

# F1 | BRAKE CIRCUIT IDENTITY CARDS

2015 FORMULA 1  
RUSSIAN GRAND PRIX

**09-11 OCT 2015**

## SOCHI

TYPE OF CIRCUIT	<b>HARD</b>
TIME SPENT BRAKING	<b>19%</b>
AVERAGE DECELERATION	<b>3.7 g</b>
BRAKING ENERGY PRODUCED BY A CAR DURING THE GP	<b>134 kWh</b>
TOTAL PEDAL LOAD DURING THE GP	<b>71020 Kg</b>

### HARDER BRAKING

	STOPPING DISTANCE	MAXIMUM PEDAL LOAD
<b>02</b>	129 m	165 Kg
<b>13</b>	125 m	159 Kg
<b>04</b>	100 m	140 Kg

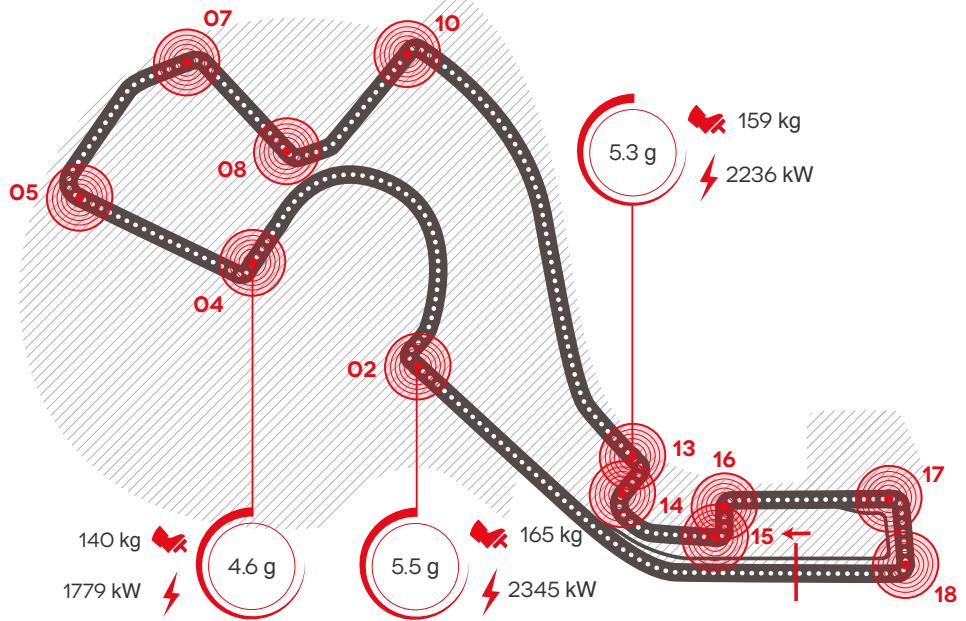
### CIRCUIT DATA

**Length: 5,848 m**  
**Number of laps: 53**  
**Number of brake zones/lap: 12**

### COMMENT

Sochi is not one of the most challenging circuits for the braking system, even if the management of the friction material temperature is the key to managing the race with the guarantee of consistent performance and controlled wear. The most critical aspect, with regard to the braking system, is linked to the correct sizing of air intakes that ensure the optimum operating temperature for the brakes.

**\* Turn 02 is considered the most demanding for the braking system.**



#### 02\*

Initial speed	320	(Km/h)
Final speed	97	(Km/h)
Stopping distance	129	(m)
Braking time	1.41	(sec)
Maximum deceleration	5.5	(g)
Maximum pedal load	165	(Kg)
Braking power	2345	(Kw)

#### 04

Initial speed	287	(Km/h)
Final speed	115	(Km/h)
Stopping distance	100	(m)
Braking time	1.16	(sec)
Maximum deceleration	4.6	(g)
Maximum pedal load	140	(Kg)
Braking power	1779	(Kw)

#### 05

Initial speed	275	(Km/h)
Final speed	120	(Km/h)
Stopping distance	98	(m)
Braking time	1.16	(sec)
Maximum deceleration	4.3	(g)
Maximum pedal load	133	(Kg)
Braking power	1594	(Kw)

#### 07

Initial speed	269	(Km/h)
Final speed	123	(Km/h)
Stopping distance	88	(m)
Braking time	1.09	(sec)
Maximum deceleration	4.2	(g)
Maximum pedal load	119	(Kg)
Braking power	1330	(Kw)

