

## BRAKE CIRCUIT IDENTITY CARD

### BRAKES EFFORT

▬▬▬▬ **HARD**

### TIME SPENT BRAKING

🕒 **34%**

### CIRCUIT LENGTH

🏁 **4,423 M**

### NUMBER OF LAPS

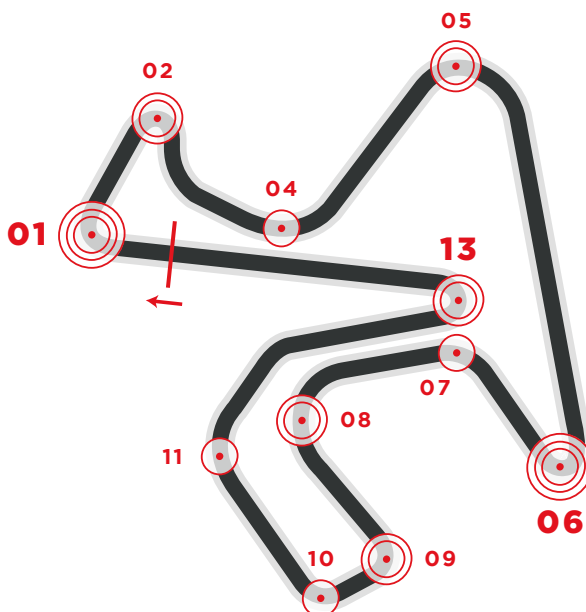
🏁 **20**

### NUMBER OF BRAKE ZONES/LAP

🏁 **11**

### IMPORTANT

**TURN 06\***, **TURN 01\*** and **TURN 13\*** are considered the most demanding for the braking system.



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 greater than -1.5 and 1.4 g.

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

<b>TURN 01</b>	Initial speed	<b>265</b>	(Km/h)
	Final speed	<b>87</b>	(Km/h)
	Stopping distance	<b>214</b>	(m)
	Braking time	<b>4.6</b>	(sec)
	Maximum deceleration	<b>1.4</b>	(g)
	Max force on lever	<b>5.6</b>	(Kg)

<b>TURN 02</b>	Initial speed	<b>166</b>	(Km/h)
	Final speed	<b>65</b>	(Km/h)
	Stopping distance	<b>101</b>	(m)
	Braking time	<b>3.2</b>	(sec)
	Maximum deceleration	<b>1</b>	(g)
	Max force on lever	<b>5.3</b>	(Kg)

<b>TURN 04</b>	Initial speed	<b>195</b>	(Km/h)
	Final speed	<b>158</b>	(Km/h)
	Stopping distance	<b>87</b>	(m)
	Braking time	<b>1.8</b>	(sec)
	Maximum deceleration	<b>0.8</b>	(g)
	Max force on lever	<b>1.9</b>	(Kg)

<b>TURN 05</b>	Initial speed	<b>227</b>	(Km/h)
	Final speed	<b>118</b>	(Km/h)
	Stopping distance	<b>157</b>	(m)
	Braking time	<b>3.4</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>4.0</b>	(Kg)

<b>TURN 06</b>	Initial speed	<b>271</b>	(Km/h)
	Final speed	<b>63</b>	(Km/h)
	Stopping distance	<b>224</b>	(m)
	Braking time	<b>5.1</b>	(sec)
	Maximum deceleration	<b>1.5</b>	(g)
	Max force on lever	<b>6.2</b>	(Kg)

<b>TURN 07</b>	Initial speed	<b>179</b>	(Km/h)
	Final speed	<b>157</b>	(Km/h)
	Stopping distance	<b>67</b>	(m)
	Braking time	<b>1.4</b>	(sec)
	Maximum deceleration	<b>0.6</b>	(g)
	Max force on lever	<b>1.0</b>	(Kg)

<b>TURN 08</b>	Initial speed	<b>205</b>	(Km/h)
	Final speed	<b>119</b>	(Km/h)
	Stopping distance	<b>133</b>	(m)
	Braking time	<b>3</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>3.9</b>	(Kg)

<b>TURN 09</b>	Initial speed	<b>193</b>	(Km/h)
	Final speed	<b>94</b>	(Km/h)
	Stopping distance	<b>125</b>	(m)
	Braking time	<b>3.2</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>4.8</b>	(Kg)

<b>TURN 10</b>	Initial speed	<b>133</b>	(Km/h)
	Final speed	<b>106</b>	(Km/h)
	Stopping distance	<b>49</b>	(m)
	Braking time	<b>1.5</b>	(sec)
	Maximum deceleration	<b>0.7</b>	(g)
	Max force on lever	<b>2.8</b>	(Kg)

<b>TURN 11</b>	Initial speed	<b>205</b>	(Km/h)
	Final speed	<b>154</b>	(Km/h)
	Stopping distance	<b>108</b>	(m)
	Braking time	<b>2.1</b>	(sec)
	Maximum deceleration	<b>0.9</b>	(g)
	Max force on lever	<b>2.7</b>	(Kg)

<b>TURN 13</b>	Initial speed	<b>216</b>	(Km/h)
	Final speed	<b>67</b>	(Km/h)
	Stopping distance	<b>165</b>	(m)
	Braking time	<b>4.2</b>	(sec)
	Maximum deceleration	<b>1.1</b>	(g)
	Max force on lever	<b>5.2</b>	(Kg)