

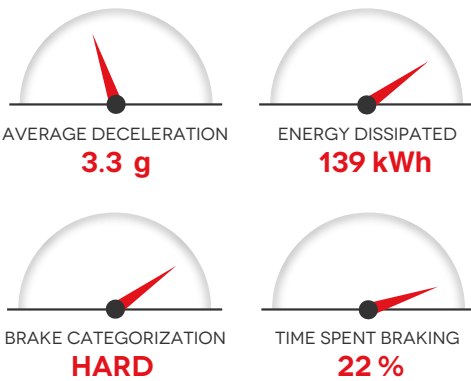


F1 | BRAKE CIRCUIT IDENTITY CARDS

2016 FORMULA 1
GRAND PRIX OF EUROPE

17-19 JUN 2016

BAKU CITY CIRCUIT (BAKU)



CIRCUIT DATA

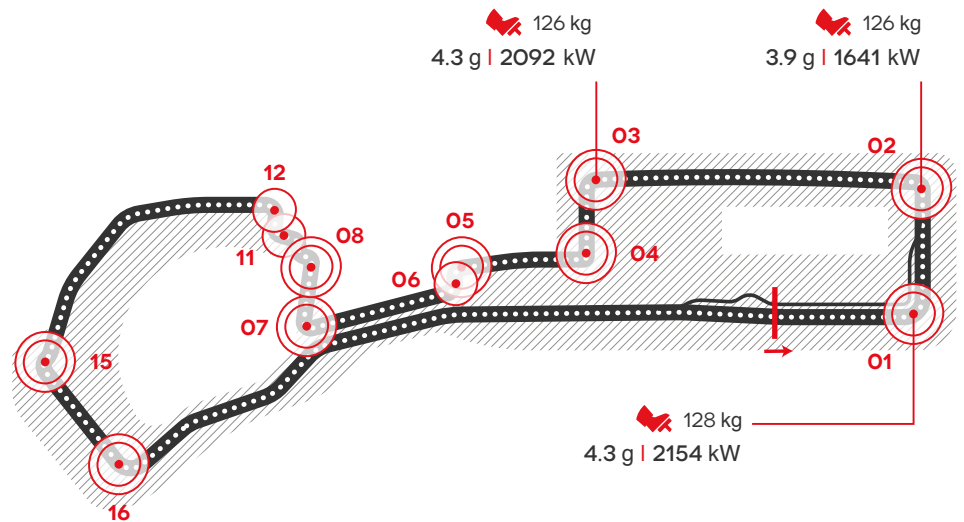
Length: 4.361 m
Number of laps: 51
Number of brake zones/lap: 12

COMMENT

The track, never before used by Formula 1 cars, winds along the most scenic roads of Baku. After the first 4 right angle curves, the track becomes more perilous and has a total of 12 braking points per lap. Of these, none is particularly sharp, but 9 are classified as medium demanding for the brakes, and only 3 are light. This means that a great deal of time per lap is spent braking, about 21%. Overall the circuit is mildly demanding on the brakes, though being the world premier of F1 on this track all the teams will have to pay close attention to the temperature of the brake discs and calipers. As this is a street track, freshly asphalted in certain sections, the surface will progressively be rubberised, which implies an increase in deceleration and increase demands on the brakes in terms of temperature and wear.

*** 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	341	(Km/h)
Final speed	115	(Km/h)
Stopping distance	133	(m)
Braking time	1.20	(sec)
Maximum deceleration	4.3	(g)
Maximum pedal load	128	(Kg)
Braking power	2154	(Kw)

03

Initial speed	328	(Km/h)
Final speed	98	(Km/h)
Stopping distance	126	(m)
Braking time	1.20	(sec)
Maximum deceleration	4.3	(g)
Maximum pedal load	126	(Kg)
Braking power	2092	(Kw)

05

Initial speed	254	(Km/h)
Final speed	109	(Km/h)
Stopping distance	98	(m)
Braking time	1.08	(sec)
Maximum deceleration	3.5	(g)
Maximum pedal load	110	(Kg)
Braking power	1417	(Kw)

07

Initial speed	267	(Km/h)
Final speed	75	(Km/h)
Stopping distance	102	(m)
Braking time	1.21	(sec)
Maximum deceleration	3.2	(g)
Maximum pedal load	113	(Kg)
Braking power	1545	(Kw)

11

Initial speed	146	(Km/h)
Final speed	93	(Km/h)
Stopping distance	35	(m)
Braking time	0.55	(sec)
Maximum deceleration	2.5	(g)
Maximum pedal load	85	(Kg)
Braking power	623	(Kw)

15

Initial speed	308	(Km/h)
Final speed	74	(Km/h)
Stopping distance	133	(m)
Braking time	1.45	(sec)
Maximum deceleration	3.6	(g)
Maximum pedal load	113	(Kg)
Braking power	1520	(Kw)

02

Initial speed	360	(Km/h)
Final speed	94	(Km/h)
Stopping distance	92	(m)
Braking time	1.06	(sec)
Maximum deceleration	3.9	(g)
Maximum pedal load	126	(Kg)
Braking power	1641	(Kw)

04

Initial speed	219	(Km/h)
Final speed	91	(Km/h)
Stopping distance	71	(m)
Braking time	0.90	(sec)
Maximum deceleration	3.3	(g)
Maximum pedal load	107	(Kg)
Braking power	1173	(Kw)

06

Initial speed	104	(Km/h)
Final speed	75	(Km/h)
Stopping distance	15	(m)
Braking time	0.32	(sec)
Maximum deceleration	1.8	(g)
Maximum pedal load	55	(Kg)
Braking power	282	(Kw)

08

Initial speed	209	(Km/h)
Final speed	77	(Km/h)
Stopping distance	67	(m)
Braking time	0.92	(sec)
Maximum deceleration	3.1	(g)
Maximum pedal load	103	(Kg)
Braking power	1069	(Kw)

12

Initial speed	121	(Km/h)
Final speed	95	(Km/h)
Stopping distance	24	(m)
Braking time	0.41	(sec)
Maximum deceleration	1.9	(g)
Maximum pedal load	62	(Kg)
Braking power	377	(Kw)

16

Initial speed	256	(Km/h)
Final speed	132	(Km/h)
Stopping distance	86	(m)
Braking time	0.85	(sec)
Maximum deceleration	3.9	(g)
Maximum pedal load	123	(Kg)
Braking power	1604	(Kw)