

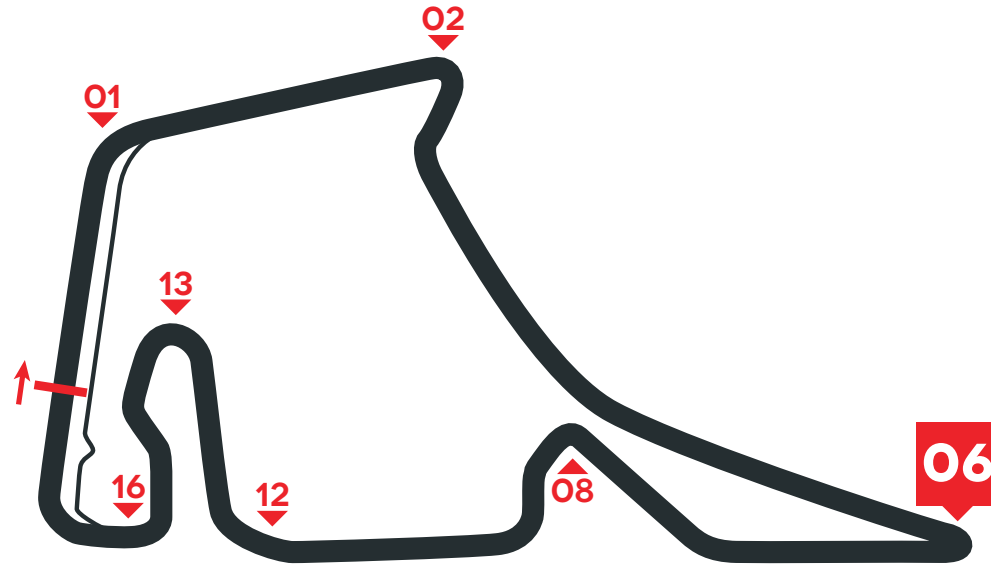
2019 FORMULA 1 MERCEDES-BENZ GROSSER PREIS VON DEUTSCHLAND



**BRAKE CIRCUIT
IDENTITY CARDS**
26-28 JUL 2019

BRAKES EFFORT **HARD**

TIME SPENT BRAKING **16%**



brembo DATA

Hockenheimring is a track that puts the power-units to the test, but the brakes benefit from long straightaways that help them cool down after the intense work in the first two-thirds of the circuit.

But if it rains, the opposite problem could occur where the carbon braking system (discs and pads) doesn't reach its optimal operating temperature.

CIRCUIT DATA

Length: **4,574 m** - Number of laps: **67**
Number of brake zones/lap: **05**

IMPORTANT

***TURN 06** is considered the most demanding for the braking system.

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

02		
Initial speed	320	(Km/h)
Final speed	103	(Km/h)
Stopping distance	132	(m)
Braking time	2.66	(sec)
Maximum deceleration	5.2	(g)
Maximum pedal load	178	(Kg)
Braking power	2526	(Kw)

06*		
Initial speed	329	(Km/h)
Final speed	65	(Km/h)
Stopping distance	129	(m)
Braking time	2.90	(sec)
Maximum deceleration	5.7	(g)
Maximum pedal load	214	(Kg)
Braking power	2933	(Kw)

08		
Initial speed	303	(Km/h)
Final speed	109	(Km/h)
Stopping distance	110	(m)
Braking time	2.22	(sec)
Maximum deceleration	5.4	(g)
Maximum pedal load	155	(Kg)
Braking power	2156	(Kw)

13		
Initial speed	288	(Km/h)
Final speed	98	(Km/h)
Stopping distance	121	(m)
Braking time	2.58	(sec)
Maximum deceleration	4.7	(g)
Maximum pedal load	156	(Kg)
Braking power	1813	(Kw)

16		
Initial speed	250	(Km/h)
Final speed	178	(Km/h)
Stopping distance	77	(m)
Braking time	1.30	(sec)
Maximum deceleration	1.8	(g)
Maximum pedal load	31	(Kg)
Braking power	569	(Kw)