

F1 | BRAKE CIRCUIT IDENTITY CARDS

FORMULA 1 GRAN
PREMIO D'ITALIA 2015

04-06 SEP 2015

AUTODROMO DI MONZA (MONZA)

TYPE OF CIRCUIT	HARD
TIME SPENT BRAKING	13%
AVERAGE DECELERATION	4.2 g
BRAKING ENERGY PRODUCED BY A CAR DURING THE GP	117 kWh
TOTAL PEDAL LOAD DURING THE GP	40,969 Kg

HARDER BRAKING

	STOPPING DISTANCE	MAXIMUM PEDAL LOAD
01	160 m	177 Kg
08	113 m	172 Kg
11	103 m	169 Kg

CIRCUIT DATA

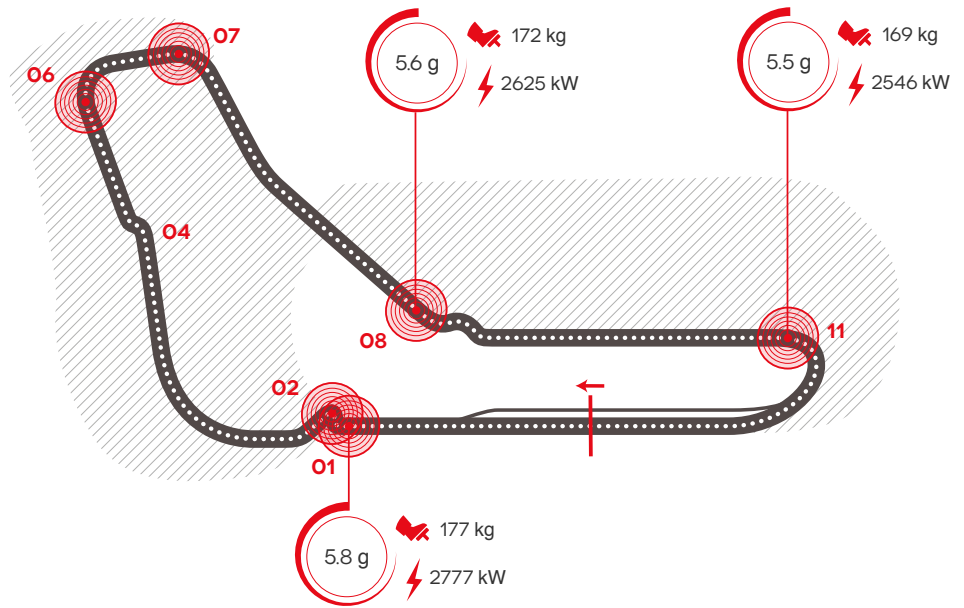
Length: 5,793 m
Number of laps: 53
Number of brake zones/lap: 6

COMMENT

Known by fans as the "temple of speed", the Monza track is extremely demanding and puts the single-seater braking systems to a hard test.

The presence of long straight lines and the lack of aerodynamic load, which reduces the possibility of efficiently unloading braking torque to the ground, make the braking sections extremely violent and demanding to manage.

*** Turn 01 is considered the most demanding for the braking system.**



01*

Initial speed	351	(Km/h)
Final speed	81	(Km/h)
Stopping distance	160	(m)
Braking time	1.66	(sec)
Maximum deceleration	5.8	(g)
Maximum pedal load	177	(Kg)
Braking power	2777	(Kw)

02

Initial speed	77	(Km/h)
Final speed	73	(Km/h)
Stopping distance	18	(m)
Braking time	0.70	(sec)
Maximum deceleration	1.0	(g)
Maximum pedal load	24	(Kg)
Braking power	75	(Kw)

06

Initial speed	265	(Km/h)
Final speed	158	(Km/h)
Stopping distance	74	(m)
Braking time	0.93	(sec)
Maximum deceleration	3.6	(g)
Maximum pedal load	115	(Kg)
Braking power	1305	(Kw)

07

Initial speed	265	(Km/h)
Final speed	142	(Km/h)
Stopping distance	85	(m)
Braking time	1.04	(sec)
Maximum deceleration	3.6	(g)
Maximum pedal load	115	(Kg)
Braking power	1302	(Kw)

08

Initial speed	345	(Km/h)
Final speed	151	(Km/h)
Stopping distance	113	(m)
Braking time	1.15	(sec)
Maximum deceleration	5.6	(g)
Maximum pedal load	172	(Kg)
Braking power	2625	(Kw)

11

Initial speed	340	(Km/h)
Final speed	164	(Km/h)
Stopping distance	103	(m)
Braking time	1.07	(sec)
Maximum deceleration	5.5	(g)
Maximum pedal load	169	(Kg)
Braking power	2546	(Kw)