

01

FORMULA 1 LOUIS VUITTON AUSTRALIAN GRAND PRIX

AUSTRALIA
14th March - 16th March 2025



ALBERT PARK GRAND PRIX CIRCUIT

Since it is usually used for daily traffic, on Friday the track is slippery but, session by session, the asphalt is increasingly rubberized, also improving braking performance.

This also translates into greater pad and disc wear, as they reach extremely high temperatures due to the increase in grip.

5,278 m **58 laps**

TIME SPENT BRAKING **11%**

BRAKES EFFORT **3/5 Medium**

Turn	km/h Initial Speed	km/h Final Speed	m Stopping Distance	sec Braking Time	g Maximum Deceleration	kg Maximum Pedal Load	kW Braking Power
01	309	172	80	1.26	4.6	138	2,453
03	297	100	102	2.12	4.7	153	2,460
04	181	163	19	0.41	1.9	43	403
06	285	246	30	0.41	3.7	102	1,628
09	312	260	41	0.52	3.8	99	1,784
11	317	133	96	1.80	4.8	153	2,508
13	256	93	84	1.95	4.4	140	1,991

Turn 11, Turn 03 & Turn 01 are considered the most demanding for the braking system.

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