

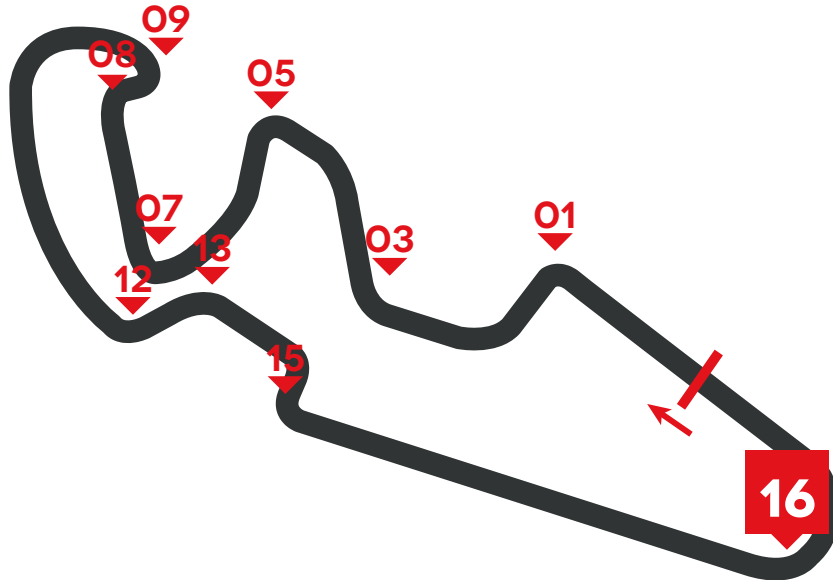
WSBK 2019 ARAGÓN ROUND



BRAKE CIRCUIT
IDENTITY CARDS
05-07 APR 2019

BRAKE EFFORT **HARD**

TIME SPENT BRAKING **30%**



brembo DATA

The Spanish track stands out for having seven 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.

CIRCUIT DATA

Length: **5,077 m**
Number of brakings: **10**

IMPORTANT

TURN 16* 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 | 274 | (Km/h) |
| Final speed | 87 | (Km/h) |
| Stopping distance | 218 | (m) |
| Braking time | 4.7 | (sec) |
| Maximum deceleration | 1.4 | (g) |
| Max force on lever | 5.2 | (Kg) |

03

| | | |
|----------------------|-----|--------|
| Initial speed | 198 | (Km/h) |
| Final speed | 157 | (Km/h) |
| Stopping distance | 76 | (m) |
| Braking time | 1.6 | (sec) |
| Maximum deceleration | 0.9 | (g) |
| Max force on lever | 2.4 | (Kg) |

05

| | | |
|----------------------|-----|--------|
| Initial speed | 194 | (Km/h) |
| Final speed | 83 | (Km/h) |
| Stopping distance | 156 | (m) |
| Braking time | 4.1 | (sec) |
| Maximum deceleration | 0.9 | (g) |
| Max force on lever | 4 | (Kg) |

07

| | | |
|----------------------|-----|--------|
| Initial speed | 206 | (Km/h) |
| Final speed | 85 | (Km/h) |
| Stopping distance | 136 | (m) |
| Braking time | 3.6 | (sec) |
| Maximum deceleration | 1.1 | (g) |
| Max force on lever | 4.1 | (Kg) |

08

| | | |
|----------------------|-----|--------|
| Initial speed | 209 | (Km/h) |
| Final speed | 91 | (Km/h) |
| Stopping distance | 157 | (m) |
| Braking time | 4 | (sec) |
| Maximum deceleration | 1.1 | (g) |
| Max force on lever | 4.5 | (Kg) |

09

| | | |
|----------------------|-----|--------|
| Initial speed | 98 | (Km/h) |
| Final speed | 74 | (Km/h) |
| Stopping distance | 40 | (m) |
| Braking time | 1.7 | (sec) |
| Maximum deceleration | 0.8 | (g) |
| Max force on lever | 2.6 | (Kg) |

12

| | | |
|----------------------|-----|--------|
| Initial speed | 253 | (Km/h) |
| Final speed | 166 | (Km/h) |
| Stopping distance | 127 | (m) |
| Braking time | 2.2 | (sec) |
| Maximum deceleration | 1.1 | (g) |
| Max force on lever | 4.2 | (Kg) |

13

| | | |
|----------------------|-----|--------|
| Initial speed | 163 | (Km/h) |
| Final speed | 93 | (Km/h) |
| Stopping distance | 86 | (m) |
| Braking time | 2.5 | (sec) |
| Maximum deceleration | 1.1 | (g) |
| Max force on lever | 4.3 | (Kg) |

15

| | | |
|----------------------|-----|--------|
| Initial speed | 183 | (Km/h) |
| Final speed | 76 | (Km/h) |
| Stopping distance | 185 | (m) |
| Braking time | 4.7 | (sec) |
| Maximum deceleration | 1 | (g) |
| Max force on lever | 4.8 | (Kg) |

16*

| | | |
|----------------------|-----|--------|
| Initial speed | 305 | (Km/h) |
| Final speed | 151 | (Km/h) |
| Stopping distance | 238 | (m) |
| Braking time | 4 | (sec) |
| Maximum deceleration | 1.5 | (g) |
| Max force on lever | 5.8 | (Kg) |