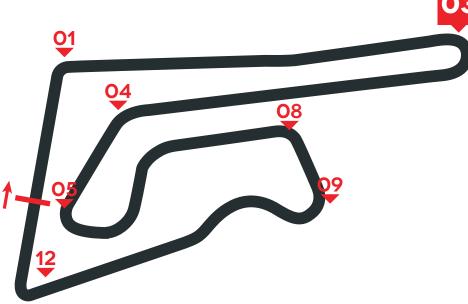
MOTOGP 2019 PTT THAILAND GRAND PRIX

BRAKES EFFORT MEDIUM

TIME SPENT BRAKING 30%





03 🕲 brembo, DATA

The track's layout alternates very long straightways that end with a hard braking session with second and third gear curves where gaining the right pace is essential. Various riders have noticed similarities with the Red Bull Ring, others with the Circuit of the Americas.

CIRCUIT DATA

Length: 4,554 m - Number of laps: 26 Number of brake zones/lap: 07

01		
Initial speed	263	(Km/h)
Final speed	114	(Km/h)
Stopping distance	195	(m)
Braking time	3.9	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.2	(Kg)

05		
Initial speed	209	(Km/h)
Final speed	95	(Km/h)
Stopping distance	140	(m)
Braking time	3.4	(sec)
Maximum deceleration	1.1	(g)
Max force on lever	4.4	(Kg)

12			
Initial speed	263	(Km/h)	
Final speed	70	(Km/h)	
Stopping distance	223	(m)	
Braking time	5.1	(sec)	
Maximum deceleration	1.4	(g)	
Max force on lever	5.2	(Kg)	

IMPORTANT

* TURN O3 is considered the most demanding for the braking system.

297	(Km/h)
79	(Km/h)
282	(m)
5.8	(sec)
1.5	(g)
5.0	(Kg)
	79 282 5.8 1.5

08		
Initial speed	224	(Km/h)
Final speed	126	(Km/h)
Stopping distance	138	(m)
Braking time	2.9	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.7	(Kg)

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

310	(Km/h)
184	(Km/h)
207	(m)
3.1	(sec)
1.4	(g)
5.4	(Kg)
	184 207 3.1 1.4

09		
Initial speed	167	(Km/h)
Final speed	97	(Km/h)
Stopping distance	98	(m)
Braking time	2.7	(sec)
Maximum deceleration	0.9	(g)
Max force on lever	3.4	(Kg)