

2019 FORMULA 1

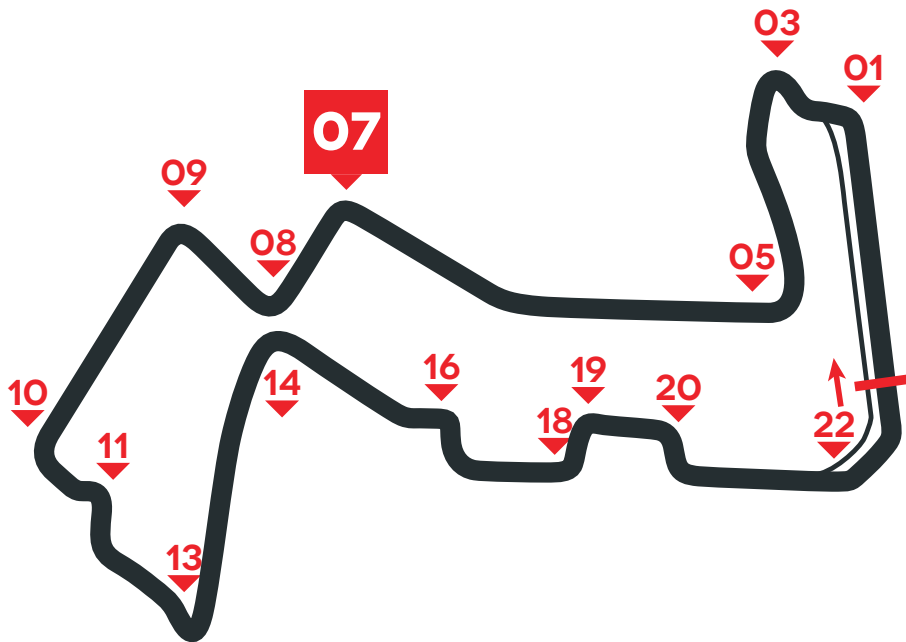
SINGAPORE AIRLINES GRAND PRIX



**BRAKE CIRCUIT
IDENTITY CARDS**
20-22 SEP 2019

BRAKES EFFORT **VERY HARD**

TIME SPENT BRAKING **25%**



brembo DATA

As they pick their way through the turns and chicanes on the Singapore Street Circuit the drivers are well aware that they will need to put a lot of stress on their single-seater's brakes with almost a full fourth of the time spent on them.

Of the 15 braking sections that characterise this circuit, 3 of them are particularly demanding, and the heated pace and the lack of adequate space for cooling make it one of the hardest on the braking systems.

Friction material wear is one of the things that need to be monitored constantly in telemetry during each lap of the race.

CIRCUIT DATA

Length: **5,063 m** - Number of laps: **61**
Number of brake zones/lap: **15**

IMPORTANT

***TURN 07** 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	326 (Km/h)
Final speed	154 (Km/h)
Stopping distance	105 (m)
Braking time	1.70 (sec)
Maximum deceleration	5.2 (g)
Maximum pedal load	114 (Kg)
Braking power	2324 (Kw)

03	
Initial speed	172 (Km/h)
Final speed	96 (Km/h)
Stopping distance	51 (m)
Braking time	1.45 (sec)
Maximum deceleration	2.4 (g)
Maximum pedal load	45 (Kg)
Braking power	412 (Kw)

05	
Initial speed	275 (Km/h)
Final speed	150 (Km/h)
Stopping distance	107 (m)
Braking time	1.96 (sec)
Maximum deceleration	3.6 (g)
Maximum pedal load	92 (Kg)
Braking power	1147 (Kw)

07*	
Initial speed	335 (Km/h)
Final speed	128 (Km/h)
Stopping distance	118 (m)
Braking time	2.06 (sec)
Maximum deceleration	5.4 (g)
Maximum pedal load	144 (Kg)
Braking power	2771 (Kw)

08	
Initial speed	227 (Km/h)
Final speed	86 (Km/h)
Stopping distance	78 (m)
Braking time	2.04 (sec)
Maximum deceleration	3.7 (g)
Maximum pedal load	98 (Kg)
Braking power	1226 (Kw)

09	
Initial speed	210 (Km/h)
Final speed	140 (Km/h)
Stopping distance	52 (m)
Braking time	1.09 (sec)
Maximum deceleration	2.4 (g)
Maximum pedal load	34 (Kg)
Braking power	469 (Kw)

