | Initial Speed (km/h) | 169 |
| | Final Speed (km/h) | 58 |
| | Stopping Distance (m) | 53 |
| | Braking Time (sec) | 2.02 |
| | Maximum Deceleration (g) | 2.5 |
| | Maximum Pedal Load (kg) | 83 |
| | Braking Power (kW) | 679 |

| | | |
|-------------------|--------------------------|------|
| 08 TURN | Initial Speed (km/h) | 141 |
| | Final Speed (km/h) | 89 |
| | Stopping Distance (m) | 32 |
| | Braking Time (sec) | 1.06 |
| | Maximum Deceleration (g) | 2.2 |
| | Maximum Pedal Load (kg) | 69 |
| | Braking Power (kW) | 476 |

| | | |
|-------------------|--------------------------|------|
| 10 TURN | Initial Speed (km/h) | 283 |
| | Final Speed (km/h) | 85 |
| | Stopping Distance (m) | 96 |
| | Braking Time (sec) | 2.18 |
| | Maximum Deceleration (g) | 4.7 |
| | Maximum Pedal Load (kg) | 142 |
| | Braking Power (kW) | 2300 |

| | | |
|-------------------|--------------------------|------|
| 12 TURN | Initial Speed (km/h) | 239 |
| | Final Speed (km/h) | 166 |
| | Stopping Distance (m) | 52 |
| | Braking Time (sec) | 0.97 |
| | Maximum Deceleration (g) | 4.0 |
| | Maximum Pedal Load (kg) | 127 |
| | Braking Power (kW) | 1648 |

| | | |
|-------------------|--------------------------|------|
| 15 TURN | Initial Speed (km/h) | 252 |
| | Final Speed (km/h) | 134 |
| | Stopping Distance (m) | 70 |
| | Braking Time (sec) | 1.42 |
| | Maximum Deceleration (g) | 3.9 |
| | Maximum Pedal Load (kg) | 119 |
| | Braking Power (kW) | 1655 |

| | | |
|-------------------|--------------------------|------|
| 16 TURN | Initial Speed (km/h) | 149 |
| | Final Speed (km/h) | 131 |
| | Stopping Distance (m) | 16 |
| | Braking Time (sec) | 0.42 |
| | Maximum Deceleration (g) | 2.3 |
| | Maximum Pedal Load (kg) | 70 |
| | Braking Power (kW) | 520 |

| | | |
|-------------------|--------------------------|------|
| 18 TURN | Initial Speed (km/h) | 209 |
| | Final Speed (km/h) | 62 |
| | Stopping Distance (m) | 71 |
| | Braking Time (sec) | 2.08 |
| | Maximum Deceleration (g) | 2.9 |
| | Maximum Pedal Load (kg) | 86 |
| | Braking Power (kW) | 963 |

| | | |
|-------------------|--------------------------|------|
| 19 TURN | Initial Speed (km/h) | 138 |
| | Final Speed (km/h) | 94 |
| | Stopping Distance (m) | 29 |
| | Braking Time (sec) | 0.94 |
| | Maximum Deceleration (g) | 2.2 |
| | Maximum Pedal Load (kg) | 64 |
| | Braking Power (kW) | 435 |