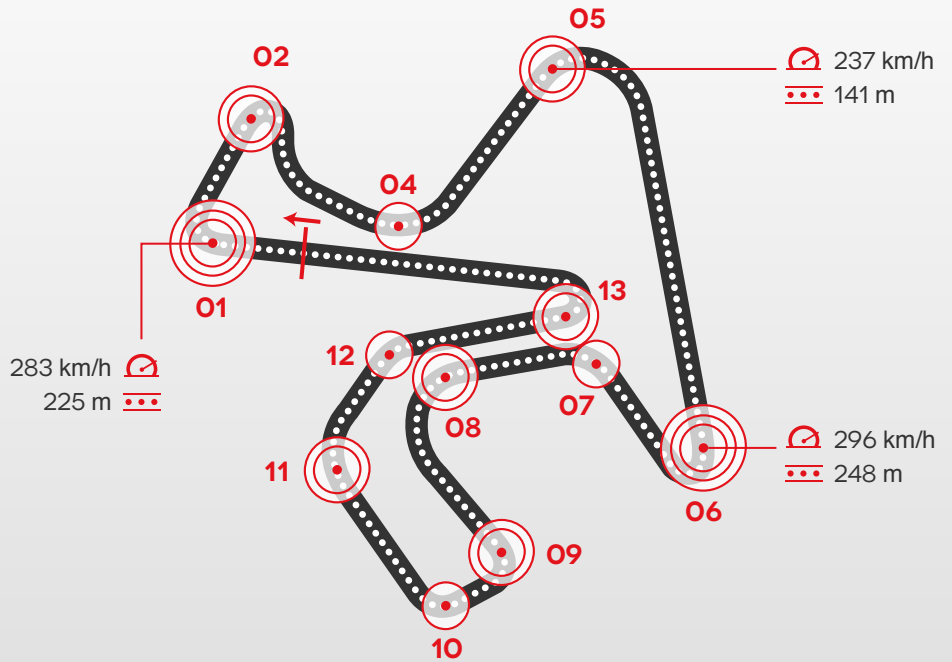
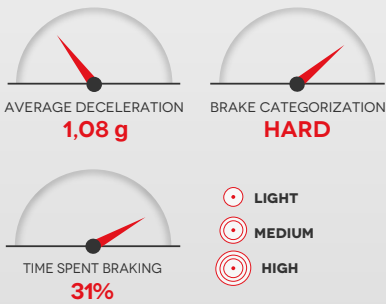


MOTO GP | BRAKE CIRCUIT IDENTITY CARDS

2016 GRAN PREMIO
RED BULL DE ESPAÑA

22-24 APR 2016

CIRCUITO DE JEREZ (JEREZ DE LA FRONTERA)



CIRCUIT DATA

Length: 4,423 m
Number of laps: 27
Number of brakings: 12

COMMENT

The track is one the MotoGP drivers' favourites with points which favour overtaking. The "hops" caused by the undulations of the asphalt, require well balanced, easy to handle motorcycle, which is stable when braked to be able to attack in the faster curves. The track is characterized by two very demanding cut outs (the 1 and 6) characterized by deceleration of 1.5g and one of the most demanding in the work for the braking systems.

*** Turn 06 is considered the most demanding for the braking system.**

01

| | | |
|----------------------|-----|--------|
| Initial speed | 283 | (Km/h) |
| Final speed | 86 | (Km/h) |
| Stopping distance | 225 | (m) |
| Braking time | 4.6 | (sec) |
| Maximum deceleration | 1.5 | (g) |
| Max force on lever | 7.2 | (Kg) |

04

| | | |
|----------------------|-----|--------|
| Initial speed | 193 | (Km/h) |
| Final speed | 159 | (Km/h) |
| Stopping distance | 73 | (m) |
| Braking time | 1.4 | (sec) |
| Maximum deceleration | 0.9 | (g) |
| Max force on lever | 3.2 | (Kg) |

06

| | | |
|----------------------|-----|--------|
| Initial speed | 296 | (Km/h) |
| Final speed | 65 | (Km/h) |
| Stopping distance | 248 | (m) |
| Braking time | 5.3 | (sec) |
| Maximum deceleration | 1.5 | (g) |
| Max force on lever | 7.8 | (Kg) |

08

| | | |
|----------------------|-----|--------|
| Initial speed | 211 | (Km/h) |
| Final speed | 129 | (Km/h) |
| Stopping distance | 123 | (m) |
| Braking time | 2.5 | (sec) |
| Maximum deceleration | 1.1 | (g) |
| Max force on lever | 5.0 | (Kg) |

10

| | | |
|----------------------|-----|--------|
| Initial speed | 133 | (Km/h) |
| Final speed | 108 | (Km/h) |
| Stopping distance | 41 | (m) |
| Braking time | 1.3 | (sec) |
| Maximum deceleration | 0.7 | (g) |
| Max force on lever | 3.1 | (Kg) |

