

## BRAKE CIRCUIT IDENTITY CARDS

### BRAKES EFFORT

▬▬▬▬▬ **HARD**

### TIME SPENT BRAKING

🕒 **28%**

### CIRCUIT LENGTH

🏁 **5,077 M**

### NUMBER OF LAPS

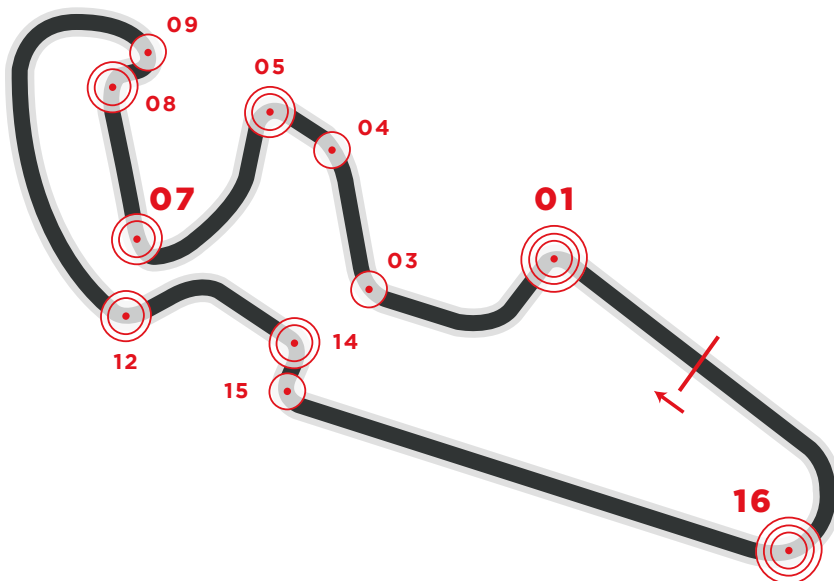
🏁 **18**

### NUMBER OF BRAKE ZONES/LAP

🏁 **10**

### IMPORTANT

**TURN 16\***, **TURN 01\*** and **TURN 07\*** are considered the most demanding for the braking system.



The Spanish track stands out for having eight of 17 curves where the travelling speed is below 100 Km/h yet the use of the brakes remains high. The series of quick braking sections on the first stretch of the track puts a great deal of force on the bikes' steel discs, which have a tough time cooling down. The riders also undergo significant strain in terms of the overall load they place on the brake lever.

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

<b>TURN 01</b>	Initial speed	<b>269</b>	(Km/h)
	Final speed	<b>85</b>	(Km/h)
	Stopping distance	<b>212</b>	(m)
	Braking time	<b>4.6</b>	(sec)
	Maximum deceleration	<b>1.4</b>	(g)
	Max force on lever	<b>4.8</b>	(Kg)

<b>TURN 03</b>	Initial speed	<b>205</b>	(Km/h)
	Final speed	<b>165</b>	(Km/h)
	Stopping distance	<b>82</b>	(m)
	Braking time	<b>1.6</b>	(sec)
	Maximum deceleration	<b>0.8</b>	(g)
	Max force on lever	<b>1.8</b>	(Kg)

<b>TURN 04</b>	Initial speed	<b>206</b>	(Km/h)
	Final speed	<b>187</b>	(Km/h)
	Stopping distance	<b>55</b>	(m)
	Braking time	<b>0.4</b>	(sec)
	Maximum deceleration	<b>0.6</b>	(g)
	Max force on lever	<b>0.7</b>	(Kg)

<b>TURN 05</b>	Initial speed	<b>165</b>	(Km/h)
	Final speed	<b>82</b>	(Km/h)
	Stopping distance	<b>88</b>	(m)
	Braking time	<b>2.7</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>3.8</b>	(Kg)

<b>TURN 07</b>	Initial speed	<b>202</b>	(Km/h)
	Final speed	<b>88</b>	(Km/h)
	Stopping distance	<b>119</b>	(m)
	Braking time	<b>3.1</b>	(sec)
	Maximum deceleration	<b>1.3</b>	(g)
	Max force on lever	<b>5.1</b>	(Kg)

<b>TURN 08</b>	Initial speed	<b>205</b>	(Km/h)
	Final speed	<b>94</b>	(Km/h)
	Stopping distance	<b>146</b>	(m)
	Braking time	<b>3.7</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>4.4</b>	(Kg)

<b>TURN 09</b>	Initial speed	<b>99</b>	(Km/h)
	Final speed	<b>71</b>	(Km/h)
	Stopping distance	<b>36</b>	(m)
	Braking time	<b>1.5</b>	(sec)
	Maximum deceleration	<b>0.8</b>	(g)
	Max force on lever	<b>3.4</b>	(Kg)

<b>TURN 12</b>	Initial speed	<b>254</b>	(Km/h)
	Final speed	<b>90</b>	(Km/h)
	Stopping distance	<b>206</b>	(m)
	Braking time	<b>4.5</b>	(sec)
	Maximum deceleration	<b>1.2</b>	(g)
	Max force on lever	<b>4.8</b>	(Kg)

<b>TURN 14</b>	Initial speed	<b>182</b>	(Km/h)
	Final speed	<b>86</b>	(Km/h)
	Stopping distance	<b>118</b>	(m)
	Braking time	<b>3.3</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>5.0</b>	(Kg)

<b>TURN 15</b>	Initial speed	<b>100</b>	(Km/h)
	Final speed	<b>77</b>	(Km/h)
	Stopping distance	<b>40</b>	(m)
	Braking time	<b>1.6</b>	(sec)
	Maximum deceleration	<b>0.7</b>	(g)
	Max force on lever	<b>2.7</b>	(Kg)

<b>TURN 16</b>	Initial speed	<b>305</b>	(Km/h)
	Final speed	<b>140</b>	(Km/h)
	Stopping distance	<b>230</b>	(m)
	Braking time	<b>4</b>	(sec)
	Maximum deceleration	<b>1.5</b>	(g)
	Max force on lever	<b>4.9</b>	(Kg)