

BRAKE DC

09 CIRCUIT GILLES-VILLENEUVE

4,361 m / 70 laps

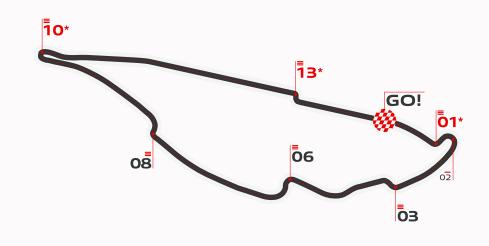




Turn 10, Turn 13 & Turn 01 are considered the most demanding for the braking system.

FORMULA 1 GRAND PRIX DU CANADA

Canada 7th June - 9th June 2024



301

147

74

42

74

99

2.54

5.1

160

2613

	Initial Speed km/h
	Final Speed km/h
	Stopping Distance
	Braking Time sec
	Maximum Deceler
	Maximum Pedal L
	Braking Power kW

Final Speed km/h	169
Stopping Distance m	72
Braking Time sec	1.18
Maximum Deceleration g	5.1
Maximum Pedal Load kg	157
Braking Power kW	2701

Initial Speed km/h



	Braking Time sec	1.40
TURN	Maximum Deceleration g	2.4
	Maximum Pedal Load kg	72
)2	Braking Power kW	530
	Initial Speed km/h	264
	Final Speed km/h	150
	Stopping Distance m	65
	Braking Time sec	1.25
TURN	Maximum Deceleration g	4.7
	Maximum Pedal Load kg	148
13	Braking Power kW	2159
	Initial Speed km/h	269
	Final Speed km/h	103
	Stopping Distance m	84
	Braking Time sec	1.88
TURN	Maximum Deceleration g	5.0
	Maximum Pedal Load kg	158
10	Braking Power kW	2424
	Initial Speed km/h	307
	Final Speed km/h	139
	Stopping Distance m	81
	Braking Time sec	1.49
TURN	Maximum Deceleration g	5.1



06

Initial Speed km/h	307
Final Speed km/h	139
Stopping Distance m	81
Braking Time sec	1.49
Maximum Deceleration g	5.1
Maximum Pedal Load kg	159
Braking Power kW	2694
Initial Speed km/h	290



*	Initial Speed km/h	317
	Final Speed km/h	144
	Stopping Distance m	87
	Braking Time sec	1.52
RN	Maximum Deceleration g	5.1
	Maximum Pedal Load kg	159
5	Braking Power kW	2752