F1 | BRAKE CIRCUIT IDENTITY CARDS

2015 FORMULA 1
JAPANESE GRAND PRIX

25–27 SEP 2015

SUZUKA CIRCUIT
(SUZUKA)

TYPE OF CIRCUIT	**LIGHT**
TIME SPENT BRAKING	**12%**
AVERAGE DECELERATION	**2.8** g
BRAKING ENERGY PRODUCED BY A CAR DURING THE GP	**80** kWh
TOTAL PEDAL LOAD DURING THE GP	**55438** Kg

HARDER BRAKING

	STOPPING DISTANCE		MAXIMUM PEDAL LOAD
16		146 m	145 Kg
13		100 m	144 Kg
08		80 m	135Kg

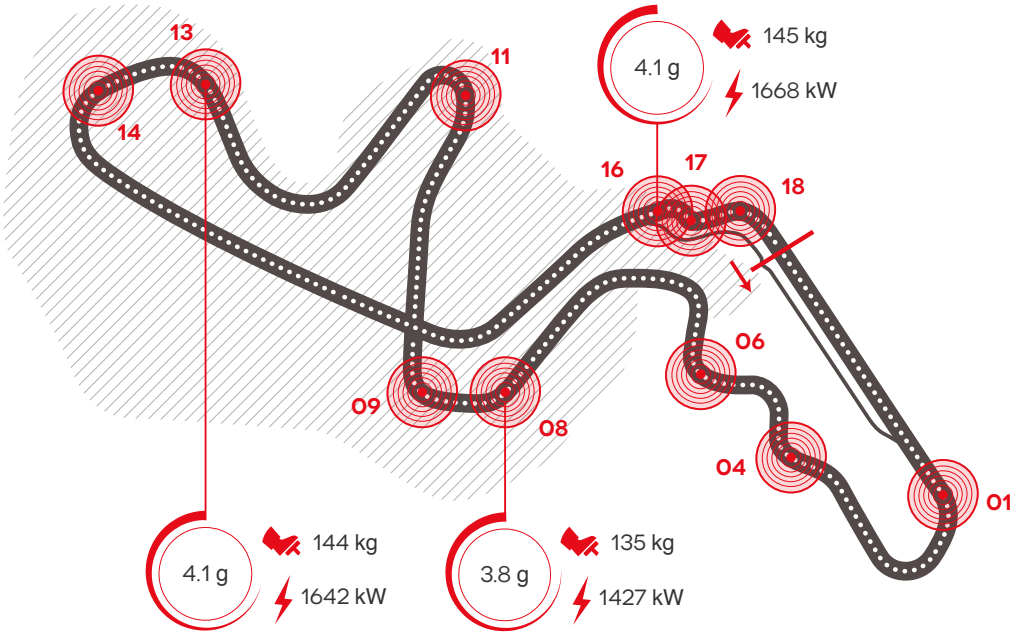
CIRCUIT DATA

Length: 5,807 m
Number of laps: 53
Number of brake zones/lap: 11

COMMENT

As with all the very "driven" tracks, at Suzuka the long, fast turns also determine not-so-demanding braking. In fact, the single-seaters do not face any particularly sudden braking sections except for the 130R turn where they go from more than 300 kph to about 148 kph in less than 100 metres.

*** Turn 16 is considered the most demanding for the braking system.**



01

Initial speed	314	(Km/h)
Final speed	115	(Km/h)
Stopping distance	82	(m)
Braking time	1.08	(sec)
Maximum deceleration	4.3	(g)
Maximum pedal load	114	(Kg)
Braking power	1177	(Kw)

04

Initial speed	226	(Km/h)
Final speed	182	(Km/h)
Stopping distance	19	(m)
Braking time	0.68	(sec)
Maximum deceleration	2.7	(g)
Maximum pedal load	62	(Kg)
Braking power	565	(Kw)

06

Initial speed	202	(Km/h)
Final speed	152	(Km/h)
Stopping distance	24	(m)
Braking time	0.77	(sec)
Maximum deceleration	2.3	(g)
Maximum pedal load	83	(Kg)
Braking power	583	(Kw)

08

Initial speed	285	(Km/h)
Final speed	164	(Km/h)
Stopping distance	80	(m)
Braking time	0.96	(sec)
Maximum deceleration	3.8	(g)
Maximum pedal load	135	(Kg)
Braking power	1427	(Kw)

