

2019 FORMULA 1

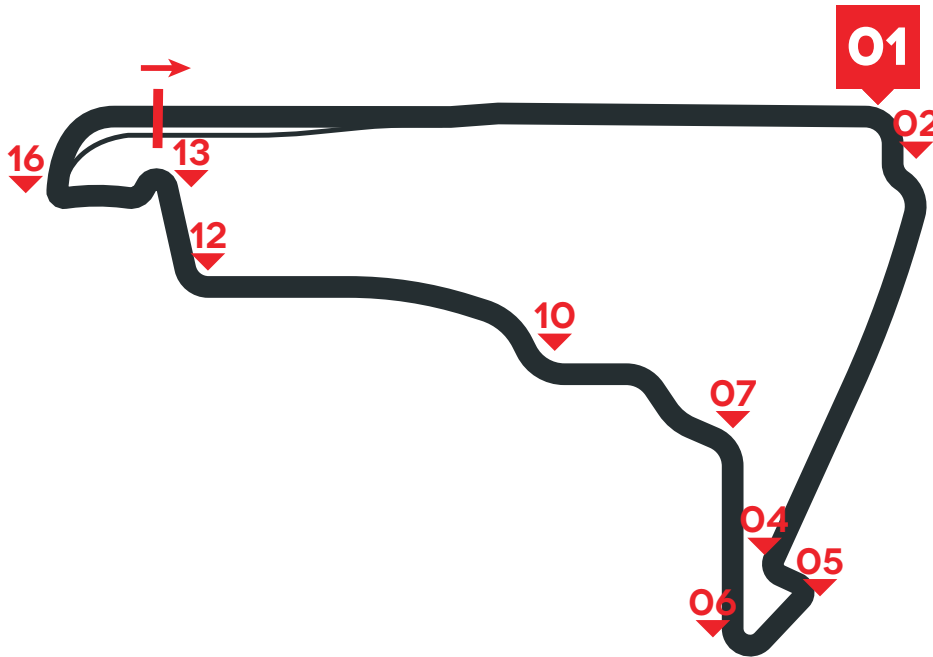
GRAN PREMIO DE MÉXICO

BRAKES EFFORT **VERY HARD**

TIME SPENT BRAKING **20%**



**BRAKE CIRCUIT
IDENTITY CARDS**
25-27 OCT 2019



brembo DATA

The layout of the Mexico City track, along with the high altitude, imply very high temperature conditions for discs and pads, making the circuit one of the most critical in terms of temperature management. The engines in the single-seaters, being turbocharged, do not suffer from the altitude, guaranteeing the same performance as at sea level, whereas the air used to cool the brakes is decidedly less efficient due to the lower density. In 2016 this created various problems for the various teams who, notwithstanding the fact that they had air intakes for the brakes with the maximum available aperture, struggled to keep the calipers and friction material within the recommended temperature limits.

CIRCUIT DATA

Length: **4,304 m** - Number of laps: **71**
Number of brake zones/lap: **10**

IMPORTANT

***TURN 01** 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	362 (Km/h)
Final speed	110 (Km/h)
Stopping distance	145 (m)
Braking time	2.52 (sec)
Maximum deceleration	5.4 (g)
Maximum pedal load	177 (Kg)
Braking power	3486 (Kw)

05	
Initial speed	114 (Km/h)
Final speed	83 (Km/h)
Stopping distance	17 (m)
Braking time	0.62 (sec)
Maximum deceleration	1.8 (g)
Maximum pedal load	15 (Kg)
Braking power	133 (Kw)

10	
Initial speed	275 (Km/h)
Final speed	180 (Km/h)
Stopping distance	78 (m)
Braking time	1.28 (sec)
Maximum deceleration	3.5 (g)
Maximum pedal load	59 (Kg)
Braking power	1015 (Kw)

16	
Initial speed	172 (Km/h)
Final speed	106 (Km/h)
Stopping distance	48 (m)
Braking time	1.32 (sec)
Maximum deceleration	2.3 (g)
Maximum pedal load	40 (Kg)
Braking power	402 (Kw)

02	
Initial speed	134 (Km/h)
Final speed	117 (Km/h)
Stopping distance	14 (m)
Braking time	0.40 (sec)
Maximum deceleration	1.6 (g)
Maximum pedal load	8 (Kg)
Braking power	65 (Kw)

06	
Initial speed	173 (Km/h)
Final speed	97 (Km/h)
Stopping distance	50 (m)
Braking time	1.38 (sec)
Maximum deceleration	2.2 (g)
Maximum pedal load	40 (Kg)
Braking power	445 (Kw)

12	
Initial speed	324 (Km/h)
Final speed	137 (Km/h)
Stopping distance	114 (m)
Braking time	1.93 (sec)
Maximum deceleration	4.6 (g)
Maximum pedal load	114 (Kg)
Braking power	2395 (Kw)

04	
Initial speed	338 (Km/h)
Final speed	105 (Km/h)
Stopping distance	129 (m)
Braking time	2.43 (sec)
Maximum deceleration	5.3 (g)
Maximum pedal load	166 (Kg)
Braking power	2971 (Kw)

07	
Initial speed	273 (Km/h)
Final speed	193 (Km/h)
Stopping distance	64 (m)
Braking time	1.01 (sec)
Maximum deceleration	3.2 (g)
Maximum pedal load	42 (Kg)
Braking power	869 (Kw)

13	
Initial speed	210 (Km/h)
Final speed	79 (Km/h)
Stopping distance	75 (m)
Braking time	2.07 (sec)
Maximum deceleration	3.1 (g)
Maximum pedal load	83 (Kg)
Braking power	1006 (Kw)