02

| | | |
|----------------------|-----|--------|
| Initial speed | 168 | (Km/h) |
| Final speed | 70 | (Km/h) |
| Stopping distance | 104 | (m) |
| Braking time | 3.1 | (sec) |
| Maximum deceleration | 1.1 | (g) |
| Max force on lever | 6.0 | (Kg) |

05

| | | |
|----------------------|-----|--------|
| Initial speed | 237 | (Km/h) |
| Final speed | 132 | (Km/h) |
| Stopping distance | 141 | (m) |
| Braking time | 2.9 | (sec) |
| Maximum deceleration | 1.3 | (g) |
| Max force on lever | 5.4 | (Kg) |

07

| | | |
|----------------------|-----|--------|
| Initial speed | 186 | (Km/h) |
| Final speed | 155 | (Km/h) |
| Stopping distance | 72 | (m) |
| Braking time | 1.4 | (sec) |
| Maximum deceleration | 0.8 | (g) |
| Max force on lever | 2.5 | (Kg) |

09

| | | |
|----------------------|-----|--------|
| Initial speed | 195 | (Km/h) |
| Final speed | 93 | (Km/h) |
| Stopping distance | 126 | (m) |
| Braking time | 3.1 | (sec) |
| Maximum deceleration | 1.0 | (g) |
| Max force on lever | 5.7 | (Kg) |

11

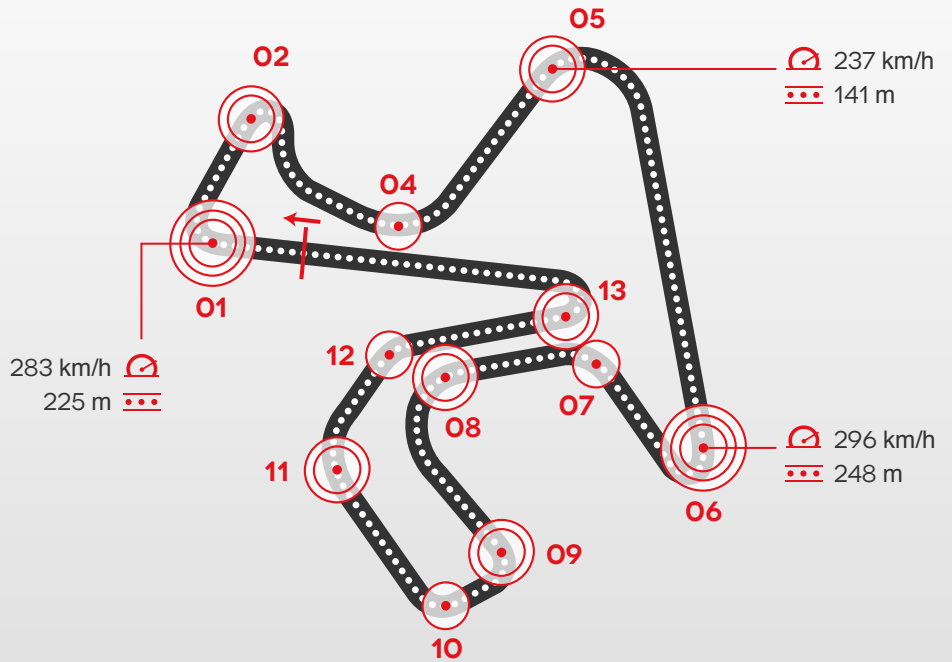
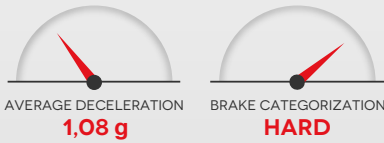
| | | |
|----------------------|-----|--------|
| Initial speed | 214 | (Km/h) |
| Final speed | 158 | (Km/h) |
| Stopping distance | 89 | (m) |
| Braking time | 1.7 | (sec) |
| Maximum deceleration | 1.2 | (g) |
| Max force on lever | 5.0 | (Kg) |

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*** Turn 06 is considered the most demanding for the braking system.**

12

| | | |
|----------------------|-----|--------|
| Initial speed | 188 | (Km/h) |
| Final speed | 164 | (Km/h) |
| Stopping distance | 54 | (m) |
| Braking time | 1.1 | (sec) |
| Maximum deceleration | 0.7 | (g) |
| Max force on lever | 2.1 | (Kg) |

13

| | | |
|----------------------|-----|--------|
| Initial speed | 223 | (Km/h) |
| Final speed | 70 | (Km/h) |
| Stopping distance | 166 | (m) |
| Braking time | 4.2 | (sec) |
| Maximum deceleration | 1.2 | (g) |
| Max force on lever | 6.2 | (Kg) |