

BRAKE CIRCUIT IDENTITY CARD

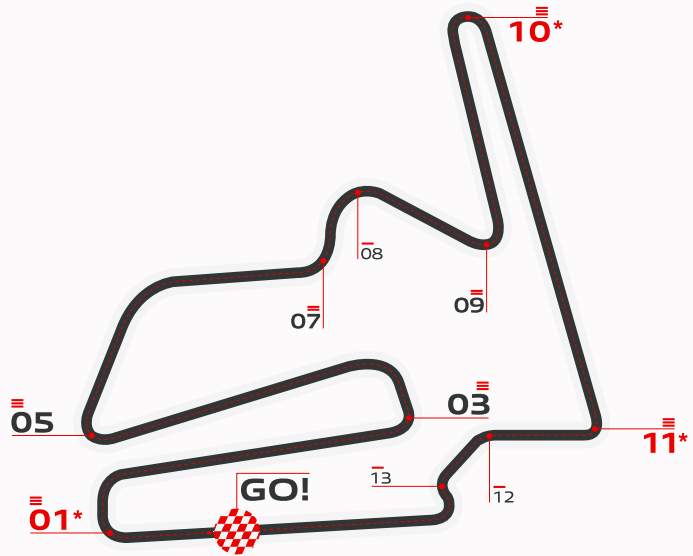
16 MOBILITY RESORT MOTEGI

4,800 m / 24 laps

The Japanese circuit, called "Twin Ring", has few fast curves and many slow curves, broken up by medium length straight stretches.

It is maybe the most demanding circuit on brakes because of both the abundance of curves from second gear which intensely engage the brakes and the difficulty in cooling the brakes between one cut out and another.

The perfect base, furthermore, offers a good level of grip which improves the ability to download to ground the braking torque and as a result the stress to which the brakes are subjected.



TIME SPENT BRAKING

32%



BRAKES EFFORT

6/6 VERY HARD

* Turn 01, Turn 10 & Turn 11 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	285
Final Speed km/h	95
Stopping Distance m	224
Braking Time sec	4.7
Maximum Deceleration g	1.5
Max Force on Lever kg	5.4
Brake Pressure bar	11.6

TURN 03

Initial Speed km/h	280
Final Speed km/h	94
Stopping Distance m	204
Braking Time sec	4.2
Maximum Deceleration g	1.5
Max Force on Lever kg	5.3
Brake Pressure bar	11.3

TURN 05

Initial Speed km/h	275
Final Speed km/h	77
Stopping Distance m	216
Braking Time sec	4.8
Maximum Deceleration g	1.5
Max Force on Lever kg	5.3
Brake Pressure bar	11.4

TURN 07

Initial Speed km/h	234
Final Speed km/h	123
Stopping Distance m	138
Braking Time sec	2.9
Maximum Deceleration g	1.3
Max Force on Lever kg	3.5
Brake Pressure bar	7.6

TURN 08

Initial Speed km/h	132
Final Speed km/h	114
Stopping Distance m	40
Braking Time sec	1.1
Maximum Deceleration g	0.5
Max Force on Lever kg	0.2
Brake Pressure bar	0.1

TURN 09

Initial Speed km/h	195
Final Speed km/h	77
Stopping Distance m	121
Braking Time sec	3.3
Maximum Deceleration g	1.2
Max Force on Lever kg	4.1
Brake Pressure bar	8.7

TURN 10*

Initial Speed km/h	243
Final Speed km/h	67
Stopping Distance m	167
Braking Time sec	4.3
Maximum Deceleration g	1.4
Max Force on Lever kg	4.7
Brake Pressure bar	10.0

TURN 11*

Initial Speed km/h	309
Final Speed km/h	87
Stopping Distance m	249
Braking Time sec	5.0
Maximum Deceleration g	1.5
Max Force on Lever kg	5.6
Brake Pressure bar	11.9

TURN 12

Initial Speed km/h	169
Final Speed km/h	149
Stopping Distance m	52
Braking Time sec	1.1
Maximum Deceleration g	0.5
Max Force on Lever kg	0.7
Brake Pressure bar	1.5

TURN 13

Initial Speed km/h	137
Final Speed km/h	100
Stopping Distance m	59
Braking Time sec	1.7
Maximum Deceleration g	0.6
Max Force on Lever kg	1.8
Brake Pressure bar	3.9