



BRAKE CIRCUIT IDENTITY CARD

CIRCUIT ZANDVOORT

After its big success with the public last year when it totaled over 300,000 spectators over the weekend, the Dutch GP seeks to reconfirm itself.

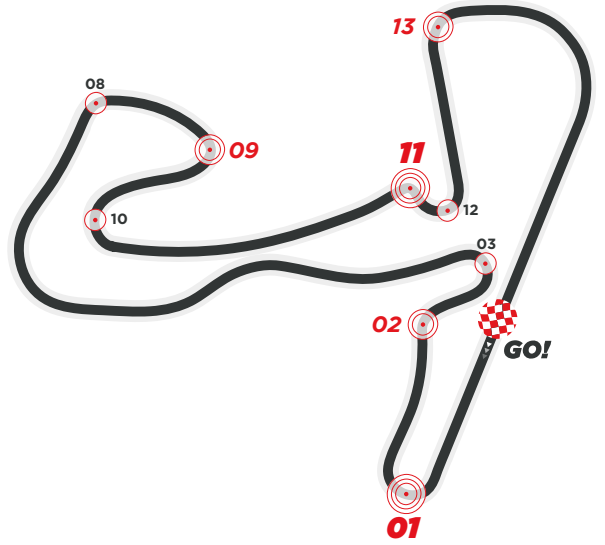
One of the characteristic features of the circuit is the presence of corners 3 and 14 banked at around 19 degrees. This affects the set-up of the single-seaters which in turn affects the functioning of the brakes.

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

FORMULA 1

25-27 AUG 2023 @ HEINEKEN DUTCH GRAND PRIX

CIRCUIT LENGTH: **4.259 Km**
 NUMBER OF LAPS: **72**



TIME SPENT BRAKING:
16%

TURN 01*, TURN 11* & TURN 09* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

BRAKES EFFORT:
EASY



09 BRAKE ZONES / LAP

| | | |
|-------------------|--------------------------|------|
| 01 TURN | Initial Speed (km/h) | 310 |
| | Final Speed (km/h) | 118 |
| | Stopping Distance (m) | 119 |
| | Braking Time (sec) | 2.28 |
| | Maximum Deceleration (g) | 4.7 |
| | Maximum Pedal Load (kg) | 141 |
| | Braking Power (kW) | 2488 |

| | | |
|-------------------|--------------------------|------|
| 02 TURN | Initial Speed (km/h) | 247 |
| | Final Speed (km/h) | 197 |
| | Stopping Distance (m) | 42 |
| | Braking Time (sec) | 0.70 |
| | Maximum Deceleration (g) | 3.2 |
| | Maximum Pedal Load (kg) | 92 |
| | Braking Power (kW) | 1243 |

| | | |
|-------------------|--------------------------|------|
| 03 TURN | Initial Speed (km/h) | 207 |
| | Final Speed (km/h) | 146 |
| | Stopping Distance (m) | 52 |
| | Braking Time (sec) | 1.07 |
| | Maximum Deceleration (g) | 3.1 |
| | Maximum Pedal Load (kg) | 96 |
| | Braking Power (kW) | 1070 |

| | | |
|-------------------|--------------------------|------|
| 08 TURN | Initial Speed (km/h) | 269 |
| | Final Speed (km/h) | 236 |
| | Stopping Distance (m) | 33 |
| | Braking Time (sec) | 0.47 |
| | Maximum Deceleration (g) | 2.9 |
| | Maximum Pedal Load (kg) | 63 |
| | Braking Power (kW) | 951 |

| | | |
|-------------------|--------------------------|------|
| 09 TURN | Initial Speed (km/h) | 251 |
| | Final Speed (km/h) | 129 |
| | Stopping Distance (m) | 82 |
| | Braking Time (sec) | 1.69 |
| | Maximum Deceleration (g) | 3.8 |
| | Maximum Pedal Load (kg) | 116 |
| | Braking Power (kW) | 1629 |

| | | |
|-------------------|--------------------------|------|
| 10 TURN | Initial Speed (km/h) | 222 |
| | Final Speed (km/h) | 140 |
| | Stopping Distance (m) | 80 |
| | Braking Time (sec) | 1.74 |
| | Maximum Deceleration (g) | 2.4 |
| | Maximum Pedal Load (kg) | 60 |
| | Braking Power (kW) | 689 |

| | | |
|-------------------|--------------------------|------|
| 11 TURN | Initial Speed (km/h) | 284 |
| | Final Speed (km/h) | 117 |
| | Stopping Distance (m) | 96 |
| | Braking Time (sec) | 1.92 |
| | Maximum Deceleration (g) | 4.6 |
| | Maximum Pedal Load (kg) | 141 |
| | Braking Power (kW) | 2298 |

| | | |
|-------------------|--------------------------|------|
| 12 TURN | Initial Speed (km/h) | 131 |
| | Final Speed (km/h) | 97 |
| | Stopping Distance (m) | 28 |
| | Braking Time (sec) | 0.86 |
| | Maximum Deceleration (g) | 2.1 |
| | Maximum Pedal Load (kg) | 66 |
| | Braking Power (kW) | 435 |

| | | |
|-------------------|--------------------------|------|
| 13 TURN | Initial Speed (km/h) | 245 |
| | Final Speed (km/h) | 199 |
| | Stopping Distance (m) | 38 |
| | Braking Time (sec) | 0.62 |
| | Maximum Deceleration (g) | 3.0 |
| | Maximum Pedal Load (kg) | 79 |
| | Braking Power (kW) | 1050 |