

# F1 | BRAKE CIRCUIT IDENTITY CARDS

FORMULA 1 GRAN PREMIO  
DE MÉXICO 2015

**30 OCT - 01 NOV 2015**

## AUTODROMO HERMANOS RODRIGUEZ (MEXICO CITY)

TYPE OF CIRCUIT	<b>HARD</b>
TIME SPENT BRAKING	<b>27%</b>
AVERAGE DECELERATION	<b>2.6 g</b>
BRAKING ENERGY PRODUCED BY A CAR DURING THE GP	<b>244 kWh</b>
TOTAL PEDAL LOAD DURING THE GP	<b>67876 Kg</b>

### HARDER BRAKING

	STOPPING DISTANCE	MAXIMUM PEDAL LOAD
<b>01</b>	73 m	117 Kg
<b>04</b>	66 m	117 Kg
<b>12</b>	52 m	117 Kg

### CIRCUIT DATA

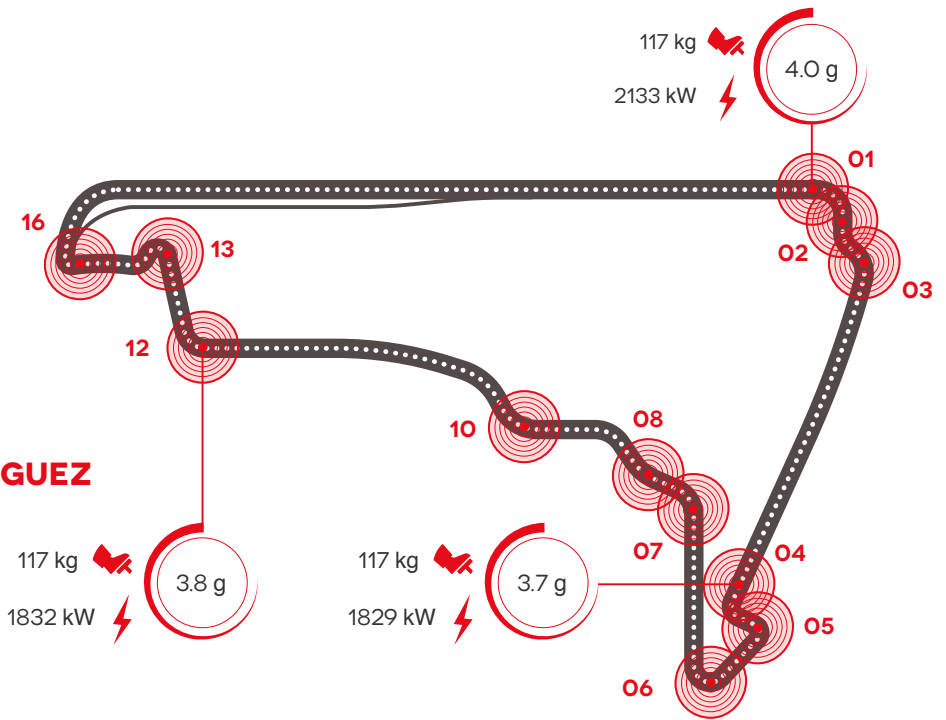
**Length: 4,313 m**  
**Number of laps: 71**  
**Number of brake zones/lap: 12**

### COMMENT

A brand new circuit is hosting the F1 circus and offering the teams that are facing this track for the first time numerous unknown factors. They will need to pay close attention to the temperature of the discs and brake calipers. Over the course of the weekend, it will be particularly legitimate to expect a significant increase in the asphalt grip with a resulting increase in the braking torque that is transferred to the track and the stress on the brakes. Since there are no previous editions to refer to, the teams lack relative data on the main knots to unravel regarding the braking systems. This is evident from the choice of the ventilation layout in the discs and the correct sizing of the air ducts, both variables that can impact the ideal temperature for operating the brakes.

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

Should you publish any of the data contained here please quote Brembo as source used.



#### 01\*

Initial speed	361	(Km/h)
Final speed	101	(Km/h)
Stopping distance	73	(m)
Braking time	3.31	(sec)
Maximum deceleration	4.0	(g)
Maximum pedal load	117	(Kg)
Braking power	2133	(Kw)

#### 02

Initial speed	125	(Km/h)
Final speed	89	(Km/h)
Stopping distance	10	(m)
Braking time	1.08	(sec)
Maximum deceleration	1.8	(g)
Maximum pedal load	58	(Kg)
Braking power	365	(Kw)

#### 03

Initial speed	109	(Km/h)
Final speed	102	(Km/h)
Stopping distance	2	(m)
Braking time	0.31	(sec)
Maximum deceleration	1.1	(g)
Maximum pedal load	27	(Kg)
Braking power	144	(Kw)

