

BRAKE CIRCUIT IDENTITY CARD

16 AUTODROMO NAZIONALE MONZA
5,793 m / 53 laps

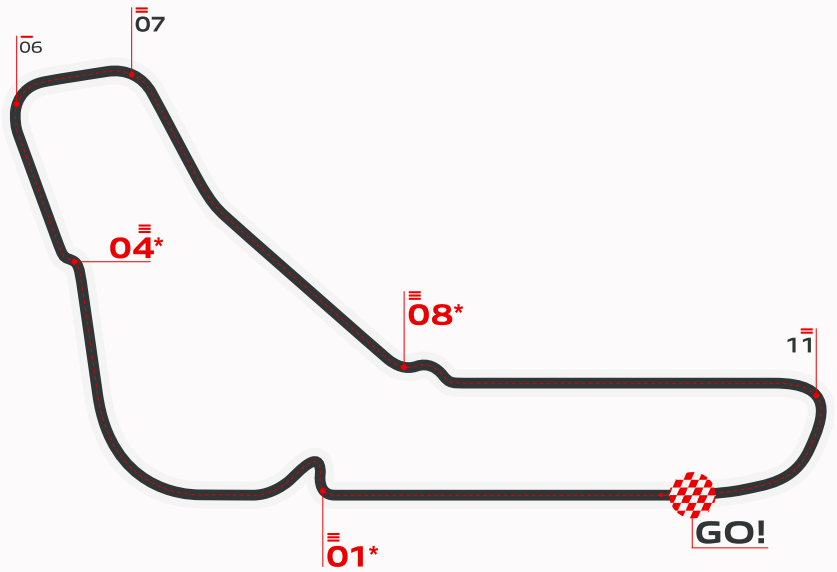
Known by fans as the "temple of speed", the Monza track is extremely demanding and puts the single-seater braking systems to a hard test.

The presence of long straight lines and the lack of aerodynamic load, which reduces the possibility of efficiently unloading braking torque to the ground, make the braking sections extremely violent and demanding to manage.



* Turn 01, Turn 04 & Turn 08 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	328
	Final Speed km/h	90
	Stopping Distance m	119
	Braking Time sec	2.52
	Maximum Deceleration g	4.6
	Maximum Pedal Load kg	145
	Braking Power kW	2588
* TURN 04	Initial Speed km/h	308
	Final Speed km/h	117
	Stopping Distance m	103
	Braking Time sec	1.97
	Maximum Deceleration g	4.6
	Maximum Pedal Load kg	144
	Braking Power kW	2517
TURN 06	Initial Speed km/h	257
	Final Speed km/h	213
	Stopping Distance m	40
	Braking Time sec	0.62
	Maximum Deceleration g	2.8
	Maximum Pedal Load kg	72
	Braking Power kW	989
TURN 07	Initial Speed km/h	262
	Final Speed km/h	185
	Stopping Distance m	57
	Braking Time sec	0.94
	Maximum Deceleration g	3.7
	Maximum Pedal Load kg	116
	Braking Power kW	1685
* TURN 08	Initial Speed km/h	316
	Final Speed km/h	205
	Stopping Distance m	80
	Braking Time sec	1.16
	Maximum Deceleration g	4.5
	Maximum Pedal Load kg	141
	Braking Power kW	2534
TURN 11	Initial Speed km/h	310
	Final Speed km/h	226
	Stopping Distance m	69
	Braking Time sec	0.96
	Maximum Deceleration g	3.7
	Maximum Pedal Load kg	108
	Braking Power kW	1853