

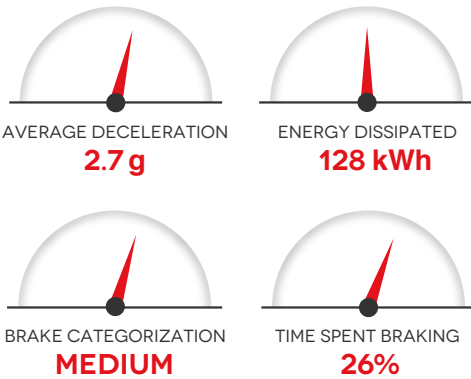


F1 | BRAKE CIRCUIT IDENTITY CARDS

2016 FORMULA 1
GRAND PRIX DE MONACO

27-29 MAY 2016

CIRCUIT DE MONACO (MONTE CARLO)



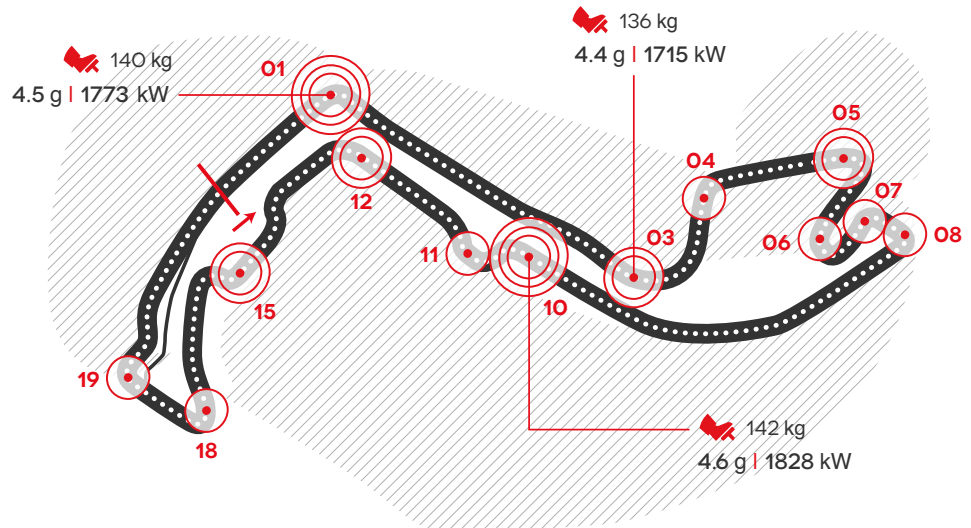
CIRCUIT DATA

Length: 3,340 m
Number of laps: 78
Number of brake zones/lap: 13

COMMENT

This is a historic city circuit that winds through the streets of the Principality and can create many problems for the single-seater brakes. In fact, the winding track with poor grip often means that the drivers need to control the car often using the brakes, with negative reflexes on the caliper and brake fluid temperature. In the past this event has often been a theatre of problems connected to overheating and vapour lock of the braking system (a phenomenon in which the brake fluid reaches the boiling point inside the caliper), leading to a lengthening of the pedal in braking which has many times caused drivers to retire, if not crash. In our day and age the progress made in cooling the brakes has held these problems at bay, although particular attention still needs to be given to managing temperatures during the race weekend. The braking sections are not particularly sudden, but the time spent on the brakes here is among the highest of the season at 26%.

*** Turn 10 is considered the most demanding for the braking system.**



01

Initial speed	293	(Km/h)
Final speed	101	(Km/h)
Stopping distance	118	(m)
Braking time	1.38	(sec)
Maximum deceleration	4.5	(g)
Maximum pedal load	140	(Kg)
Braking power	1773	(Kw)

03

Initial speed	290	(Km/h)
Final speed	146	(Km/h)
Stopping distance	88	(m)
Braking time	1.04	(sec)
Maximum deceleration	4.4	(g)
Maximum pedal load	136	(Kg)
Braking power	1715	(Kw)

04

Initial speed	174	(Km/h)
Final speed	113	(Km/h)
Stopping distance	23	(m)
Braking time	0.79	(sec)
Maximum deceleration	2.2	(g)
Maximum pedal load	67	(Kg)
Braking power	401	(Kw)

05

Initial speed	226	(Km/h)
Final speed	65	(Km/h)
Stopping distance	105	(m)
Braking time	1.46	(sec)
Maximum deceleration	3.1	(g)
Maximum pedal load	99	(Kg)
Braking power	891	(Kw)

