# brembo

# BRAKE CIRCUIT IDENTITY CARD
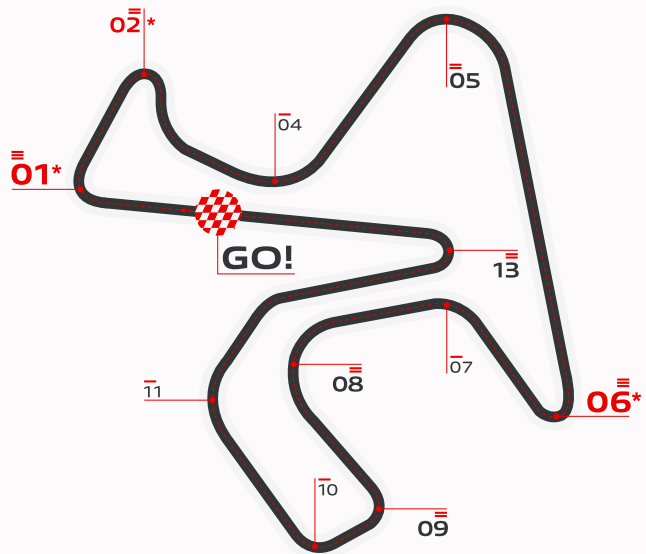
**12 CIRCUITO DE JEREZ ANGEL NIETO**

4,423 m / 20 laps

The track is one the WSBK riders' favourites with points which favour overtaking.

The layout of the track require a well-balanced, easy to handle motorcycle, which is stable when braked to be able to attack in the faster curves.

The track is characterized by two very demanding cut outs (the 1 and 6) characterized by deceleration of 1.5 g.

TIME SPENT BRAKING
**33%**

BRAKES EFFORT
**4/5** HARD

**\* Turn 01, Turn 06 & Turn 02** are considered the most demanding for the braking system.

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

## PROMETEON SPANISH ROUND
**Spain** 18th October - 20th October 2024



GO!

| TURN 01 * | | |
|---|---|---|
| Initial Speed km/h | 273 |
| Final Speed km/h | 86 |
| Stopping Distance m | 209 |
| Braking Time sec | 4.4 |
| Maximum Deceleration g | 1.5 |
| Max Force on Lever kg | 4.7 |
| Brake Pressure bar | 10.1 |

| TURN 02 * | |
|---|---|
| Initial Speed km/h | 170 |
| Final Speed km/h | 63 |
| Stopping Distance m | 101 |
| Braking Time sec | 3.2 |
| Maximum Deceleration g | 1.1 |
| Max Force on Lever kg | 4.5 |
| Brake Pressure bar | 9.7 |

| TURN 04 | |
|---|---|
| Initial Speed km/h | 193 |
| Final Speed km/h | 160 |
| Stopping Distance m | 73 |
| Braking Time sec | 1.4 |
| Maximum Deceleration g | 0.8 |
| Max Force on Lever kg | 1.7 |
| Brake Pressure bar | 3.6 |

| TURN 05 | |
|---|---|
| Initial Speed km/h | 228 |
| Final Speed km/h | 121 |
| Stopping Distance m | 173 |
| Braking Time sec | 3.6 |
| Maximum Deceleration g | 1.2 |
| Max Force on Lever kg | 2.6 |
| Brake Pressure bar | 5.6 |

| TURN 06 * | |
|---|---|
| Initial Speed km/h | 277 |
| Final Speed km/h | 65 |
| Stopping Distance m | 224 |
| Braking Time sec | 5.0 |
| Maximum Deceleration g | 1.5 |
| Max Force on Lever kg | 4.3 |
| Brake Pressure bar | 9.3 |

| TURN 07 | |
|---|---|
| Initial Speed km/h | 181 |
| Final Speed km/h | 157 |
| Stopping Distance m | 64 |
| Braking Time sec | 1.3 |
| Maximum Deceleration g | 0.6 |
| Max Force on Lever kg | 1.0 |
| Brake Pressure bar | 2.2 |

| TURN 08 | |
|---|---|
| Initial Speed km/h | 209 |
| Final Speed km/h | 125 |
| Stopping Distance m | 124 |
| Braking Time sec | 2.7 |
| Maximum Deceleration g | 1.1 |
| Max Force on Lever kg | 3.6 |
| Brake Pressure bar | 7.8 |

| TURN 09 | |
|---|---|
| Initial Speed km/h | 192 |
| Final Speed km/h | 96 |
| Stopping Distance m | 123 |
| Braking Time sec | 3.1 |
| Maximum Deceleration g | 1.1 |
| Max Force on Lever kg | 3.5 |
| Brake Pressure bar | 7.4 |

| TURN 10 | |
|---|---|
| Initial Speed km/h | 134 |
| Final Speed km/h | 108 |
| Stopping Distance m | 43 |
| Braking Time sec | 1.3 |
| Maximum Deceleration g | 0.8 |
| Max Force on Lever kg | 2.4 |
| Brake Pressure bar | 5.1 |

| TURN 11 | |
|---|---|
| Initial Speed km/h | 213 |
| Final Speed km/h | 156 |
| Stopping Distance m | 100 |
| Braking Time sec | 1.9 |
| Maximum Deceleration g | 1.0 |
| Max Force on Lever kg | 2.6 |
| Brake Pressure bar | 5.6 |

| TURN 13 | |
|---|---|
| Initial Speed km/h | 218 |
| Final Speed km/h | 69 |
| Stopping Distance m | 167 |
| Braking Time sec | 4.2 |
| Maximum Deceleration g | 1.1 |
| Max Force on Lever kg | 4.1 |
| Brake Pressure bar | 8.7 |