

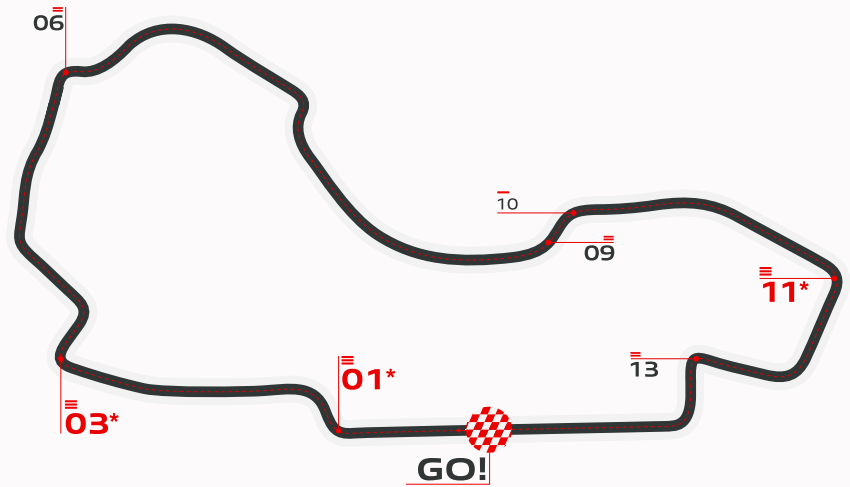
## BRAKE CIRCUIT IDENTITY CARD

### 03 MELBOURNE GP CIRCUIT

5,278 m / 58 laps

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.



Initial Speed km/h	313
Final Speed km/h	178
Stopping Distance m	81
Braking Time sec	1.29
Maximum Deceleration g	4.7
Max Force on Lever kg	165
Braking Power kW	2482



Initial Speed km/h	293
Final Speed km/h	101
Stopping Distance m	105
Braking Time sec	2.20
Maximum Deceleration g	4.7
Max Force on Lever kg	172
Braking Power kW	2435



Initial Speed km/h	282
Final Speed km/h	240
Stopping Distance m	30
Braking Time sec	0.42
Maximum Deceleration g	3.6
Max Force on Lever kg	110
Braking Power kW	1466



Initial Speed km/h	303
Final Speed km/h	253
Stopping Distance m	42
Braking Time sec	0.54
Maximum Deceleration g	3.5
Max Force on Lever kg	98
Braking Power kW	1467



Initial Speed km/h	261
Final Speed km/h	257
Stopping Distance m	5
Braking Time sec	0.07
Maximum Deceleration g	2.1
Max Force on Lever kg	37
Braking Power kW	454



Initial Speed km/h	299
Final Speed km/h	120
Stopping Distance m	95
Braking Time sec	1.79
Maximum Deceleration g	4.8
Max Force on Lever kg	173
Braking Power kW	2500



Initial Speed km/h	259
Final Speed km/h	104
Stopping Distance m	84
Braking Time sec	1.95
Maximum Deceleration g	4.1
Max Force on Lever kg	146
Braking Power kW	1808



TIME SPENT BRAKING

**11%**

BRAKES EFFORT

**3/5 MEDIUM**

\* Turn 11, Turn 01 & Turn 03 are considered the most demanding for the braking system.

Should you publish any of the data contained here please quote Brembo as source used.