

23-25 OCT 2015

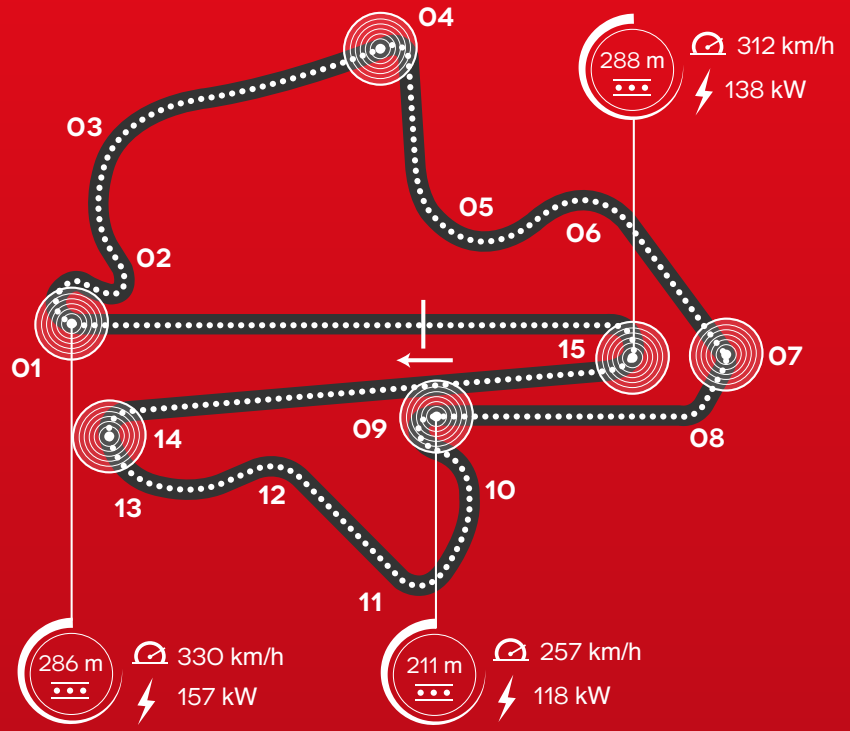
**SEPANG CIRCUIT
(SEPANG)**

BRAKE CATEGORIZATION **HARD**

TIME SPENT BRAKING **26%**

BRAKING ENERGY PRODUCED BY A BIKE DURING THE GP **4.4 kWh**

INITIAL SPEED STOPPING DISTANCE



CIRCUIT DATA

Length: 5,548 m
Number of laps: 20
Number of brakings: 6

COMMENT

The Sepang racetrack, is one of the longest tracks of the MotoGP and is one of the hardest on motorcycles braking systems.

Several hard cut outs among which the first and last braking are particularly demanding and characterized by sharp decelerations with G-Force greater than -1.6 g and over 200 km/h difference between initial and final speed.

The numerous cut outs, the high % of time spend braking and the tropical climate make managing temperatures rather critical both for the brakes and for the drivers.

01

Initial speed	330	(Km/h)
Final speed	86	(Km/h)
Stopping distance	286	(m)
Braking time	6.4	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	6.5	(Kg)

07

Initial speed	242	(Km/h)
Final speed	143	(Km/h)
Stopping distance	174	(m)
Braking time	3.4	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.4	(Kg)

14

Initial speed	235	(Km/h)
Final speed	168	(Km/h)
Stopping distance	135	(m)
Braking time	2.4	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	3.5	(Kg)

04

Initial speed	282	(Km/h)
Final speed	106	(Km/h)
Stopping distance	228	(m)
Braking time	4.9	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.5	(Kg)

09

Initial speed	257	(Km/h)
Final speed	80	(Km/h)
Stopping distance	211	(m)
Braking time	5.1	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	6.0	(Kg)

15

Initial speed	312	(Km/h)
Final speed	86	(Km/h)
Stopping distance	288	(m)
Braking time	6.4	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	6.6	(Kg)