

WSBK 2019

PIRELLI THAI ROUND

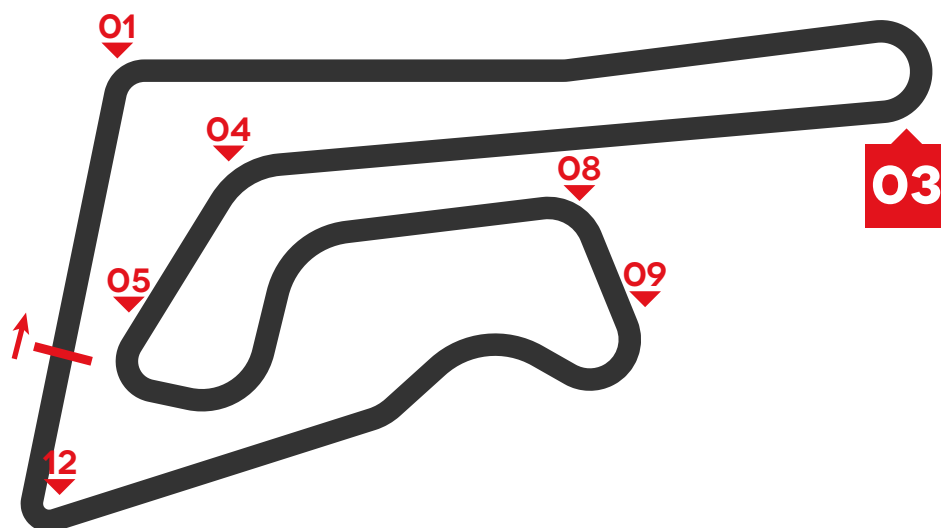


BRAKE CIRCUIT IDENTITY CARDS

15-17 MAR 2019

BRAKE EFFORT **VERY HARD**

ME SPENT BRAKING **27%**



brembo DATA

The extreme ambient temperatures and the unusual shape of the Thai circuit make this one of the most stressful tracks for the Superbike braking systems. Following the first section, which is characterized by long straightaways and stop-and-go braking, is the central part of the track featuring rounder curves positioned closer together that impede the steel disc cooling process. The braking section on curve 3 is one of the longest in the World Championship.

CIRCUIT DATA

Length: **4,554 m**

Number of brakings: **07**

IMPORTANT

TURN 03* 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 | 245 | (Km/h) |
| Final speed | 110 | (Km/h) |
| Stopping distance | 156 | (m) |
| Braking time | 3.4 | (sec) |
| Maximum deceleration | 1.4 | (g) |
| Max force on lever | 5.5 | (Kg) |

05

| | | |
|----------------------|-----|--------|
| Initial speed | 211 | (Km/h) |
| Final speed | 86 | (Km/h) |
| Stopping distance | 130 | (m) |
| Braking time | 3.4 | (sec) |
| Maximum deceleration | 1.2 | (g) |
| Max force on lever | 5.5 | (Kg) |

12

| | | |
|----------------------|-----|--------|
| Initial speed | 253 | (Km/h) |
| Final speed | 70 | (Km/h) |
| Stopping distance | 192 | (m) |
| Braking time | 4.7 | (sec) |
| Maximum deceleration | 1.4 | (g) |
| Max force on lever | 5.3 | (Kg) |

03*

| | | |
|----------------------|-----|--------|
| Initial speed | 305 | (Km/h) |
| Final speed | 70 | (Km/h) |
| Stopping distance | 236 | (m) |
| Braking time | 5.4 | (sec) |
| Maximum deceleration | 1.5 | (g) |
| Max force on lever | 5 | (Kg) |

08

| | | |
|----------------------|-----|--------|
| Initial speed | 218 | (Km/h) |
| Final speed | 120 | (Km/h) |
| Stopping distance | 129 | (m) |
| Braking time | 2.9 | (sec) |
| Maximum deceleration | 1.2 | (g) |
| Max force on lever | 5.2 | (Kg) |

04

| | | |
|----------------------|-----|--------|
| Initial speed | 283 | (Km/h) |
| Final speed | 184 | (Km/h) |
| Stopping distance | 149 | (m) |
| Braking time | 2.4 | (sec) |
| Maximum deceleration | 1.3 | (g) |
| Max force on lever | 4.4 | (Kg) |

09

| | | |
|----------------------|-----|--------|
| Initial speed | 167 | (Km/h) |
| Final speed | 95 | (Km/h) |
| Stopping distance | 95 | (m) |
| Braking time | 2.7 | (sec) |
| Maximum deceleration | 0.9 | (g) |
| Max force on lever | 4 | (Kg) |