

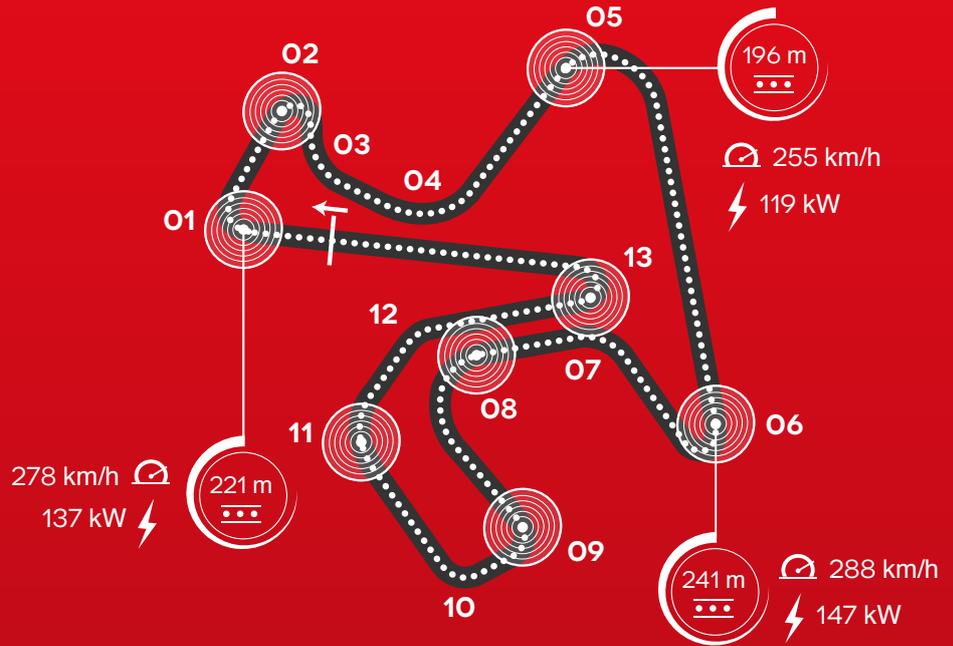
**CIRCUITO DE JEREZ
(JEREZ DE LA FRONTERA)**

BRAKE CATEGORIZATION MEDIUM

TIME SPENT BRAKING 23%

BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP 6.7 kWh

INITIAL SPEED STOPPING DISTANCE



CIRCUIT DATA

Length: 4,423 m
Number of laps: 27
Number of brakings: 8

COMMENT

The track is one the MotoGP drivers' favourites with points which favour overtaking. The "hops" caused by the undulations of the asphalt, require well balanced, easy to handle motorcycle, which is stable when braked to be able to attack in the faster curves. The track is characterized by two very demanding cut outs (the 1 and 6) characterized by deceleration greater than -1.6 g and one of the most demanding in the work for the braking systems.

01

Initial speed	278	(Km/h)
Final speed	105	(Km/h)
Stopping distance	221	(m)
Braking time	4.8	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	7.2	(Kg)

02

Initial speed	186	(Km/h)
Final speed	82	(Km/h)
Stopping distance	133	(m)
Braking time	4.0	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	5.5	(Kg)

05

Initial speed	255	(Km/h)
Final speed	143	(Km/h)
Stopping distance	196	(m)
Braking time	3.8	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	7.0	(Kg)

06

Initial speed	288	(Km/h)
Final speed	87	(Km/h)
Stopping distance	241	(m)
Braking time	5.1	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	6.7	(Kg)

08

Initial speed	234	(Km/h)
Final speed	146	(Km/h)
Stopping distance	176	(m)
Braking time	4.0	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.5	(Kg)

09

Initial speed	226	(Km/h)
Final speed	121	(Km/h)
Stopping distance	141	(m)
Braking time	3.5	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.1	(Kg)

11

Initial speed	224	(Km/h)
Final speed	174	(Km/h)
Stopping distance	131	(m)
Braking time	2.0	(sec)
Maximum deceleration	1.0	(g)
Max force on lever	3.0	(Kg)

13

Initial speed	251	(Km/h)
Final speed	75	(Km/h)
Stopping distance	196	(m)
Braking time	5.0	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	6.0	(Kg)