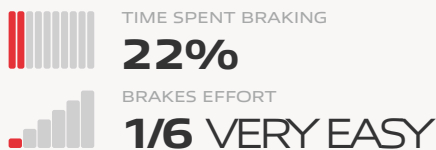
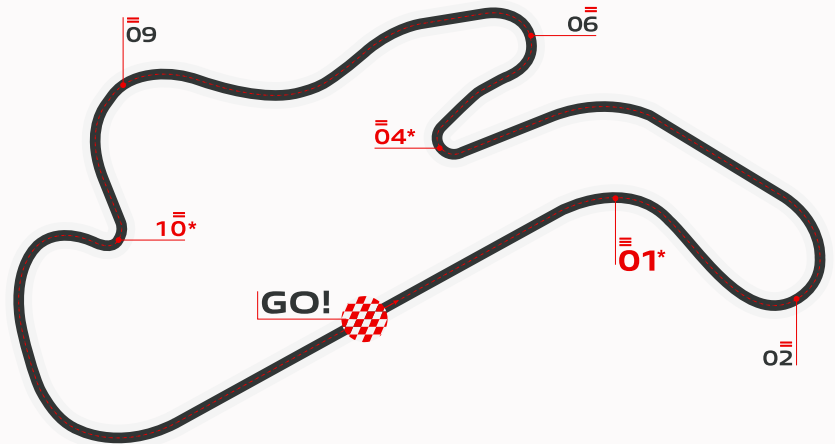


BRAKE CIRCUIT IDENTITY CARD

17 PHILIP ISLAND
4,450 m / 27 laps

This is maybe the least demanding circuit on braking systems, with just one cut out particularly demanding.

Because of the latitude of the Phillip Island circuit, the GP is often characterized by rather rigid temperatures which can sometimes require the use of carbon covers on the brake discs in order to keep their initial braking temperature adequate.



* Turn 01, Turn 04 & Turn 10 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	336
	Final Speed km/h	189
	Stopping Distance m	217
	Braking Time sec	3.1
	Maximum Deceleration g	1.5
	Max Force on Lever kg	4.1
	Brake Pressure bar	8.8
TURN 02	Initial Speed km/h	220
	Final Speed km/h	118
	Stopping Distance m	157
	Braking Time sec	3.4
	Maximum Deceleration g	1.2
	Max Force on Lever kg	3.2
	Brake Pressure bar	6.8
* TURN 04	Initial Speed km/h	230
	Final Speed km/h	68
	Stopping Distance m	180
	Braking Time sec	4.5
	Maximum Deceleration g	1.2
	Max Force on Lever kg	3.8
	Brake Pressure bar	8.1
TURN 06	Initial Speed km/h	186
	Final Speed km/h	99
	Stopping Distance m	115
	Braking Time sec	3.0
	Maximum Deceleration g	1.0
	Max Force on Lever kg	3.9
	Brake Pressure bar	8.3
TURN 09	Initial Speed km/h	231
	Final Speed km/h	150
	Stopping Distance m	121
	Braking Time sec	2.3
	Maximum Deceleration g	1.2
	Max Force on Lever kg	3.0
	Brake Pressure bar	6.4
* TURN 10	Initial Speed km/h	162
	Final Speed km/h	73
	Stopping Distance m	107
	Braking Time sec	3.2
	Maximum Deceleration g	1.1
	Max Force on Lever kg	4.0
	Brake Pressure bar	8.6