

BRAKE CIRCUIT IDENTITY CARD

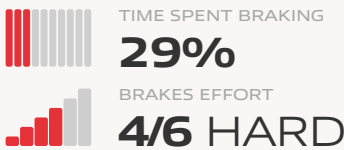
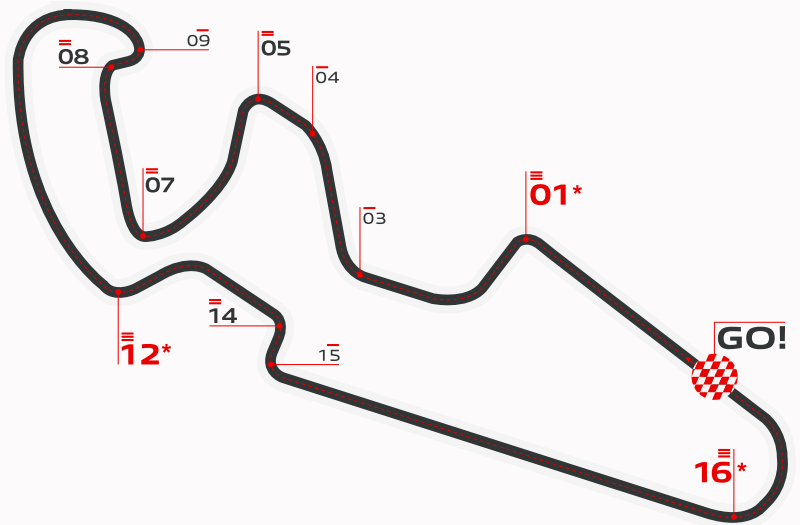
12 MOTORLAND ARAGÓN

5,080 m / 23 laps

The Spanish track stands out for having eight of 17 curves where the travelling speed is below 100 Km/h (62 mph) yet the use of the brakes remains high.

The series of quick braking sections on the first stretch of the track puts a great deal of force on the bikes' carbon discs, which have a tough time cooling down.

The riders also undergo significant strain in terms of the overall load they place on the brake lever.



* Turn 01, Turn 16 & Turn 12 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 | 292 |
| Final Speed km/h | 91 |
| Stopping Distance m | 216 |
| Braking Time sec | 4.4 |
| Maximum Deceleration g | 1.5 |
| Max Force on Lever kg | 6.1 |
| Brake Pressure bar | 13 |

TURN 03

| | |
|------------------------|-----|
| Initial Speed km/h | 199 |
| Final Speed km/h | 160 |
| Stopping Distance m | 75 |
| Braking Time sec | 1.5 |
| Maximum Deceleration g | 0.8 |
| Max Force on Lever kg | 2.1 |
| Brake Pressure bar | 4.4 |

TURN 04

| | |
|------------------------|-----|
| Initial Speed km/h | 200 |
| Final Speed km/h | 166 |
| Stopping Distance m | 105 |
| Braking Time sec | 0.8 |
| Maximum Deceleration g | 0.7 |
| Max Force on Lever kg | 1.6 |
| Brake Pressure bar | 3.4 |

TURN 05

| | |
|------------------------|-----|
| Initial Speed km/h | 163 |
| Final Speed km/h | 89 |
| Stopping Distance m | 88 |
| Braking Time sec | 2.6 |
| Maximum Deceleration g | 1.1 |
| Max Force on Lever kg | 3.4 |
| Brake Pressure bar | 7.3 |

TURN 07

| | |
|------------------------|-----|
| Initial Speed km/h | 200 |
| Final Speed km/h | 92 |
| Stopping Distance m | 129 |
| Braking Time sec | 3.3 |
| Maximum Deceleration g | 1.1 |
| Max Force on Lever kg | 3.4 |
| Brake Pressure bar | 7.3 |

TURN 08

| | |
|------------------------|-----|
| Initial Speed km/h | 215 |
| Final Speed km/h | 99 |
| Stopping Distance m | 143 |
| Braking Time sec | 3.5 |
| Maximum Deceleration g | 1.3 |
| Max Force on Lever kg | 4.5 |
| Brake Pressure bar | 9.7 |

TURN 09

| | |
|------------------------|-----|
| Initial Speed km/h | 97 |
| Final Speed km/h | 72 |
| Stopping Distance m | 40 |
| Braking Time sec | 1.7 |
| Maximum Deceleration g | 0.7 |
| Max Force on Lever kg | 1.7 |
| Brake Pressure bar | 3.7 |

TURN 12*

| | |
|------------------------|------|
| Initial Speed km/h | 266 |
| Final Speed km/h | 93 |
| Stopping Distance m | 209 |
| Braking Time sec | 4.4 |
| Maximum Deceleration g | 1.3 |
| Max Force on Lever kg | 4.7 |
| Brake Pressure bar | 10.1 |

TURN 14

| | |
|------------------------|-----|
| Initial Speed km/h | 182 |
| Final Speed km/h | 90 |
| Stopping Distance m | 109 |
| Braking Time sec | 3 |
| Maximum Deceleration g | 1.2 |
| Max Force on Lever kg | 4.5 |
| Brake Pressure bar | 9.7 |

TURN 15

| | |
|------------------------|-----|
| Initial Speed km/h | 105 |
| Final Speed km/h | 79 |
| Stopping Distance m | 40 |
| Braking Time sec | 1.6 |
| Maximum Deceleration g | 0.8 |
| Max Force on Lever kg | 2.4 |
| Brake Pressure bar | 5.1 |

TURN 16*

| | |
|------------------------|------|
| Initial Speed km/h | 336 |
| Final Speed km/h | 141 |
| Stopping Distance m | 261 |
| Braking Time sec | 4.2 |
| Maximum Deceleration g | 1.5 |
| Max Force on Lever kg | 5.8 |
| Brake Pressure bar | 12.5 |