



PRESS RELEASE

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BREMBO BRAKES FOR THE 2018 MOTOGP WORLD CHAMPIONSHIP: ALL THE TRENDS REGARDING THE BRAKING COMPONENTS OF THE PREMIER BIKE RACING SERIES

Brembo brakes for all the MotoGP riders for the 2018 season too, but each rider with a personalized approach

For the third consecutive season 100% of MotoGP riders has decided to rely on the high performance, reliability and safety levels guaranteed by Brembo components: brake calipers, discs, brake master cylinders, friction master cylinders and pads.

From the introduction of the MotoGP series in 2002, all the 278 GPs have been won by motorcycles using Brembo brakes. The winning series in the premier bike racing category is longer as the last GP won in the 500 class with a motorcycle without Brembo components is dated 1995.

The Company leader in the production of braking systems continues in the development work of braking system, in order to guarantee to all riders maximum performances, optimization of feeling and absolute safety. In addition, Brembo is focused on satisfying the requirements of the different teams, offering an extensive "customization" of brake systems, deriving from the optimization of the specific requests of the riders.

For the 2018 season, Brembo proposes to teams a furtherly extended offer of braking solutions for the premier bike racing series providing for each component of the braking system different technical options available for teams and riders. A wide range of technical solutions allowing to guarantee to each rider the possibility to "customize" the braking system in function of driving style, track features and race strategy.

Two types of aluminium calipers are available for the 2018 season (*Light duty* and *Heavy duty*) and for use with carbon pads (High Mass and Standard). Much more numerous are the options concerning brake discs, brake master cylinders and wheels.

Due to the absence of regulation novelties and the use of tyres with the same construction and profile of the 2017 season, Brembo technicians working in close contact with the teams expect a braking behaviour not changed much compared to last season.

10 solutions of carbon brake discs

The majority of riders should choose discs with diameter of 340 mm, dividing between High Mass and Standard (low mass). To ensure the same braking torque and obtain a further lightening, Brembo has introduced Light discs with 340 mm diameter. Some teams instead will continue to use Standard and High Mass discs with 320 mm diameter.

Furthermore, for each format of brake disc and pad are available two different carbon compounds differing for initial bite and resistance to high temperatures.

Overall 10 are the different options available for riders as regards the choice of brake discs.

After the result of Japan Grand Prix of last October, with the first 9 riders at finish line with motorbikes equipped with carbon discs despite the strong rain, more riders will renounce to steel discs even with rainfalls.



Carbon ensures a triple advantage: reduction of not suspended masses, friction coefficient identical from the start to the finish line and absence of residual torque issues that can concern steel discs.

2 types of thumb master cylinder systems

Different are the types of brake master cylinders available for the teams in terms of wheelbase, in order to adapt both the race and the “reactivity” of the control as a function of the feeling of rider. In addition, each motorcycle features the remote adjuster, used by rider with the left hand to vary the position of the brake lever even while lapping the circuit.

Brembo signals that more than a third of MotoGP riders uses regularly the thumb master cylinder. This technical solution, introduced by the Italian Company in Nineties to support Mick Doohan, allows the activation of rear brake by pressing a special lever placed on the left semi-handlebar.

Two are the variants of thumb master cylinder systems in use for the 2018 season: the most widespread features a unique circuit of thumb master cylinder and pedal, using a rear 2 piston caliper. The alternative, instead, features two separate circuits, each of which acts on 2 of 4 pistons of the rear caliper. In the first option a system excludes the other, in the second can act simultaneously.

3 options of Marchesini wheels

This year also sees Marchesini forged magnesium wheels used by the majority of the riders competing in MotoGP. 7-spoke Marchesini wheels are realized in 3 variants for the front and rear wheel: a lighter but less stiff solution, one more stiff but also heavier and one in the middle of the two options. The Marchesini (Brembo Group brand) wheels ensure weight savings to the motorcycles, favouring acceleration and handling in changing direction.

Brembo SpA

Brembo SpA is the world leader and acknowledged innovator of disc brake technology for automotive vehicles. Brembo supplies high performance brake systems for the most important manufacturers of cars, motorcycles and commercial vehicles worldwide, as well as friction materials and other components for racing. Brembo is also a leader in the racing sector and has won more than 300 championships. Today the Company operates in 15 countries on 3 continents, with 23 production and business sites, and a pool of about 9,000 employees, about 10% of whom are engineers and product specialists active in the R&D. 2016 turnover is € 2.279,1 million (31.12.2016). Brembo is the owner of the Brembo, Breco, AP, Bybre, Marchesini brands and operates through the AP Racing brand too.

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