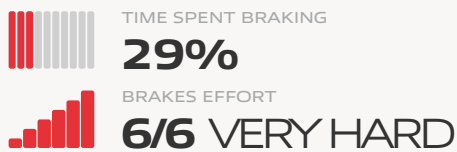
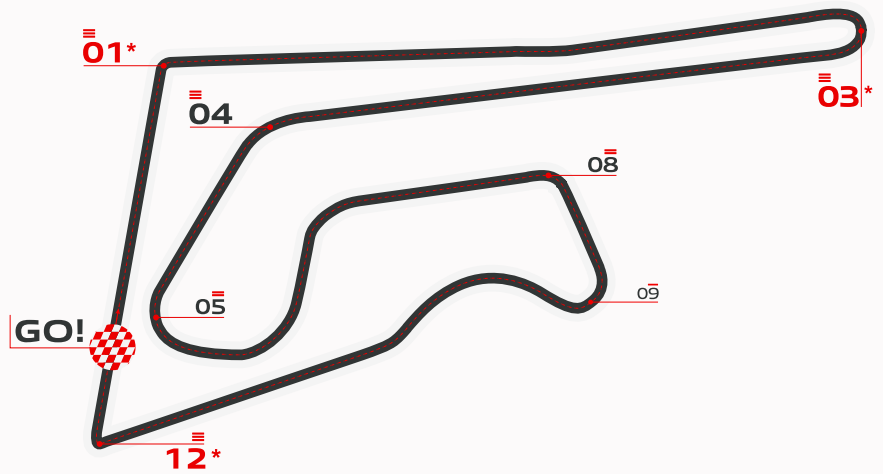


## BRAKE CIRCUIT IDENTITY CARD

18 **CHANG INTERNATIONAL CIRCUIT**  
4,550 m / 26 laps

The track's layout alternates very long straightways that end with a hard braking session with second and third gear curves where gaining the right pace is essential.

Various riders have noticed similarities with the Red Bull Ring, others with the Circuit of the Americas.



\* **Turn 03, Turn 01 & 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	268
Final Speed km/h	112
Stopping Distance m	175
Braking Time sec	3.5
Maximum Deceleration g	1.5
Max Force on Lever kg	5.6
Brake Pressure bar	11.9

**TURN 03\***

Initial Speed km/h	321
Final Speed km/h	74
Stopping Distance m	278
Braking Time sec	5.8
Maximum Deceleration g	1.5
Max Force on Lever kg	5.5
Brake Pressure bar	11.7

**TURN 04**

Initial Speed km/h	313
Final Speed km/h	189
Stopping Distance m	193
Braking Time sec	2.9
Maximum Deceleration g	1.5
Max Force on Lever kg	4.7
Brake Pressure bar	10.1

**TURN 05**

Initial Speed km/h	212
Final Speed km/h	94
Stopping Distance m	141
Braking Time sec	3.4
Maximum Deceleration g	1.2
Max Force on Lever kg	4.1
Brake Pressure bar	8.8

**TURN 08**

Initial Speed km/h	226
Final Speed km/h	123
Stopping Distance m	131
Braking Time sec	2.8
Maximum Deceleration g	1.3
Max Force on Lever kg	4.4
Brake Pressure bar	9.5

**TURN 09**

Initial Speed km/h	165
Final Speed km/h	97
Stopping Distance m	97
Braking Time sec	2.7
Maximum Deceleration g	0.9
Max Force on Lever kg	3.2
Brake Pressure bar	6.8

**TURN 12\***

Initial Speed km/h	268
Final Speed km/h	68
Stopping Distance m	210
Braking Time sec	4.8
Maximum Deceleration g	1.5
Max Force on Lever kg	5.1
Brake Pressure bar	11.0