

MOTOGP 2019 GRAN PREMIO MOTUL DE LA REPÚBLICA ARGENTINA



**BRAKE CIRCUIT
IDENTITY CARDS**
29-31 MAR 2019

BRAKES EFFORT **MEDIUM**

TIME SPENT BRAKING **30%**



brembo DATA

The Termas de Rio Hondo circuit is fairly demanding for the MotoGP braking systems.

Particularly critical is the braking at Turn 5: here the bikes go from 324 km/h (201 mph) to 81 km/h (50 mph) in about 297 meters (974 feet), forcing the pilots to apply a force on the brake lever equal to 5.1 kg (11.2 lbs).

CIRCUIT DATA

Length: **4,806 m** - Number of laps: **25**
Number of brake zones/lap: **8**

IMPORTANT

* **TURN 05** is considered the most demanding for the braking system.

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

01	
Initial speed	277 (Km/h)
Final speed	108 (Km/h)
Stopping distance	243 (m)
Braking time	5 (sec)
Maximum deceleration	1.4 (g)
Max force on lever	4.5 (Kg)

02	
Initial speed	205 (Km/h)
Final speed	84 (Km/h)
Stopping distance	155 (m)
Braking time	4 (sec)
Maximum deceleration	1.1 (g)
Max force on lever	3.5 (Kg)

05*	
Initial speed	324 (Km/h)
Final speed	81 (Km/h)
Stopping distance	297 (m)
Braking time	6 (sec)
Maximum deceleration	1.5 (g)
Max force on lever	5.1 (Kg)

07	
Initial speed	241 (Km/h)
Final speed	93 (Km/h)
Stopping distance	186 (m)
Braking time	4.3 (sec)
Maximum deceleration	1.2 (g)
Max force on lever	4.5 (Kg)

09	
Initial speed	212 (Km/h)
Final speed	120 (Km/h)
Stopping distance	123 (m)
Braking time	2.7 (sec)
Maximum deceleration	1.2 (g)
Max force on lever	3.9 (Kg)

11	
Initial speed	202 (Km/h)
Final speed	156 (Km/h)
Stopping distance	92 (m)
Braking time	1.8 (sec)
Maximum deceleration	0.9 (g)
Max force on lever	1.6 (Kg)

12	
Initial speed	243 (Km/h)
Final speed	175 (Km/h)
Stopping distance	88 (m)
Braking time	1.5 (sec)
Maximum deceleration	1.2 (g)
Max force on lever	3.7 (Kg)

13	
Initial speed	171 (Km/h)
Final speed	68 (Km/h)
Stopping distance	142 (m)
Braking time	4.5 (sec)
Maximum deceleration	1.1 (g)
Max force on lever	3.5 (Kg)