MOTOGP 2019 GRAN PREMIO MOTUL

DE LA REPÚBLICA ARGENTINA

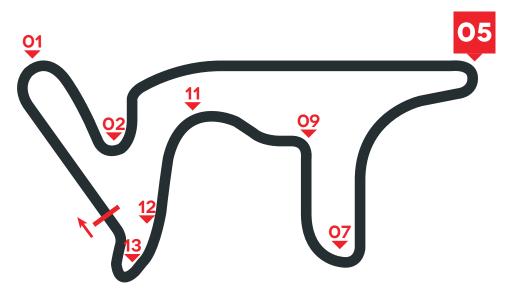
BRAKES EFFORT MEDIUM

TIME SPENT BRAKING 30%



BRAKE CIRCUIT IDENTITY CARDS

29-31 MAR 2019





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

IM	IPO	RT	Α	N.

* TURN O5 is considered the most demanding for the braking system.

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

Initial speed Final speed

Stopping distance
Braking time
Maximum deceleration
Max force on lever

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)

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)

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)

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)

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)	

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)

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)

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