

BRAKE CIRCUIT IDENTITY CARD

BRAKES EFFORT

 **VERY HARD**

TIME SPENT BRAKING

 **32%**

CIRCUIT LENGTH

 **4,318 M**

NUMBER OF LAPS

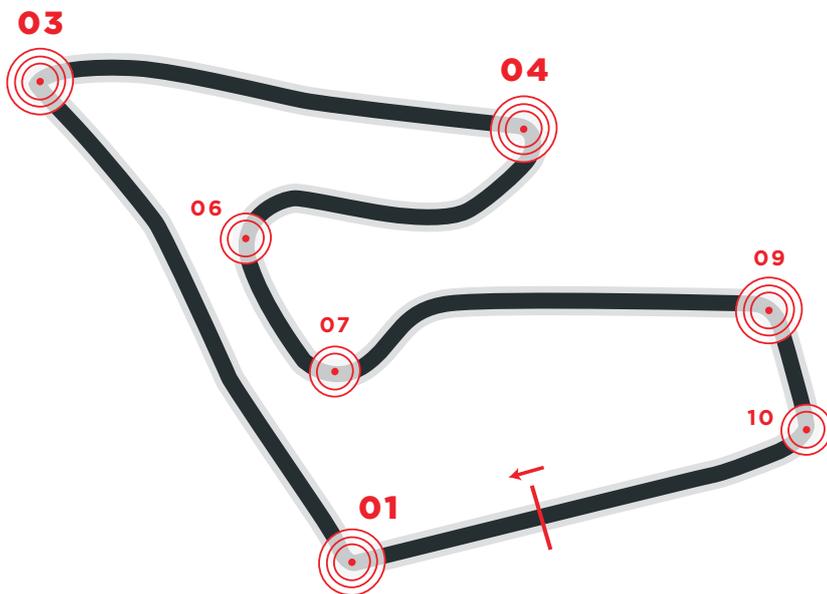
 **28**

NUMBER OF BRAKE ZONES/LAP

 **07**

IMPORTANT

TURN 01*, **TURN 04*** and **TURN 03*** are considered the most demanding for the braking system.



The Spielberg circuit is a very hilly track, characterized by sharp bends with 7 significant deceleration braking sections. The circuit is also quite short with little space for the system to cool between one braking section and another.

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

TURN 01	Initial speed	303	(Km/h)
	Final speed	100	(Km/h)
	Stopping distance	221	(m)
	Braking time	4.2	(sec)
	Maximum deceleration	1.5	(g)
	Max force on lever	6	(Kg)

TURN 03	Initial speed	305	(Km/h)
	Final speed	61	(Km/h)
	Stopping distance	251	(m)
	Braking time	5.4	(sec)
	Maximum deceleration	1.5	(g)
	Max force on lever	4.6	(Kg)

TURN 04	Initial speed	295	(Km/h)
	Final speed	80	(Km/h)
	Stopping distance	257	(m)
	Braking time	5.3	(sec)
	Maximum deceleration	1.5	(g)
	Max force on lever	5.5	(Kg)

TURN 06	Initial speed	222	(Km/h)
	Final speed	118	(Km/h)
	Stopping distance	145	(m)
	Braking time	3.2	(sec)
	Maximum deceleration	1.1	(g)
	Max force on lever	4	(Kg)

TURN 07	Initial speed	196	(Km/h)
	Final speed	121	(Km/h)
	Stopping distance	107	(m)
	Braking time	2.4	(sec)
	Maximum deceleration	1.1	(g)
	Max force on lever	2.9	(Kg)

TURN 09	Initial speed	277	(Km/h)
	Final speed	130	(Km/h)
	Stopping distance	206	(m)
	Braking time	3.8	(sec)
	Maximum deceleration	1.4	(g)
	Max force on lever	4.9	(Kg)

TURN 10	Initial speed	168	(Km/h)
	Final speed	113	(Km/h)
	Stopping distance	86	(m)
	Braking time	2.2	(sec)
	Maximum deceleration	1	(g)
	Max force on lever	3.9	(Kg)