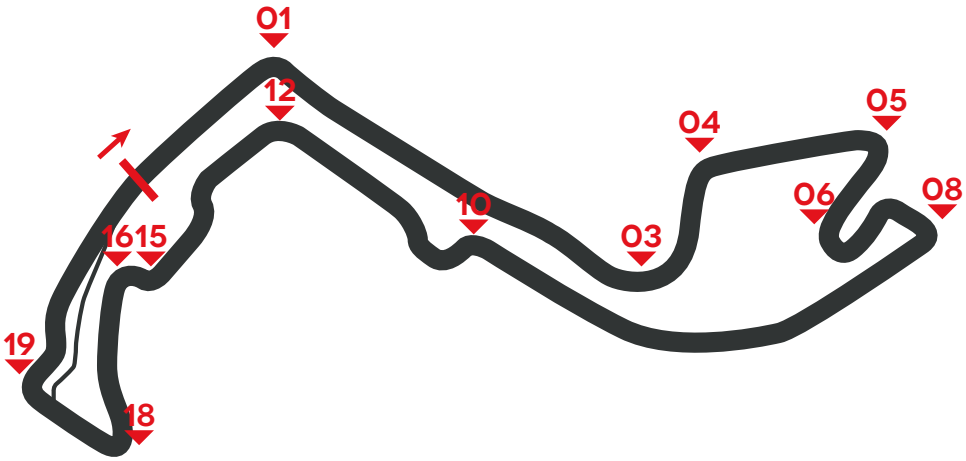
2017 FORMULA 1
GRAND PRIX DE MONACO

BRAKES EFFORT **MEDIUM**

TIME SPENT BRAKING **18%**

BRAKE CIRCUIT IDENTITY CARDS
26-28 MAY 2017



brembo DATA

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 23%.

CIRCUIT DATA

Length: 3,337 m - Number of laps: 78
Number of brake zones/lap: 12

IMPORTANT

*TURN 01 is considered the most demanding for the braking system.

01*		
Initial speed	293	(Km/h)
Final speed	119	(Km/h)
Stopping distance	50	(m)
Braking time	1.72	(sec)
Maximum deceleration	4.6	(g)
Maximum pedal load	157	(Kg)
Braking power	2053	(Kw)

03		
Initial speed	281	(Km/h)
Final speed	161	(Km/h)
Stopping distance	34	(m)
Braking time	1.62	(sec)
Maximum deceleration	4.4	(g)
Maximum pedal load	138	(Kg)
Braking power	1940	(Kw)

04		
Initial speed	190	(Km/h)
Final speed	126	(Km/h)
Stopping distance	19	(m)
Braking time	0.99	(sec)
Maximum deceleration	3.8	(g)
Maximum pedal load	135	(Kg)
Braking power	1235	(Kw)

05		
Initial speed	234	(Km/h)
Final speed	79	(Km/h)
Stopping distance	45	(m)
Braking time	2.04	(sec)
Maximum deceleration	4.2	(g)
Maximum pedal load	148	(Kg)
Braking power	1647	(Kw)

06		
Initial speed	153	(Km/h)
Final speed	57	(Km/h)
Stopping distance	28	(m)
Braking time	1.59	(sec)
Maximum deceleration	2.9	(g)
Maximum pedal load	103	(Kg)
Braking power	769	(Kw)

08		
Initial speed	136	(Km/h)
Final speed	87	(Km/h)
Stopping distance	14	(m)
Braking time	1.0	(sec)
Maximum deceleration	2.6	(g)
Maximum pedal load	90	(Kg)
Braking power	603	(Kw)

10		
Initial speed	286	(Km/h)
Final speed	89	(Km/h)
Stopping distance	56	(m)
Braking time	1.98	(sec)
Maximum deceleration	4.7	(g)
Maximum pedal load	155	(Kg)
Braking power	2180	(Kw)

12		
Initial speed	242	(Km/h)
Final speed	170	(Km/h)
Stopping distance	21	(m)
Braking time	0.94	(sec)
Maximum deceleration	4.0	(g)
Maximum pedal load	135	(Kg)
Braking power	1601	(Kw)

15		
Initial speed	257	(Km/h)
Final speed	118	(Km/h)
Stopping distance	40	(m)
Braking time	1.60	(sec)
Maximum deceleration	4.2	(g)
Maximum pedal load	145	(Kg)
Braking power	1714	(Kw)

16		
Initial speed	126	(Km/h)
Final speed	113	(Km/h)
Stopping distance	4	(m)
Braking time	0.32	(sec)
Maximum deceleration	2.5	(g)
Maximum pedal load	87	(Kg)
Braking power	542	(Kw)

18		
Initial speed	209	(Km/h)
Final speed	71	(Km/h)
Stopping distance	39	(m)
Braking time	1.89	(sec)
Maximum deceleration	3.2	(g)
Maximum pedal load	112	(Kg)
Braking power	1056	(Kw)

19		
Initial speed	128	(Km/h)
Final speed	94	(Km/h)
Stopping distance	10	(m)
Braking time	0.69	(sec)
Maximum deceleration	2.4	(g)
Maximum pedal load	85	(Kg)
Braking power	534	(Kw)