

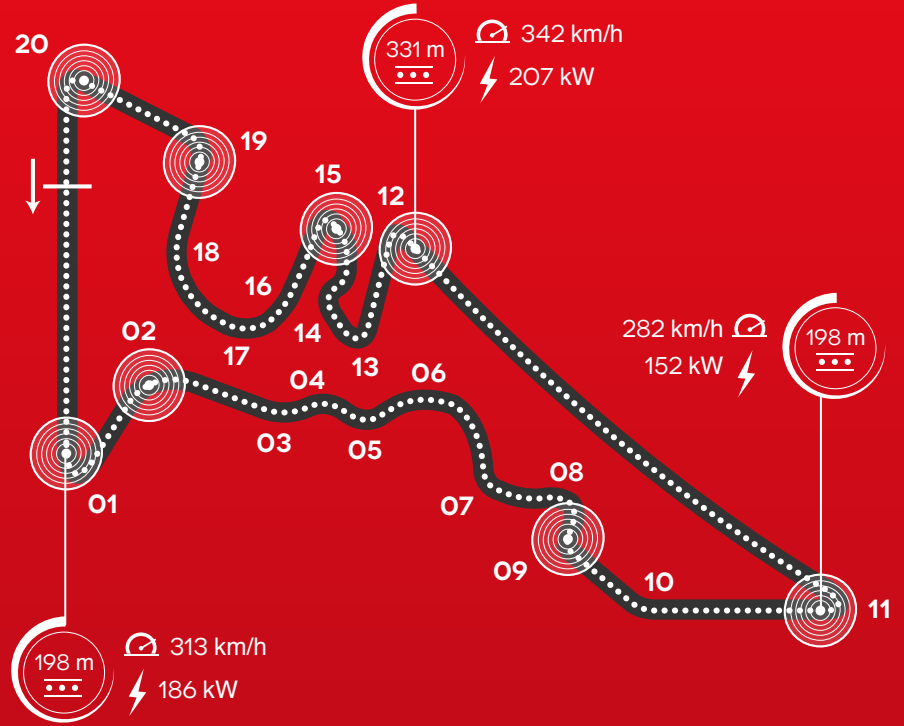
CIRCUIT OF THE AMERICAS  
(AUSTIN)

BRAKE CATEGORIZATION MEDIUM

TIME SPENT BRAKING 23%

BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP 17.4 kWh

INITIAL SPEED STOPPING DISTANCE



CIRCUIT DATA

Length: **5,513 m**  
Number of laps: **21**  
Number of brakings: **8**

COMMENT

The Austin track should be considered moderately demanding on the bikes' braking systems. In fact, there are at least 3 braking sections characterized by extremely abrupt deceleration. The first braking section after the finish line is worth a mention, where the bikes go from about 310 kph to about 65 kph in roughly 200 meters, as well as turn T12 which is characterized by a braking distance of more than 330 meters.

01

Initial speed	313	(Km/h)
Final speed	65	(Km/h)
Stopping distance	191	(m)
Braking time	5.0	(sec)
Maximum deceleration	1.8	(g)
Max force on lever	11	(Kg)

09

Initial speed	152	(Km/h)
Final speed	102	(Km/h)
Stopping distance	70	(m)
Braking time	2.0	(sec)
Maximum deceleration	0.5	(g)
Max force on lever	3.0	(Kg)

12

Initial speed	342	(Km/h)
Final speed	75	(Km/h)
Stopping distance	331	(m)
Braking time	6.0	(sec)
Maximum deceleration	1.8	(g)
Max force on lever	9.0	(Kg)

19

Initial speed	200	(Km/h)
Final speed	91	(Km/h)
Stopping distance	110	(m)
Braking time	3.0	(sec)
Maximum deceleration	0.7	(g)
Max force on lever	3.0	(Kg)

02

Initial speed	197	(Km/h)
Final speed	152	(Km/h)
Stopping distance	50	(m)
Braking time	1.0	(sec)
Maximum deceleration	0.5	(g)
Max force on lever	5.0	(Kg)

11

Initial speed	282	(Km/h)
Final speed	60	(Km/h)
Stopping distance	198	(m)
Braking time	5.0	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	9.0	(Kg)

15

Initial speed	177	(Km/h)
Final speed	70	(Km/h)
Stopping distance	100	(m)
Braking time	4.0	(sec)
Maximum deceleration	1.8	(g)
Max force on lever	3.0	(Kg)

20

Initial speed	222	(Km/h)
Final speed	82	(Km/h)
Stopping distance	135	(m)
Braking time	4.0	(sec)
Maximum deceleration	0.9	(g)
Max force on lever	6.0	(Kg)