#### 04

Initial speed	322	(Km/h)
Final speed	88	(Km/h)
Stopping distance	66	(m)
Braking time	3.13	(sec)
Maximum deceleration	3.7	(g)
Maximum pedal load	117	(Kg)
Braking power	1829	(Kw)

#### 05

Initial speed	106	(Km/h)
Final speed	84	(Km/h)
Stopping distance	112	(m)
Braking time	0.95	(sec)
Maximum deceleration	1.6	(g)
Maximum pedal load	50	(Kg)
Braking power	285	(Kw)

#### 06

Initial speed	149	(Km/h)
Final speed	83	(Km/h)
Stopping distance	19	(m)
Braking time	1.38	(sec)
Maximum deceleration	2.1	(g)
Maximum pedal load	68	(Kg)
Braking power	517	(Kw)

#### 07

Initial speed	255	(Km/h)
Final speed	166	(Km/h)
Stopping distance	25	(m)
Braking time	1.36	(sec)
Maximum deceleration	3.2	(g)
Maximum pedal load	103	(Kg)
Braking power	1338	(Kw)

#### 08

Initial speed	208	(Km/h)
Final speed	194	(Km/h)
Stopping distance	5	(m)
Braking time	0.41	(sec)
Maximum deceleration	2.2	(g)
Maximum pedal load	67	(Kg)
Braking power	697	(Kw)

#### 10

Initial speed	242	(Km/h)
Final speed	148	(Km/h)
Stopping distance	27	(m)
Braking time	2.06	(sec)
Maximum deceleration	2.8	(g)
Maximum pedal load	88	(Kg)
Braking power	1075	(Kw)

#### 12

Initial speed	308	(Km/h)
Final speed	123	(Km/h)
Stopping distance	52	(m)
Braking time	2.43	(sec)
Maximum deceleration	3.8	(g)
Maximum pedal load	117	(Kg)
Braking power	1832	(Kw)

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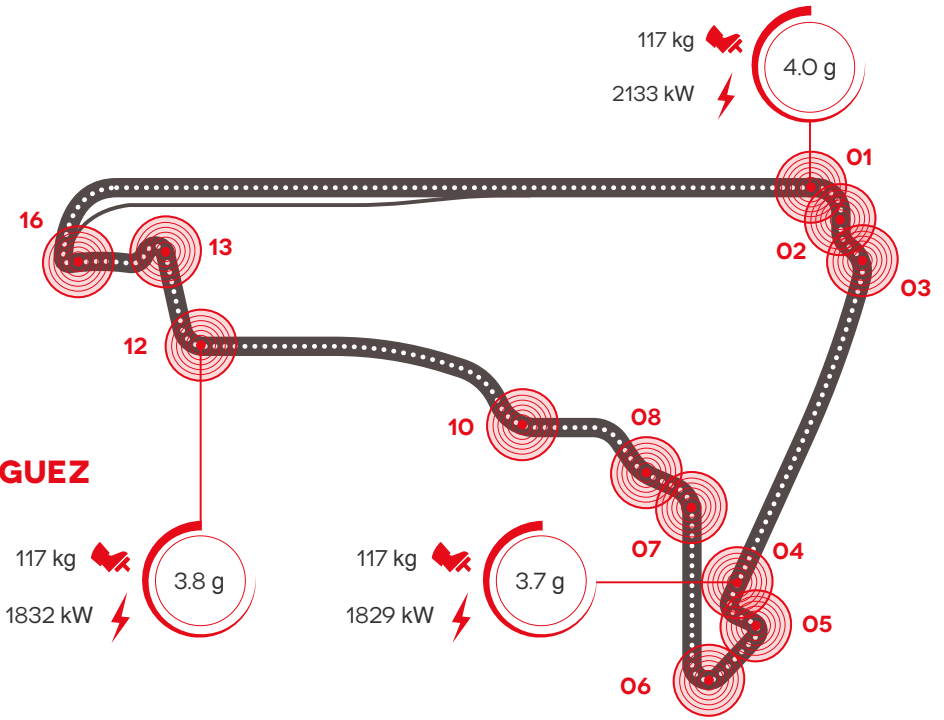
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13		
Initial speed	179	(Km/h)
Final speed	78	(Km/h)
Stopping distance	25	(m)
Braking time	1.70	(sec)
Maximum deceleration	2.2	(g)
Maximum pedal load	71	(Kg)
Braking power	648	(Kw)

16		
Initial speed	157	(Km/h)
Final speed	94	(Km/h)
Stopping distance	18	(m)
Braking time	1.38	(sec)
Maximum deceleration	2.2	(g)
Maximum pedal load	73	(Kg)
Braking power	581	(Kw)

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