BRAKE CIRCUIT IDENTITY CARD

12 SILVERSTONE CIRCUIT

5,891 m / 52 laps

At Silverstone, grip is critical for the right brake temperature and depends on both the weather conditions and the number of consecutive laps run by the single-seaters.

As the grip increases, so does the braking power transferred to the ground.

TIME SPENT BRAKING

12%

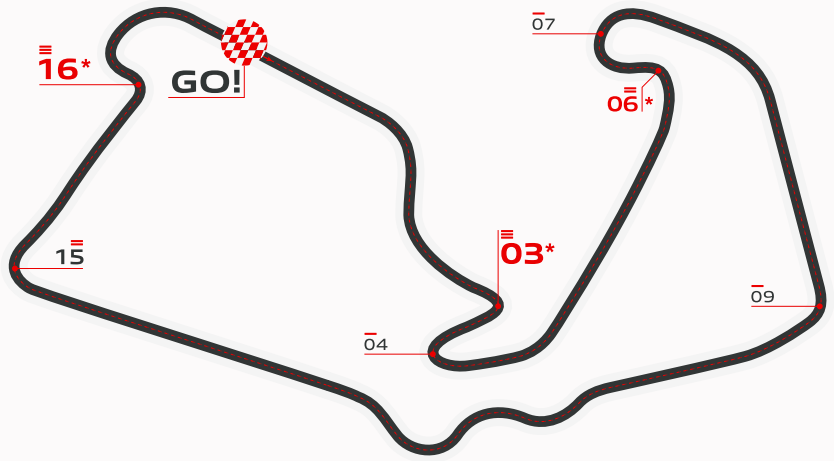
BRAKES EFFORT

1/5 VERY EASY

* **Turn 03, Turn 16 & Turn 06 are considered the most demanding for the braking system.**

FORMULA 1 QATAR AIRWAYS BRITISH GRAND PRIX

Great Britain 5th July - 7th July 2024



TURN 03 *

Initial Speed km/h	279
Final Speed km/h	120
Stopping Distance m	102
Braking Time sec	2.03
Maximum Deceleration g	4.4
Max Force on Lever kg	136
Braking Power kW	2201

TURN 16 *

Initial Speed km/h	286
Final Speed km/h	112
Stopping Distance m	95
Braking Time sec	2.03
Maximum Deceleration g	4.4
Max Force on Lever kg	135
Braking Power kW	2140

TURN 04

Initial Speed km/h	161
Final Speed km/h	91
Stopping Distance m	55
Braking Time sec	1.73
Maximum Deceleration g	2.7
Max Force on Lever kg	83
Braking Power kW	701

TURN 06 *

Initial Speed km/h	308
Final Speed km/h	164
Stopping Distance m	116
Braking Time sec	1.96
Maximum Deceleration g	3.8
Max Force on Lever kg	102
Braking Power kW	1757

TURN 07

Initial Speed km/h	187
Final Speed km/h	116
Stopping Distance m	69
Braking Time sec	1.73
Maximum Deceleration g	2.5
Max Force on Lever kg	68
Braking Power kW	729

TURN 09

Initial Speed km/h	263
Final Speed km/h	243
Stopping Distance m	24
Braking Time sec	0.34
Maximum Deceleration g	2.5
Max Force on Lever kg	44
Braking Power kW	705

TURN 15

Initial Speed km/h	311
Final Speed km/h	268
Stopping Distance m	43
Braking Time sec	0.55
Maximum Deceleration g	3.3
Max Force on Lever kg	69
Braking Power kW	1271