



# BRAKE CIRCUIT IDENTITY CARD

## LOSAIL INTERNATIONAL CIRCUIT

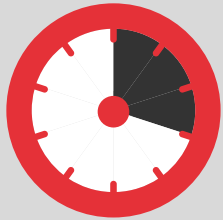
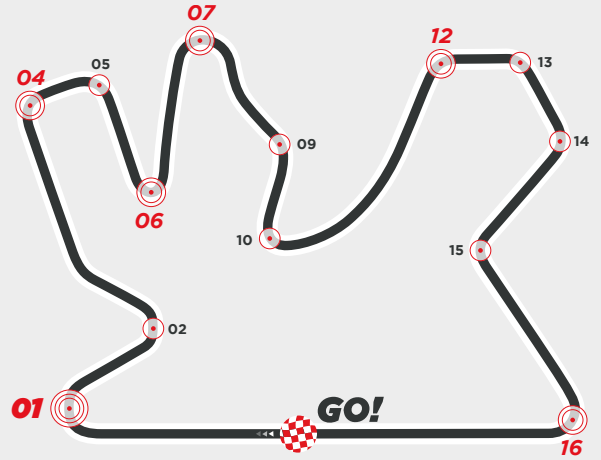
The Losail International Circuit, located just north of Doha, Qatar, is highly demanding on the braking system. Brakes are needed on 13 of the 16 corners at the Losail International Circuit: this is the highest value of the season.

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

# MOTO GP

17-19 NOV 2023 @ GRAND PRIX OF QATAR

CIRCUIT LENGTH: **5.380 Km**  
 NUMBER OF LAPS: **22**



TIME SPENT BRAKING:  
**34%**

**TURN 01\*, TURN 04\* & TURN 16\* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM**

BRAKES EFFORT:  
**MEDIUM**



### 13 BRAKE ZONES / LAP →

<b>01</b> TURN	Initial Speed (km/h)	348
	Final Speed (km/h)	123
	Stopping Distance (m)	321
	Braking Time (sec)	5.4
	Maximum Deceleration (g)	1.8
	Max Force on Lever (kg)	7.0
	Brake Pressure (bar)	13.5

<b>02</b> TURN	Initial Speed (km/h)	179
	Final Speed (km/h)	111
	Stopping Distance (m)	120
	Braking Time (sec)	3.1
	Maximum Deceleration (g)	1.0
	Max Force on Lever (kg)	3.6
	Brake Pressure (bar)	7.0

<b>04</b> TURN	Initial Speed (km/h)	257
	Final Speed (km/h)	117
	Stopping Distance (m)	206
	Braking Time (sec)	4.2
	Maximum Deceleration (g)	1.4
	Max Force on Lever (kg)	6.0
	Brake Pressure (bar)	11.5

<b>05</b> TURN	Initial Speed (km/h)	149
	Final Speed (km/h)	125
	Stopping Distance (m)	40
	Braking Time (sec)	1.1
	Maximum Deceleration (g)	1.1
	Max Force on Lever (kg)	2.6
	Brake Pressure (bar)	5.0

<b>06</b> TURN	Initial Speed (km/h)	193
	Final Speed (km/h)	74
	Stopping Distance (m)	135
	Braking Time (sec)	3.8
	Maximum Deceleration (g)	1.3
	Max Force on Lever (kg)	5.7
	Brake Pressure (bar)	11.0

<b>07</b> TURN	Initial Speed (km/h)	219
	Final Speed (km/h)	93
	Stopping Distance (m)	163
	Braking Time (sec)	3.8
	Maximum Deceleration (g)	1.2
	Max Force on Lever (kg)	4.9
	Brake Pressure (bar)	9.5

<b>09</b> TURN	Initial Speed (km/h)	190
	Final Speed (km/h)	142
	Stopping Distance (m)	98
	Braking Time (sec)	2.1
	Maximum Deceleration (g)	1.0
	Max Force on Lever (kg)	2.9
	Brake Pressure (bar)	5.5

<b>10</b> TURN	Initial Speed (km/h)	165
	Final Speed (km/h)	99
	Stopping Distance (m)	97
	Braking Time (sec)	2.7
	Maximum Deceleration (g)	1.0
	Max Force on Lever (kg)	4.2
	Brake Pressure (bar)	8.0

<b>12</b> TURN	Initial Speed (km/h)	263
	Final Speed (km/h)	158
	Stopping Distance (m)	180
	Braking Time (sec)	3.2
	Maximum Deceleration (g)	1.4
	Max Force on Lever (kg)	4.4
	Brake Pressure (bar)	8.5

<b>13</b> TURN	Initial Speed (km/h)	193
	Final Speed (km/h)	162
	Stopping Distance (m)	32
	Braking Time (sec)	0.7
	Maximum Deceleration (g)	0.8
	Max Force on Lever (kg)	1.6
	Brake Pressure (bar)	3.0

<b>14</b> TURN	Initial Speed (km/h)	186
	Final Speed (km/h)	130
	Stopping Distance (m)	71
	Braking Time (sec)	1.6
	Maximum Deceleration (g)	1.2
	Max Force on Lever (kg)	3.6
	Brake Pressure (bar)	7.0

<b>15</b> TURN	Initial Speed (km/h)	218
	Final Speed (km/h)	130
	Stopping Distance (m)	125
	Braking Time (sec)	2.7
	Maximum Deceleration (g)	1.2
	Max Force on Lever (kg)	4.2
	Brake Pressure (bar)	8.0



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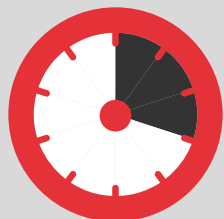
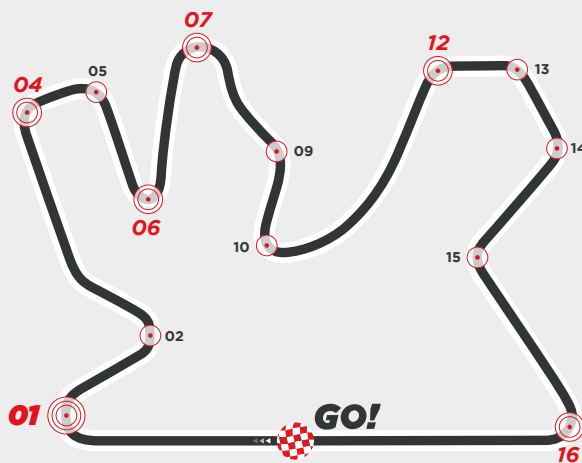
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← **13 BRAKE ZONES / LAP**

<b>16</b> <b>TURN</b>	Initial Speed (km/h)	<b>251</b>
	Final Speed (km/h)	<b>110</b>
	Stopping Distance (m)	<b>196</b>
	Braking Time (sec)	<b>4.3</b>
	Maximum Deceleration (g)	<b>1.4</b>
	Max Force on Lever (kg)	<b>5.7</b>
	Brake Pressure (bar)	<b>11.0</b>