



INTERNATIONAL CIRCUIT

Length: 5,078 m
Number of laps: 28
Type of circuit: Medium
Number of brakings: 7
Time spent under braking per lap: 22%

MOTORLAND ARAGON (ALCAÑIZ)

Only inaugurated in 2010 it is considered quite a technical and rather demanding track for brakes since, especially in the first part of the track, it does not allow the braking systems to cool properly. Despite the most demanding cut out is on Curve 16 where the motorcycles undergo a deceleration of close to -1.6 g, the most critical part is the mixed one where the sequence of smaller cut outs close together can put the brakes into crisis.

01

Initial speed	276	(Km/h)
Final speed	96	(Km/h)
Stopping distance	236	(m)
Braking time	5.4	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	5.7	(Kg)

07

Initial speed	230	(Km/h)
Final speed	91	(Km/h)
Stopping distance	182	(m)
Braking time	4.5	(sec)
Maximum deceleration	1.0	(g)
Max force on lever	4.4	(Kg)

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Initial speed	281	(Km/h)
Final speed	107	(Km/h)
Stopping distance	246	(m)
Braking time	5.1	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.5	(Kg)

16

Initial speed	328	(Km/h)
Final speed	165	(Km/h)
Stopping distance	277	(m)
Braking time	4.5	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	6.0	(Kg)

04

Initial speed	225	(Km/h)
Final speed	188	(Km/h)
Stopping distance	110	(m)
Braking time	2.1	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	3.8	(Kg)

08

Initial speed	261	(Km/h)
Final speed	91	(Km/h)
Stopping distance	165	(m)
Braking time	4.7	(sec)
Maximum deceleration	1.0	(g)
Max force on lever	4.4	(Kg)

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Initial speed	199	(Km/h)
Final speed	102	(Km/h)
Stopping distance	154	(m)
Braking time	4.2	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	4.6	(Kg)