09

Initial speed	215	(Km/h)
Final speed	107	(Km/h)
Stopping distance	87	(m)
Braking time	1.16	(sec)
Maximum deceleration	2.5	(g)
Maximum pedal load	93	(Kg)
Braking power	655	(Kw)

11

Initial speed	258	(Km/h)
Final speed	65	(Km/h)
Stopping distance	114	(m)
Braking time	1.69	(sec)
Maximum deceleration	3.3	(g)
Maximum pedal load	112	(Kg)
Braking power	1110	(Kw)

13

Initial speed	300	(Km/h)
Final speed	148	(Km/h)
Stopping distance	100	(m)
Braking time	1.11	(sec)
Maximum deceleration	4.1	(g)
Maximum pedal load	144	(Kg)
Braking power	1642	(Kw)

14

Initial speed	189	(Km/h)
Final speed	139	(Km/h)
Stopping distance	24	(m)
Braking time	0.79	(sec)
Maximum deceleration	2.1	(g)
Maximum pedal load	76	(Kg)
Braking power	467	(Kw)

16*

Initial speed	302	(Km/h)
Final speed	84	(Km/h)
Stopping distance	146	(m)
Braking time	1.63	(sec)
Maximum deceleration	4.1	(g)
Maximum pedal load	145	(Kg)
Braking power	1668	(Kw)

17

Initial speed	79	(Km/h)
Final speed	74	(Km/h)
Stopping distance	18	(m)
Braking time	0.70	(sec)
Maximum deceleration	1.0	(g)
Maximum pedal load	41	(Kg)
Braking power	132	(Kw)

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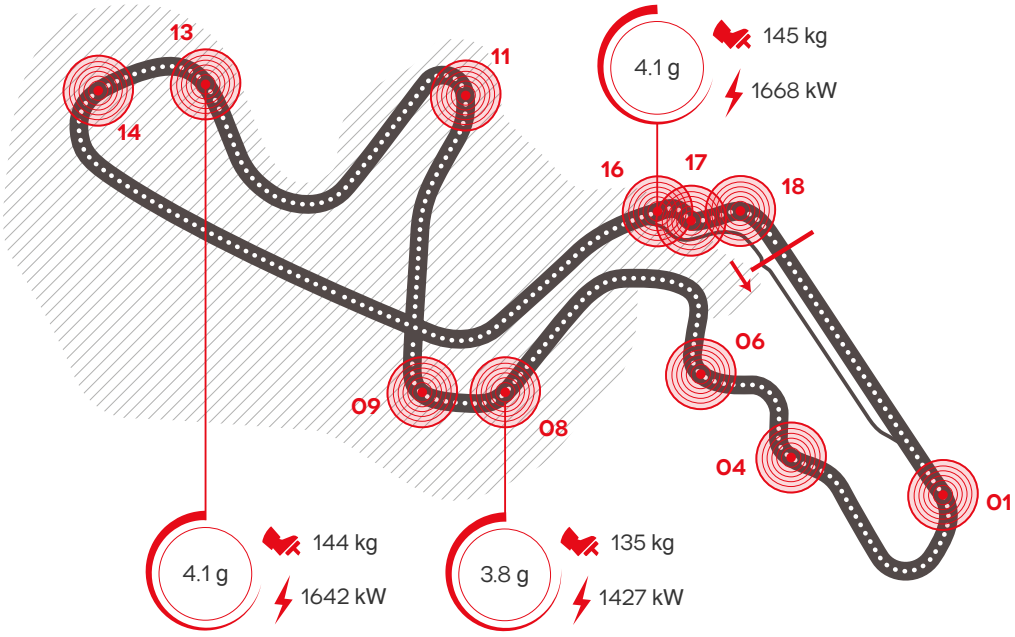

HARDER BRAKING

	STOPPING DISTANCE	MAXIMUM PEDAL LOAD
16	146 m	145 Kg
13	100 m	144 Kg
08	80 m	135Kg

18

Initial speed	85	(Km/h)
Final speed	79	(Km/h)
Stopping distance	19	(m)
Braking time	0.72	(sec)
Maximum deceleration	1.0	(g)
Maximum pedal load	41	(Kg)
Braking power	143	(Kw)

CIRCUIT DATA

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Number of laps: 53
Number of brake zones/lap: 11

COMMENT

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