



BRAKE CIRCUIT IDENTITY CARD

SEPANG INTERNATIONAL CIRCUIT

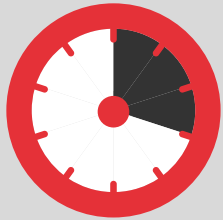
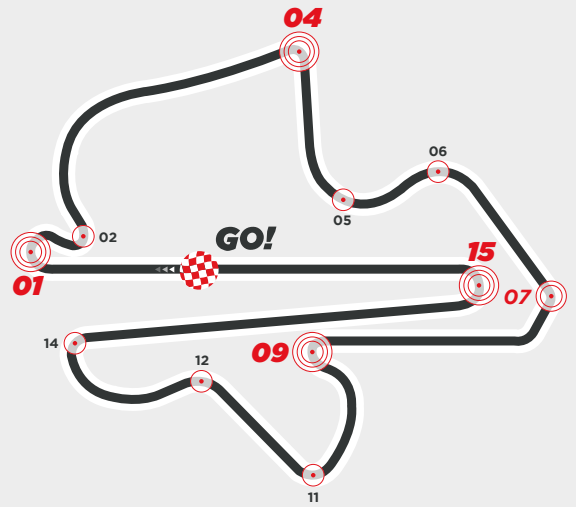
The Sepang racetrack is one of the longest tracks of the MotoGP and is one of the hardest on motorcycles braking systems. Several hard cut outs among which the first and last braking are particularly demanding and characterized by sharp decelerations with over 200 km/h (124 mph) difference between initial and final speed. The numerous cut outs, the high % of time spent braking and the tropical climate make managing temperatures rather critical both for the brakes and for the riders.

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

MOTO GP

10-12 NOV 2023 @ PETRONAS GRAND PRIX OF MALAYSIA

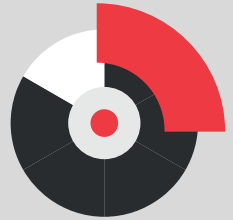
CIRCUIT LENGTH: **5.543 Km**
 NUMBER OF LAPS: **20**



TIME SPENT BRAKING:
32%

TURN 01*, TURN 15* & TURN 04* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

BRAKES EFFORT:
HARD



11 BRAKE ZONES / LAP

01 TURN	Initial Speed (km/h)	327
	Final Speed (km/h)	67
	Stopping Distance (m)	306
	Braking Time (sec)	6.2
	Maximum Deceleration (g)	1.8
	Max Force on Lever (kg)	6.8
	Brake Pressure (bar)	13.0

02 TURN	Initial Speed (km/h)	97
	Final Speed (km/h)	66
	Stopping Distance (m)	40
	Braking Time (sec)	1.8
	Maximum Deceleration (g)	0.7
	Max Force on Lever (kg)	2.1
	Brake Pressure (bar)	4.0

04 TURN	Initial Speed (km/h)	243
	Final Speed (km/h)	86
	Stopping Distance (m)	221
	Braking Time (sec)	4.8
	Maximum Deceleration (g)	1.3
	Max Force on Lever (kg)	6.0
	Brake Pressure (bar)	11.5

05 TURN	Initial Speed (km/h)	197
	Final Speed (km/h)	162
	Stopping Distance (m)	75
	Braking Time (sec)	1.5
	Maximum Deceleration (g)	0.8
	Max Force on Lever (kg)	1.6
	Brake Pressure (bar)	3.0

06 TURN	Initial Speed (km/h)	152
	Final Speed (km/h)	148
	Stopping Distance (m)	54
	Braking Time (sec)	1.2
	Maximum Deceleration (g)	0.8
	Max Force on Lever (kg)	1.0
	Brake Pressure (bar)	2.0

07 TURN	Initial Speed (km/h)	231
	Final Speed (km/h)	120
	Stopping Distance (m)	159
	Braking Time (sec)	3.4
	Maximum Deceleration (g)	1.6
	Max Force on Lever (kg)	4.7
	Brake Pressure (bar)	9.0

09 TURN	Initial Speed (km/h)	256
	Final Speed (km/h)	58
	Stopping Distance (m)	197
	Braking Time (sec)	4.9
	Maximum Deceleration (g)	1.4
	Max Force on Lever (kg)	5.8
	Brake Pressure (bar)	10.5

11 TURN	Initial Speed (km/h)	160
	Final Speed (km/h)	106
	Stopping Distance (m)	84
	Braking Time (sec)	2.3
	Maximum Deceleration (g)	0.8
	Max Force on Lever (kg)	2.1
	Brake Pressure (bar)	4.0

12 TURN	Initial Speed (km/h)	196
	Final Speed (km/h)	155
	Stopping Distance (m)	97
	Braking Time (sec)	1.9
	Maximum Deceleration (g)	1.2
	Max Force on Lever (kg)	3.6
	Brake Pressure (bar)	7.0

14 TURN	Initial Speed (km/h)	171
	Final Speed (km/h)	91
	Stopping Distance (m)	114
	Braking Time (sec)	3.3
	Maximum Deceleration (g)	1.0
	Max Force on Lever (kg)	2.6
	Brake Pressure (bar)	5.0

15 TURN	Initial Speed (km/h)	321
	Final Speed (km/h)	70
	Stopping Distance (m)	298
	Braking Time (sec)	6.2
	Maximum Deceleration (g)	1.7
	Max Force on Lever (kg)	6.5
	Brake Pressure (bar)	12.5