10	
Initial speed	291 (Km/h)
Final speed	151 (Km/h)
Stopping distance	87 (m)
Braking time	1.52 (sec)
Maximum deceleration	4.3 (g)
Maximum pedal load	85 (Kg)
Braking power	1676 (Kw)

11	
Initial speed	190 (Km/h)
Final speed	106 (Km/h)
Stopping distance	59 (m)
Braking time	1.53 (sec)
Maximum deceleration	3.1 (g)
Maximum pedal load	60 (Kg)
Braking power	562 (Kw)

13	
Initial speed	235 (Km/h)
Final speed	71 (Km/h)
Stopping distance	94 (m)
Braking time	2.32 (sec)
Maximum deceleration	3.0 (g)
Maximum pedal load	89 (Kg)
Braking power	1264 (Kw)

14	
Initial speed	299 (Km/h)
Final speed	93 (Km/h)
Stopping distance	107 (m)
Braking time	2.22 (sec)
Maximum deceleration	4.9 (g)
Maximum pedal load	139 (Kg)
Braking power	2205 (Kw)

16	
Initial speed	267 (Km/h)
Final speed	111 (Km/h)
Stopping distance	87 (m)
Braking time	1.83 (sec)
Maximum deceleration	3.7 (g)
Maximum pedal load	87 (Kg)
Braking power	1560 (Kw)

18	
Initial speed	236 (Km/h)
Final speed	109 (Km/h)
Stopping distance	70 (m)
Braking time	1.63 (sec)
Maximum deceleration	3.8 (g)
Maximum pedal load	79 (Kg)
Braking power	1144 (Kw)

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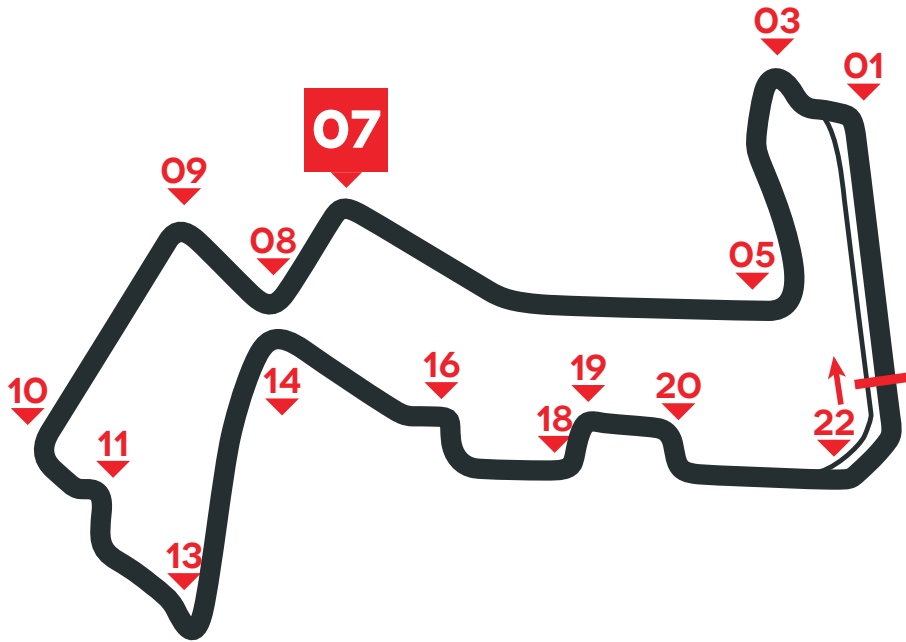


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19		
Initial speed	142	(Km/h)
Final speed	119	(Km/h)
Stopping distance	22	(m)
Braking time	0.60	(sec)
Maximum deceleration	1.2	(g)
Maximum pedal load	9	(Kg)
Braking power	65	(Kw)

20		
Initial speed	193	(Km/h)
Final speed	104	(Km/h)
Stopping distance	61	(m)
Braking time	1.56	(sec)
Maximum deceleration	3.0	(g)
Maximum pedal load	60	(Kg)
Braking power	561	(Kw)

22		
Initial speed	271	(Km/h)
Final speed	238	(Km/h)
Stopping distance	30	(m)
Braking time	0.43	(sec)
Maximum deceleration	1.8	(g)
Maximum pedal load	10	(Kg)
Braking power	176	(Kw)