2020 FORMULA 1 PIRELLI GRAN PREMIO DELLA TOSCANA FERRARI 1000



BRAKE CIRCUIT IDENTITY CARDS

BRAKES EFFORT

---- MEDIUM

TIME SPENT BRAKING

23%

CIRCUIT LENGTH

₹ 5,245 M

NUMBER OF LAPS

₽ 59

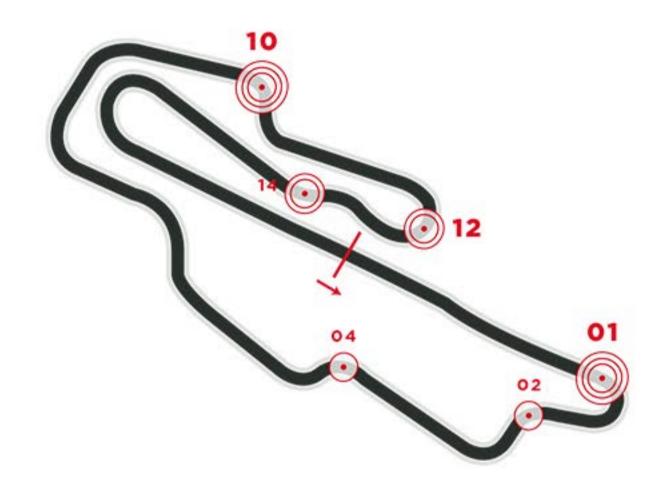
NUMBER OF BRAKE ZONES/LAP

₩ 06

IMPORTANT

TURN 01*, TURN 10* and TURN 12*

are considered the most demanding for the braking system.



Formula 1 has never raced here but Ferrari, who has owned the circuit since 1988, carried out tests at the beginning of July with 2018 single-seaters.

MotoGP, on the other hand, first raced on the Mugello circuit in 1976 and has been using it on a regular basis since 1991.

On the Mugello track, MotoGP riders use the brakes on 9 bends whereas F1 drivers use them on only 6: thanks to the grip provided by the four wheels, the single-seaters tackle bends 6, 8 and 9.

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

TU	
RN	
01	

m/h)
m/h)
(m)
(sec)
(g)
(Kg)
(Kw)



Initial speed	243	(Km/h)
Final speed	171	(Km/h)
Stopping distance	66	(m)
Braking time	0.97	(sec)
Maximum deceleration	2.8	(g)
Maximum pedal load	72	(Kg)
Braking power	600	(Kw)

ı	TU
ı	RN
	04

Initial speed	291	(Km/h)
Final speed	217	(Km/h)
Stopping distance	59	(m)
Braking time	0.66	(sec)
Maximum deceleration	4.1	(g)
Maximum pedal load	112	(Kg)
Braking power	980	(Kw)

TU	
RN	
10	

Initial speed	314	(Km/h)
Final speed	171	(Km/h)
Stopping distance	98	(m)
Braking time	1.56	(sec)
Maximum deceleration	4.9	(g)
Maximum pedal load	125	(Kg)
Braking power	1845	(Kw)

-	Initial speed	299	(Km/h)
TU	Final speed	154	(Km/h)
12	Stopping distance	108	(m)
	Braking time	1.84	(sec)
	Maximum deceleration	4.3	(g)
	Maximum pedal load	118	(Kg)
	Braking power	1566	(Kw)

2000	Initial speed	320	(Km/h)
14 14	Final speed	170	(Km/h)
	Stopping distance	124	(m)
	Braking time	2.03	(sec)
	Maximum deceleration	3.6	(g)
	Maximum pedal load	90	(Kg)
	Braking power	1499	(Kw)