



BRAKE CIRCUIT IDENTITY CARD

SUZUKA INTERNATIONAL RACING COURSE

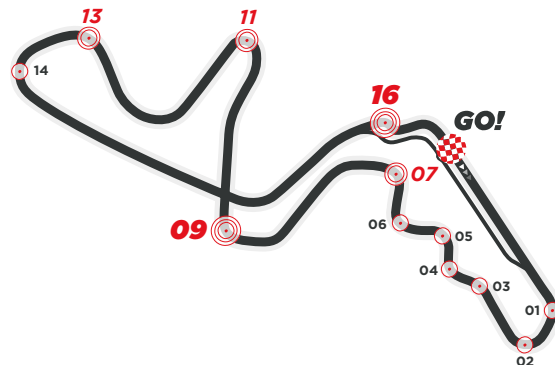
As with all the very "driven" tracks, at Suzuka the long, fast turns also determine not-so-demanding braking. In fact, the single-seaters do not face any particularly sudden braking sections except for the 16 turn where they go from more than 304 km/h (189 mph) to about 96 km/h (60 mph) in around 100 meters (328 feet).

SHOULD YOU PUBLISH ANY OF THE DATA CONTAINED HERE PLEASE
QUOTE BREMBO AS SOURCE USED.

FORMULA 1

22-24 SEP 2023 @ LENOVO JAPANESE
GRAND PRIX

CIRCUIT LENGTH: **5.807 Km**
NUMBER OF LAPS: **53**



TIME SPENT BRAKING:
14%

**TURN 16*, TURN 09*
& TURN 11***
ARE CONSIDERED THE
MOST DEMANDING FOR THE
BRAKING SYSTEM

BRAKES EFFORT:
VERY EASY



12 BRAKE ZONES / LAP

01 TURN	Initial Speed (km/h)	308
01 TURN	Final Speed (km/h)	297
01 TURN	Stopping Distance (m)	9
01 TURN	Braking Time (sec)	0.11
01 TURN	Maximum Deceleration (g)	3.1
01 TURN	Maximum Pedal Load (Kg)	67
01 TURN	Braking Power (kW)	1143

04 TURN	Initial Speed (km/h)	257
04 TURN	Final Speed (km/h)	215
04 TURN	Stopping Distance (m)	41
04 TURN	Braking Time (sec)	0.64
04 TURN	Maximum Deceleration (g)	2.9
04 TURN	Maximum Pedal Load (Kg)	68
04 TURN	Braking Power (kW)	951

07 TURN	Initial Speed (km/h)	288
07 TURN	Final Speed (km/h)	250
07 TURN	Stopping Distance (m)	30
07 TURN	Braking Time (sec)	0.40
07 TURN	Maximum Deceleration (g)	3.4
07 TURN	Maximum Pedal Load (Kg)	85
07 TURN	Braking Power (kW)	1379

13 TURN	Initial Speed (km/h)	285
13 TURN	Final Speed (km/h)	217
13 TURN	Stopping Distance (m)	55
13 TURN	Braking Time (sec)	0.78
13 TURN	Maximum Deceleration (g)	3.6
13 TURN	Maximum Pedal Load (Kg)	95
13 TURN	Braking Power (kW)	1585

02 TURN	Initial Speed (km/h)	286
02 TURN	Final Speed (km/h)	155
02 TURN	Stopping Distance (m)	104
02 TURN	Braking Time (sec)	1.70
02 TURN	Maximum Deceleration (g)	2.9
02 TURN	Maximum Pedal Load (Kg)	61
02 TURN	Braking Power (kW)	1008

05 TURN	Initial Speed (km/h)	230
05 TURN	Final Speed (km/h)	215
05 TURN	Stopping Distance (m)	16
05 TURN	Braking Time (sec)	0.26
05 TURN	Maximum Deceleration (g)	2.2
05 TURN	Maximum Pedal Load (Kg)	41
05 TURN	Braking Power (kW)	526

09 TURN	Initial Speed (km/h)	255
09 TURN	Final Speed (km/h)	125
09 TURN	Stopping Distance (m)	74
09 TURN	Braking Time (sec)	1.53
09 TURN	Maximum Deceleration (g)	4.4
09 TURN	Maximum Pedal Load (Kg)	138
09 TURN	Braking Power (kW)	2031

14 TURN	Initial Speed (km/h)	232
14 TURN	Final Speed (km/h)	152
14 TURN	Stopping Distance (m)	68
14 TURN	Braking Time (sec)	1.31
14 TURN	Maximum Deceleration (g)	2.7
14 TURN	Maximum Pedal Load (Kg)	72
14 TURN	Braking Power (kW)	910

03 TURN	Initial Speed (km/h)	258
03 TURN	Final Speed (km/h)	251
03 TURN	Stopping Distance (m)	10
03 TURN	Braking Time (sec)	0.14
03 TURN	Maximum Deceleration (g)	2.3
03 TURN	Maximum Pedal Load (Kg)	42
03 TURN	Braking Power (kW)	592

06 TURN	Initial Speed (km/h)	232
06 TURN	Final Speed (km/h)	176
06 TURN	Stopping Distance (m)	56
06 TURN	Braking Time (sec)	1.00
06 TURN	Maximum Deceleration (g)	2.4
06 TURN	Maximum Pedal Load (Kg)	52
06 TURN	Braking Power (kW)	674

11 TURN	Initial Speed (km/h)	260
11 TURN	Final Speed (km/h)	74
11 TURN	Stopping Distance (m)	95
11 TURN	Braking Time (sec)	2.43
11 TURN	Maximum Deceleration (g)	4.1
11 TURN	Maximum Pedal Load (Kg)	119
11 TURN	Braking Power (kW)	1782

16 TURN	Initial Speed (km/h)	304
16 TURN	Final Speed (km/h)	96
16 TURN	Stopping Distance (m)	105
16 TURN	Braking Time (sec)	2.29
16 TURN	Maximum Deceleration (g)	4.8
16 TURN	Maximum Pedal Load (Kg)	144
16 TURN	Braking Power (kW)	2534