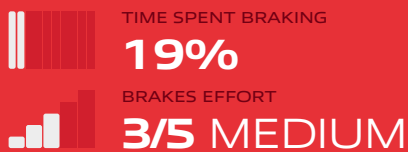


BRAKE CIRCUIT IDENTITY CARD

13 HUNGARORING
4,381 m / 70 laps

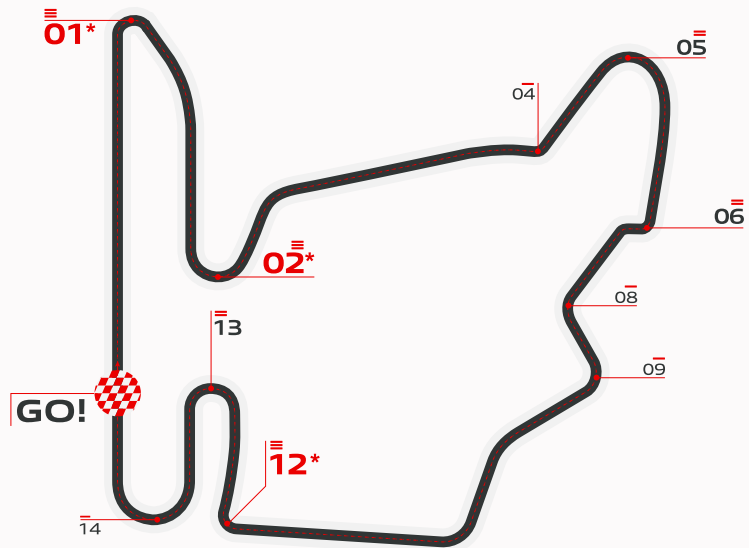
A winding circuit, it is characterised by the high aerodynamic load and most of it is quite driven, but with a rather demanding braking section right after the main straight stretch.

This track can not be numbered among the most demanding for braking systems, even if friction material temperature management on this track is in any case the key to managing the race and ensuring consistent performance and wear kept under control.



* Turn 01, Turn 12 & Turn 02 are considered the most demanding for the braking system.

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



TURN 01*

| | |
|------------------------|------|
| Initial Speed km/h | 310 |
| Final Speed km/h | 96 |
| Stopping Distance m | 122 |
| Braking Time sec | 2.65 |
| Maximum Deceleration g | 4.5 |
| Max Force on Lever kg | 160 |
| Braking Power kW | 2289 |

TURN 02*

| | |
|------------------------|------|
| Initial Speed km/h | 287 |
| Final Speed km/h | 126 |
| Stopping Distance m | 120 |
| Braking Time sec | 2.51 |
| Maximum Deceleration g | 4.2 |
| Max Force on Lever kg | 147 |
| Braking Power kW | 1987 |

TURN 04

| | |
|------------------------|------|
| Initial Speed km/h | 286 |
| Final Speed km/h | 271 |
| Stopping Distance m | 16 |
| Braking Time sec | 0.21 |
| Maximum Deceleration g | 2.8 |
| Max Force on Lever kg | 57 |
| Braking Power kW | 795 |

TURN 05

| | |
|------------------------|------|
| Initial Speed km/h | 262 |
| Final Speed km/h | 173 |
| Stopping Distance m | 65 |
| Braking Time sec | 1.13 |
| Maximum Deceleration g | 3.3 |
| Max Force on Lever kg | 99 |
| Braking Power kW | 1231 |

TURN 06

| | |
|------------------------|------|
| Initial Speed km/h | 250 |
| Final Speed km/h | 117 |
| Stopping Distance m | 75 |
| Braking Time sec | 1.66 |
| Maximum Deceleration g | 4.2 |
| Max Force on Lever kg | 153 |
| Braking Power kW | 1827 |

TURN 08

| | |
|------------------------|------|
| Initial Speed km/h | 223 |
| Final Speed km/h | 196 |
| Stopping Distance m | 25 |
| Braking Time sec | 0.44 |
| Maximum Deceleration g | 2.5 |
| Max Force on Lever kg | 63 |
| Braking Power kW | 676 |

TURN 09

| | |
|------------------------|------|
| Initial Speed km/h | 213 |
| Final Speed km/h | 161 |
| Stopping Distance m | 44 |
| Braking Time sec | 0.86 |
| Maximum Deceleration g | 2.8 |
| Max Force on Lever kg | 93 |
| Braking Power kW | 930 |

TURN 12*

| | |
|------------------------|------|
| Initial Speed km/h | 277 |
| Final Speed km/h | 128 |
| Stopping Distance m | 85 |
| Braking Time sec | 1.62 |
| Maximum Deceleration g | 4.5 |
| Max Force on Lever kg | 160 |
| Braking Power kW | 2145 |

TURN 13

| | |
|------------------------|------|
| Initial Speed km/h | 224 |
| Final Speed km/h | 117 |
| Stopping Distance m | 73 |
| Braking Time sec | 1.71 |
| Maximum Deceleration g | 3.3 |
| Max Force on Lever kg | 117 |
| Braking Power kW | 1202 |

TURN 14

| | |
|------------------------|------|
| Initial Speed km/h | 218 |
| Final Speed km/h | 151 |
| Stopping Distance m | 64 |
| Braking Time sec | 1.30 |
| Maximum Deceleration g | 2.5 |
| Max Force on Lever kg | 65 |
| Braking Power kW | 697 |