#### 08

Initial speed	247	(Km/h)
Final speed	127	(Km/h)
Stopping distance	82	(m)
Braking time	1.05	(sec)
Maximum deceleration	3.7	(g)
Maximum pedal load	113	(Kg)
Braking power	1185	(Kw)

#### 10

Initial speed	264	(Km/h)
Final speed	114	(Km/h)
Stopping distance	95	(m)
Braking time	1.15	(sec)
Maximum deceleration	4.1	(g)
Maximum pedal load	124	(Kg)
Braking power	1434	(Kw)

#### 13

Initial speed	314	(Km/h)
Final speed	104	(Km/h)
Stopping distance	125	(m)
Braking time	1.38	(sec)
Maximum deceleration	5.3	(g)
Maximum pedal load	159	(Kg)
Braking power	2236	(Kw)

#### 14

Initial speed	142	(Km/h)
Final speed	121	(Km/h)
Stopping distance	19	(m)
Braking time	0.70	(sec)
Maximum deceleration	1.8	(g)
Maximum pedal load	42	(Kg)
Braking power	180	(Kw)

#### 15

Initial speed	227	(Km/h)
Final speed	101	(Km/h)
Stopping distance	84	(m)
Braking time	1.11	(sec)
Maximum deceleration	3.2	(g)
Maximum pedal load	100	(Kg)
Braking power	952	(Kw)

#### 16

Initial speed	130	(Km/h)
Final speed	114	(Km/h)
Stopping distance	18	(m)
Braking time	0.70	(sec)
Maximum deceleration	1.6	(g)
Maximum pedal load	41	(Kg)
Braking power	126	(Kw)

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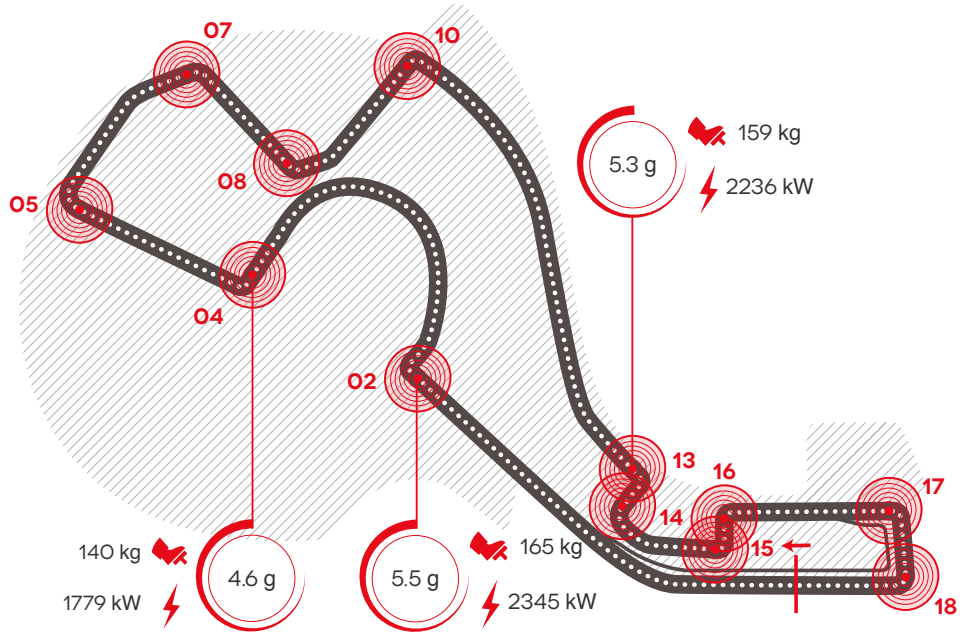
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<b>04</b>	100 m	140 Kg



### 17

Initial speed	267	(Km/h)
Final speed	108	(Km/h)
Stopping distance	103	(m)
Braking time	1.23	(sec)
Maximum deceleration	4.1	(g)
Maximum pedal load	127	(Kg)
Braking power	1468	(Kw)

### 18

Initial speed	186	(Km/h)
Final speed	96	(Km/h)
Stopping distance	66	(m)
Braking time	0.98	(sec)
Maximum deceleration	2.4	(g)
Maximum pedal load	76	(Kg)
Braking power	516	(Kw)

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