

09-11 OCT 2015

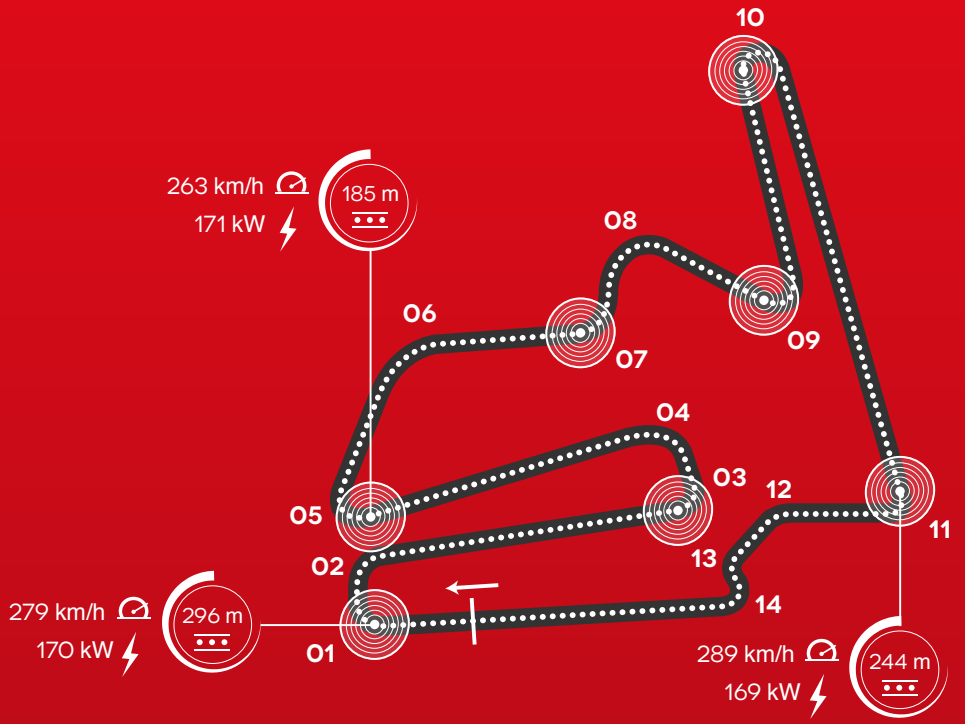
**TWIN RING MOTEGI
(MOTEGI)**

BRAKE CATEGORIZATION **HARD**

TIME SPENT BRAKING **27%**

BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP **7.2 kWh**

INITIAL SPEED **STOPPING DISTANCE**



CIRCUIT DATA

Length: 4,801 m
Number of laps: 24
Number of brakings: 7

COMMENT

The Japanese circuit, called "Twin Ring", has few fast curves and many slow curves, broken up by medium length straight stretches. It is maybe the most demanding circuit on brakes because of both the abundance of curves from second gear which intensely engage the brakes and the difficulty in cooling the brakes between one cut out and another. The perfect base, furthermore, offers a good level of grip which improves the ability to download to ground the braking torque and as a result the stress to which the brakes are subjected.

01

Initial speed	279	(Km/h)
Final speed	96	(Km/h)
Stopping distance	296	(m)
Braking time	4	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	6.2	(Kg)

05

Initial speed	263	(Km/h)
Final speed	96	(Km/h)
Stopping distance	185	(m)
Braking time	3.5	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	6.3	(Kg)

09

Initial speed	211	(Km/h)
Final speed	81	(Km/h)
Stopping distance	110	(m)
Braking time	3	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.0	(Kg)

11

Initial speed	289	(Km/h)
Final speed	91	(Km/h)
Stopping distance	244	(m)
Braking time	4.4	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	6.2	(Kg)

03

Initial speed	252	(Km/h)
Final speed	123	(Km/h)
Stopping distance	199	(m)
Braking time	4.1	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.6	(Kg)

07

Initial speed	242	(Km/h)
Final speed	133	(Km/h)
Stopping distance	138	(m)
Braking time	2.6	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	4.0	(Kg)

10

Initial speed	245	(Km/h)
Final speed	77	(Km/h)
Stopping distance	143	(m)
Braking time	3.4	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	6.0	(Kg)