

28-30 AUG 2015

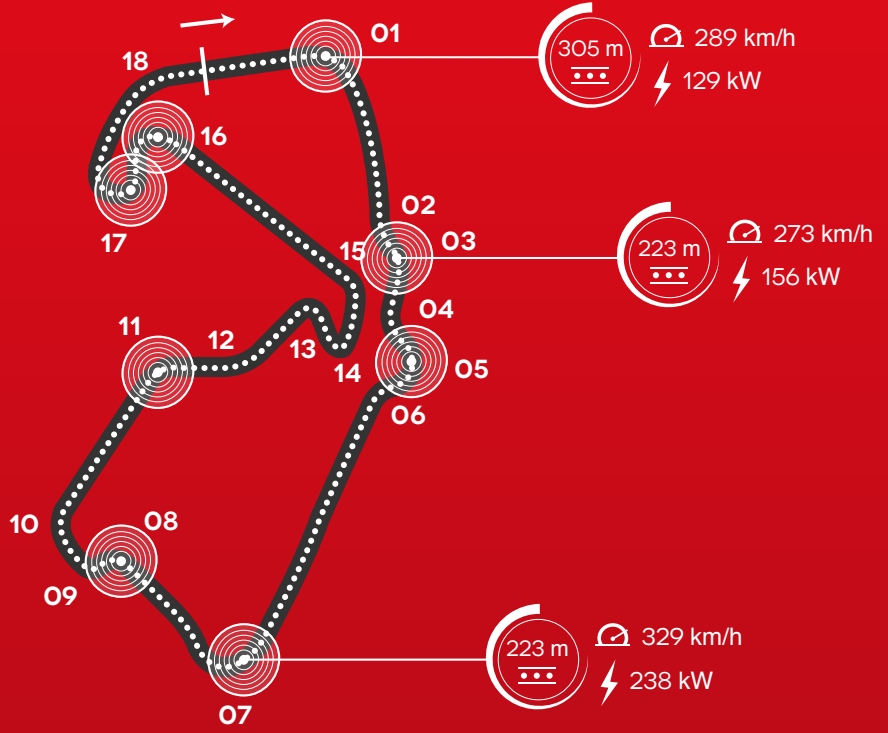
SILVERSTONE CIRCUIT
(SILVERSTONE)

BRAKE CATEGORIZATION LIGHT

TIME SPENT BRAKING 17%

BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP 5.2 kWh

INITIAL SPEED STOPPING DISTANCE



CIRCUIT DATA

Length: **5,900 m**
Number of laps: **20**
Number of brakings: **8**

COMMENT

The Silverstone track is considered one of the fastest of the MotoGP calendar and one of the least demanding for brakes. The circuit is characterized by long straight stretches and by not very demanding braking, which allow the braking systems to cool properly. Quite often the rain and the use of steel discs in place of carbon ones.

01

Initial speed	289	(Km/h)
Final speed	96	(Km/h)
Stopping distance	305	(m)
Braking time	5.7	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.9	(Kg)

03

Initial speed	273	(Km/h)
Final speed	154	(Km/h)
Stopping distance	223	(m)
Braking time	3.2	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.6	(Kg)

05

Initial speed	272	(Km/h)
Final speed	165	(Km/h)
Stopping distance	288	(m)
Braking time	5.0	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	4.5	(Kg)

07

Initial speed	329	(Km/h)
Final speed	152	(Km/h)
Stopping distance	233	(m)
Braking time	3.6	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	6.1	(Kg)

08

Initial speed	236	(Km/h)
Final speed	79	(Km/h)
Stopping distance	223	(m)
Braking time	5.4	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	4.8	(Kg)

11

Initial speed	273	(Km/h)
Final speed	155	(Km/h)
Stopping distance	226	(m)
Braking time	4.0	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	5.0	(Kg)

16

Initial speed	209	(Km/h)
Final speed	93	(Km/h)
Stopping distance	176	(m)
Braking time	4.6	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	4.0	(Kg)

17

Initial speed	127	(Km/h)
Final speed	66	(Km/h)
Stopping distance	105	(m)
Braking time	4.5	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	3.6	(Kg)