MOTO GP | BRAKE CIRCUIT IDENTITY CARDS

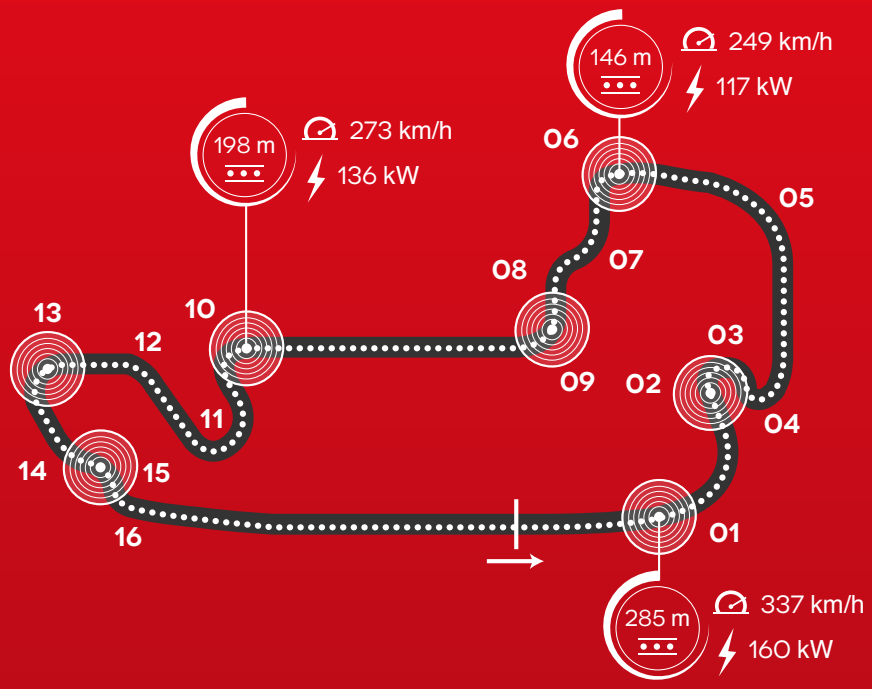
RED BULL INDIANAPOLIS GRAND PRIX

07–09 AUG 2015

INDIANAPOLIS MOTOR SPEEDWAY (SPEEDWAY)

BRAKE CATEGORIZATION	LIGHT
TIME SPENT BRAKING	20%
BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP	7.9 kWh

INITIAL SPEED | STOPPING DISTANCE



CIRCUIT DATA

Length: 4,216 m
Number of laps: 28
Number of brakings: 7

COMMENT

The Indianapolis Motor Speedway is a rather slow, narrow circuit and despite approximately 20% of the time spent on the lap braking, it is not a particularly demanding track for the brakes.
The only difficulty is caused by the first braking after the finish line characterized by a decent braking distance to go from the initial 337 km/h to the approximately final 176 km/h.

01

Initial speed	337	(Km/h)
Final speed	176	(Km/h)
Stopping distance	285	(m)
Braking time	4.6	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.2	(Kg)

02

Initial speed	180	(Km/h)
Final speed	107	(Km/h)
Stopping distance	77	(m)
Braking time	1.4	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.3	(Kg)

06

Initial speed	249	(Km/h)
Final speed	127	(Km/h)
Stopping distance	146	(m)
Braking time	4.0	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	5.2	(Kg)

09

Initial speed	161	(Km/h)
Final speed	98	(Km/h)
Stopping distance	74	(m)
Braking time	2.0	(sec)
Maximum deceleration	1.0	(g)
Max force on lever	2.2	(Kg)

10

Initial speed	273	(Km/h)
Final speed	109	(Km/h)
Stopping distance	198	(m)
Braking time	4.6	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.0	(Kg)

13

Initial speed	217	(Km/h)
Final speed	132	(Km/h)
Stopping distance	95	(m)
Braking time	2.7	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	4.8	(Kg)

15

Initial speed	190	(Km/h)
Final speed	113	(Km/h)
Stopping distance	87	(m)
Braking time	1.3	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.3	(Kg)