MOTO GP | BRAKE CIRCUIT IDENTITY CARDS

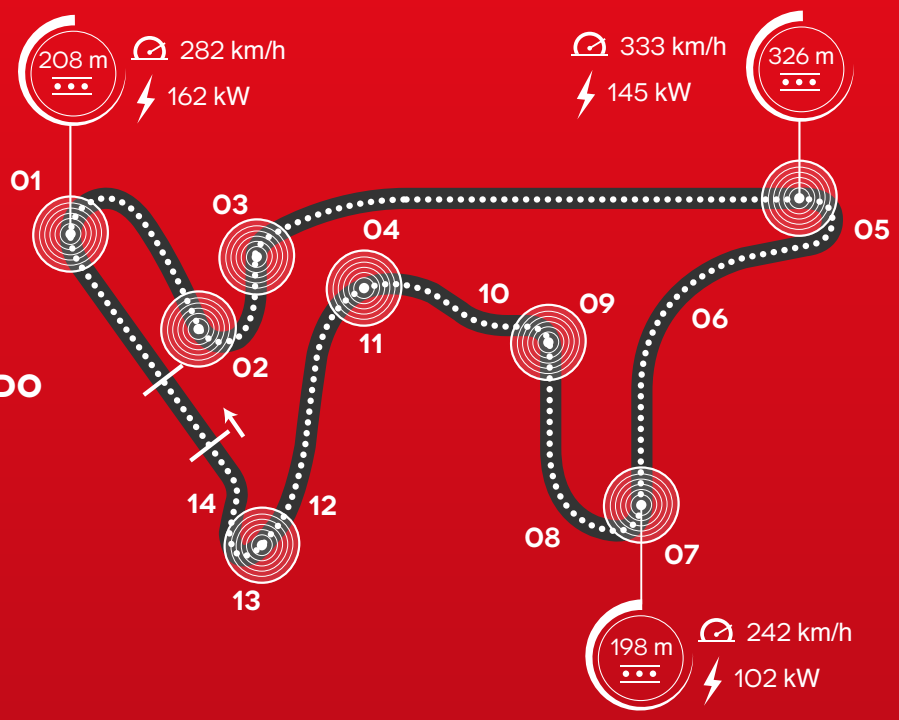
GRAN PREMIO RED BULL DE LA REPÚBLICA ARGENTINA

17–19 APR 2015

AUTÓDROMO TERMAS DE RÍO HONDO
(TERMAS DE RÍO HONDO)

BRAKE CATEGORIZATION	MEDIUM
TIME SPENT BRAKING	35%
BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP	6.4 kWh

INITIAL SPEED — STOPPING DISTANCE



CIRCUIT DATA

Length: 4,806 m
Number of laps: 25
Number of brakings: 8

COMMENT

The brand new Termas de Rio Hondo circuit is fairly demanding for the MotoGP braking systems with at least 3 braking sections characterized by significant decelerations. Particularly critical is the braking at Turn 5: here the bikes go from over 330 km/h to 75 km/h in about 320 meters, forcing the pilots to apply a force on the brake lever equal to 12 kg.

01

Initial speed	282	(Km/h)
Final speed	95	(Km/h)
Stopping distance	208	(m)
Braking time	4.3	(sec)
Maximum deceleration	1.0	(g)
Max force on lever	12	(Kg)

02

Initial speed	207	(Km/h)
Final speed	80	(Km/h)
Stopping distance	163	(m)
Braking time	4.0	(sec)
Maximum deceleration	0.8	(g)
Max force on lever	8.0	(Kg)

03

Initial speed	152	(Km/h)
Final speed	122	(Km/h)
Stopping distance	28	(m)
Braking time	2.2	(sec)
Maximum deceleration	0.5	(g)
Max force on lever	2.7	(Kg)

05

Initial speed	333	(Km/h)
Final speed	75	(Km/h)
Stopping distance	326	(m)
Braking time	7.2	(sec)
Maximum deceleration	1.1	(g)
Max force on lever	12	(Kg)

07

Initial speed	242	(Km/h)
Final speed	90	(Km/h)
Stopping distance	198	(m)
Braking time	5.0	(sec)
Maximum deceleration	0.9	(g)
Max force on lever	10	(Kg)

09

Initial speed	218	(Km/h)
Final speed	106	(Km/h)
Stopping distance	148	(m)
Braking time	3.7	(sec)
Maximum deceleration	0.9	(g)
Max force on lever	9.7	(Kg)

11

Initial speed	197	(Km/h)
Final speed	147	(Km/h)
Stopping distance	70	(m)
Braking time	1.3	(sec)
Maximum deceleration	0.5	(g)
Max force on lever	4.3	(Kg)

13

Initial speed	247	(Km/h)
Final speed	60	(Km/h)
Stopping distance	263	(m)
Braking time	7.2	(sec)
Maximum deceleration	0.9	(g)
Max force on lever	7.4	(Kg)