06

Initial speed	144	(Km/h)
Final speed	50	(Km/h)
Stopping distance	74	(m)
Braking time	1.30	(sec)
Maximum deceleration	1.8	(g)
Maximum pedal load	55	(Kg)
Braking power	192	(Kw)

07

Initial speed	96	(Km/h)
Final speed	85	(Km/h)
Stopping distance	17	(m)
Braking time	0.69	(sec)
Maximum deceleration	1.2	(g)
Maximum pedal load	25	(Kg)
Braking power	99	(Kw)

08

Initial speed	120	(Km/h)
Final speed	97	(Km/h)
Stopping distance	21	(m)
Braking time	0.78	(sec)
Maximum deceleration	1.5	(g)
Maximum pedal load	41	(Kg)
Braking power	54	(Kw)

10*

Initial speed	297	(Km/h)
Final speed	70	(Km/h)
Stopping distance	137	(m)
Braking time	1.67	(sec)
Maximum deceleration	4.6	(g)
Maximum pedal load	142	(Kg)
Braking power	1828	(Kw)

11

Initial speed	69	(Km/h)
Final speed	61	(Km/h)
Stopping distance	19	(m)
Braking time	0.79	(sec)
Maximum deceleration	1.0	(g)
Maximum pedal load	42	(Kg)
Braking power	117	(Kw)

12

Initial speed	234	(Km/h)
Final speed	151	(Km/h)
Stopping distance	61	(m)
Braking time	0.86	(sec)
Maximum deceleration	3.3	(g)
Maximum pedal load	104	(Kg)
Braking power	980	(Kw)

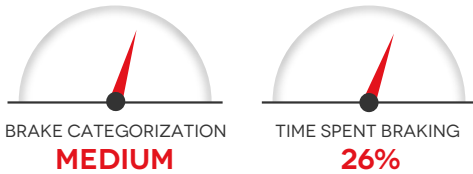
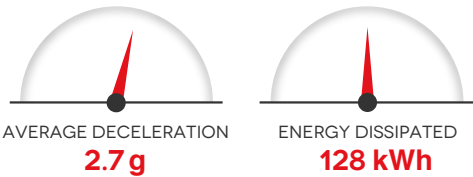


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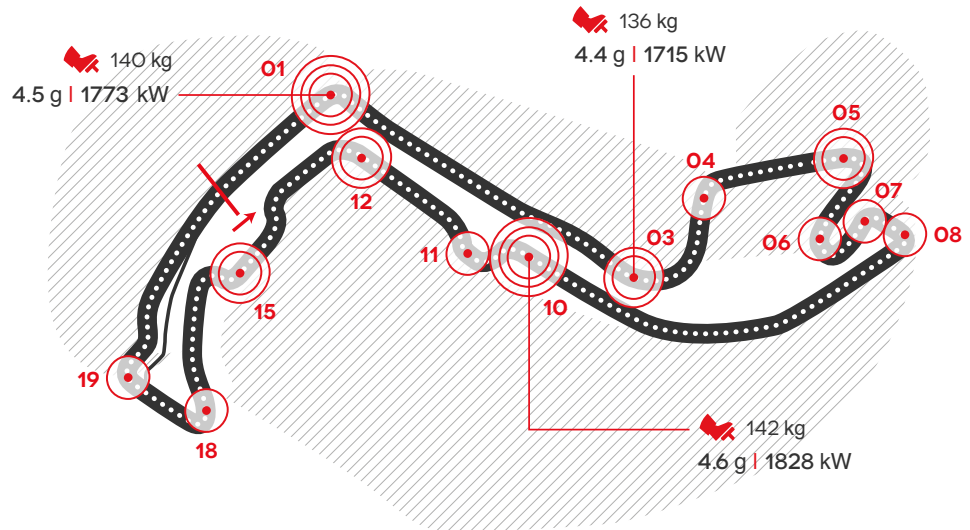
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15

Initial speed	237	(Km/h)
Final speed	89	(Km/h)
Stopping distance	84	(m)
Braking time	1.10	(sec)
Maximum deceleration	3.3	(g)
Maximum pedal load	103	(Kg)
Braking power	1010	(Kw)

18

Initial speed	195	(Km/h)
Final speed	58	(Km/h)
Stopping distance	90	(m)
Braking time	1.33	(sec)
Maximum deceleration	2.5	(g)
Maximum pedal load	76	(Kg)
Braking power	552	(Kw)

19

Initial speed	114	(Km/h)
Final speed	91	(Km/h)
Stopping distance	43	(m)
Braking time	0.80	(sec)
Maximum deceleration	1.4	(g)
Maximum pedal load	40	(Kg)
Braking power	35	(Kw)