brembo

BRAKE CIRCUIT IDENTITY CARD

MOBILITY RESORT MOTEGI

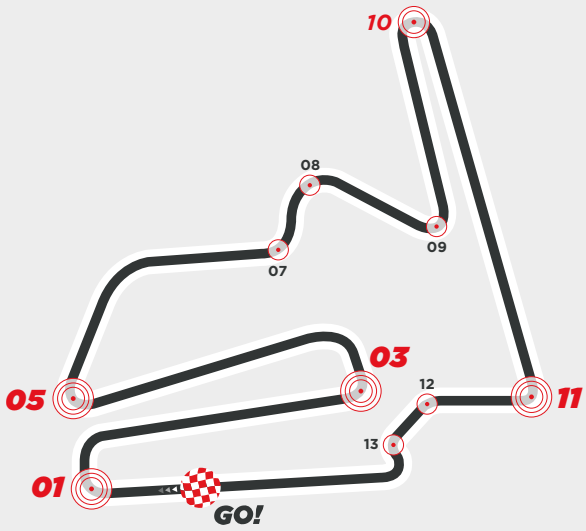
The Japanese circuit, called "Twin Ring", has few fast curves and many slow curves, broken up by medium length straight stretches.
It is maybe the most demanding circuit on brakes because of both the abundance of curves from second gear which intensely engage the brakes and the difficulty in cooling the brakes between one cut out and another. The perfect base, furthermore, offers a good level of grip which improves the ability to download to ground the braking torque and as a result the stress to which the brakes are subjected.

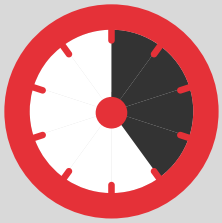
MOTO GP

29SEP-01OCT 2023 MOTUL GRAND PRIX OF JAPAN

CIRCUIT LENGHT: **4.801 Km**

NUMBER OF LAPS: **24**

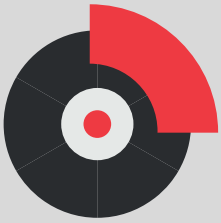




TIME SPENT BRAKING: **37%**

TURN 11*, TURN 01* & TURN 05* ARE CONSIDERED THE MOST DEMANDING FOR THE BRAKING SYSTEM

BRAKES EFFORT: **VERY HARD**



10 BRAKE ZONES / LAP

TURN 01

Initial Speed (Km/h)	256
Final Speed (Km/h)	98
Stopping Distance (m)	246
Braking Time (sec)	5.1
Maximum Deceleration (g)	1.6
Max Force on Lever (kg)	6.0
Brake Pressure (bar)	11.5

TURN 03

Initial Speed (Km/h)	299
Final Speed (Km/h)	82
Stopping Distance (m)	235
Braking Time (sec)	4.9
Maximum Deceleration (g)	1.4
Max Force on Lever (kg)	5.7
Brake Pressure (bar)	11.0

TURN 05

Initial Speed (Km/h)	269
Final Speed (Km/h)	80
Stopping Distance (m)	248
Braking Time (sec)	5.6
Maximum Deceleration (g)	1.4
Max Force on Lever (kg)	5.7
Brake Pressure (bar)	11.0

TURN 07

Initial Speed (Km/h)	226
Final Speed (Km/h)	129
Stopping Distance (m)	137
Braking Time (sec)	2.9
Maximum Deceleration (g)	1.3
Max Force on Lever (kg)	4.4
Brake Pressure (bar)	8.5

TURN 08

Initial Speed (Km/h)	137
Final Speed (Km/h)	125
Stopping Distance (m)	38
Braking Time (sec)	1.1
Maximum Deceleration (g)	0.9
Max Force on Lever (kg)	1.6
Brake Pressure (bar)	3.0

TURN 09

Initial Speed (Km/h)	197
Final Speed (Km/h)	70
Stopping Distance (m)	124
Braking Time (sec)	3.5
Maximum Deceleration (g)	1.3
Max Force on Lever (kg)	4.7
Brake Pressure (bar)	9.0

TURN 10

Initial Speed (Km/h)	263
Final Speed (Km/h)	63
Stopping Distance (m)	175
Braking Time (sec)	4.5
Maximum Deceleration (g)	1.6
Max Force on Lever (kg)	5.2
Brake Pressure (bar)	10.0

TURN 11

Initial Speed (Km/h)	309
Final Speed (Km/h)	74
Stopping Distance (m)	295
Braking Time (sec)	6.2
Maximum Deceleration (g)	1.6
Max Force on Lever (kg)	6.2
Brake Pressure (bar)	12.0

TURN 12

Initial Speed (Km/h)	176
Final Speed (Km/h)	130
Stopping Distance (m)	111
Braking Time (sec)	2.6
Maximum Deceleration (g)	0.7
Max Force on Lever (kg)	1.6
Brake Pressure (bar)	3.0

TURN 13

Initial Speed (Km/h)	123
Final Speed (Km/h)	98
Stopping Distance (m)	52
Braking Time (sec)	1.7
Maximum Deceleration (g)	0.7
Max Force on Lever (kg)	1.0
Brake Pressure (bar)	2.0