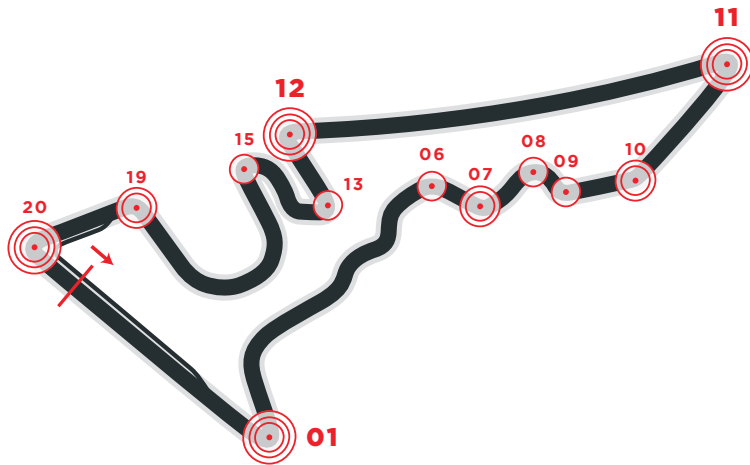


2022 FORMULA 1 ARAMCO UNITED STATES GRAND PRIX



21-23 OTC 2022



BRAKE CIRCUIT IDENTITY CARD

The Austin track can be considered to have a medium demand on the braking system with the drivers using the brakes for about 18% of the time on each lap, but it is characterized by four very sudden braking sections.

The turn 12 is worth a mention: it is one of the most demanding of the season in terms of dissipated energy.

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

BRAKES EFFORT MEDIUM

TIME SPENT BRAKING 18%

TURN 01*, TURN 11* AND TURN 12* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

CIRCUIT LENGTH  5.513 M

NUMBER OF LAPS  56

NUMBER OF BRAKE ZONES/LAP  12

TURN 01	Initial speed	313	(Km/h)
	Final speed	101	(Km/h)
	Stopping distance	114	(m)
	Braking time	2.31	(sec)
	Maximum deceleration	4.7	(g)
	Maximum pedal load	141	(Kg)
	Braking power	2456	(Kw)

TURN 06	Initial speed	279	(Km/h)
	Final speed	273	(Km/h)
	Stopping distance	8	(m)
	Braking time	0.10	(sec)
	Maximum deceleration	2.3	(g)
	Maximum pedal load	38	(Kg)
	Braking power	580	(Kw)

TURN 07	Initial speed	274	(Km/h)
	Final speed	234	(Km/h)
	Stopping distance	34	(m)
	Braking time	0.48	(sec)
	Maximum deceleration	3.6	(g)
	Maximum pedal load	101	(Kg)
	Braking power	1530	(Kw)

TURN 08	Initial speed	256	(Km/h)
	Final speed	233	(Km/h)
	Stopping distance	29	(m)
	Braking time	0.44	(sec)
	Maximum deceleration	2.4	(g)
	Maximum pedal load	52	(Kg)
	Braking power	695	(Kw)

TURN 09	Initial speed	247	(Km/h)
	Final speed	199	(Km/h)
	Stopping distance	52	(m)
	Braking time	0.87	(sec)
	Maximum deceleration	2.5	(g)
	Maximum pedal load	63	(Kg)
	Braking power	794	(Kw)

TURN 10	Initial speed	209	(Km/h)
	Final speed	146	(Km/h)
	Stopping distance	53	(m)
	Braking time	1.09	(sec)
	Maximum deceleration	3.4	(g)
	Maximum pedal load	107	(Kg)
	Braking power	1212	(Kw)

TURN 11	Initial speed	296	(Km/h)
	Final speed	91	(Km/h)
	Stopping distance	104	(m)
	Braking time	2.35	(sec)
	Maximum deceleration	4.7	(g)
	Maximum pedal load	141	(Kg)
	Braking power	2313	(Kw)

TURN 12	Initial speed	329	(Km/h)
	Final speed	88	(Km/h)
	Stopping distance	139	(m)
	Braking time	2.93	(sec)
	Maximum deceleration	4.4	(g)
	Maximum pedal load	136	(Kg)
	Braking power	2438	(Kw)

TURN 13	Initial speed	212	(Km/h)
	Final speed	110	(Km/h)
	Stopping distance	74	(m)
	Braking time	1.84	(sec)
	Maximum deceleration	2.7	(g)
	Maximum pedal load	80	(Kg)
	Braking power	839	(Kw)

TURN 15	Initial speed	204	(Km/h)
	Final speed	83	(Km/h)
	Stopping distance	94	(m)
	Braking time	2.47	(sec)
	Maximum deceleration	2.3	(g)
	Maximum pedal load	65	(Kg)
	Braking power	683	(Kw)

TURN 19	Initial speed	289	(Km/h)
	Final speed	220	(Km/h)
	Stopping distance	57	(m)
	Braking time	0.84	(sec)
	Maximum deceleration	3.4	(g)
	Maximum pedal load	92	(Kg)
	Braking power	1420	(Kw)

TURN 20	Initial speed	260	(Km/h)
	Final speed	112	(Km/h)
	Stopping distance	85	(m)
	Braking time	1.90	(sec)
	Maximum deceleration	4.3	(g)
	Maximum pedal load	136	(Kg)
	Braking power	1920	(Kw)