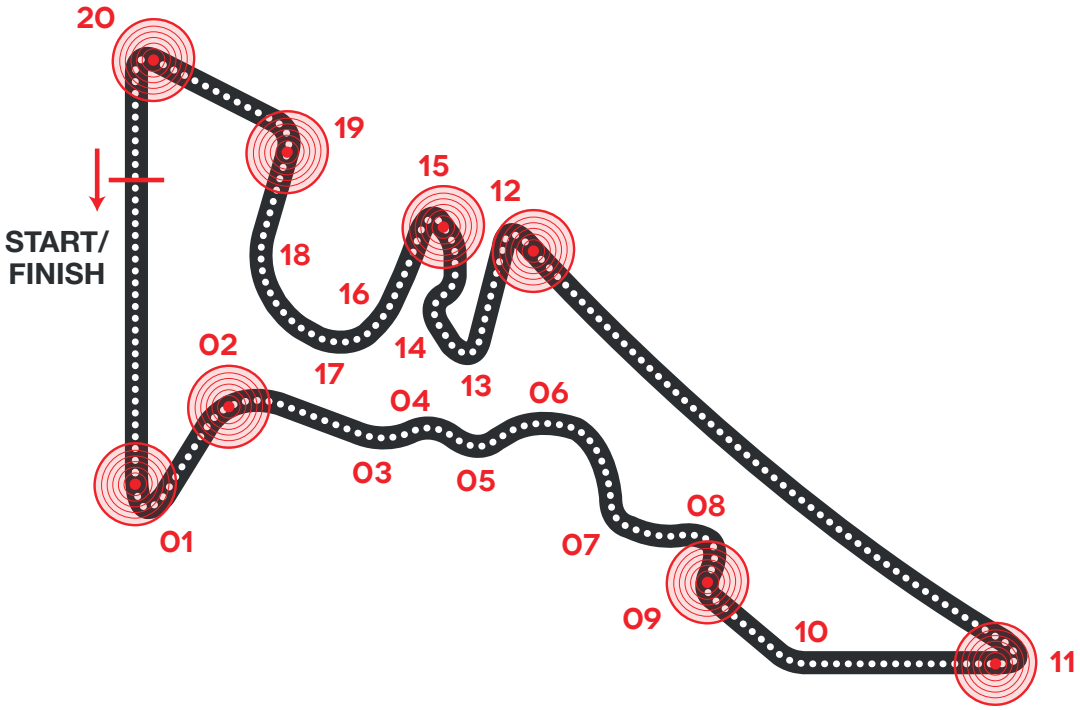

CIRCUIT DATA

Length: 5,513 m
Number of laps: 56
Type of circuit: Medium
Number of brakings: 8
Time spent under braking per lap: 23%

CIRCUIT OF THE AMERICAS (AUSTIN)

The Austin track, being used for the first time ever in Moto GP, should be considered moderately demanding on the bikes' braking systems. In fact, there are at least 3 braking sections characterized by extremely abrupt deceleration. The first braking section after the finish line is worth a mention, where the bikes go from about 310 kph to about 65 kph in roughly 200 meters, as well as turn T12 which is characterized by a braking distance of more than 330 meters.

01

Initial speed	312	(Km/h)
Final speed	65	(Km/h)
Stopping distance	201	(m)
Braking time	5	(sec)
Maximum deceleration	1.8	(g)
Max force on lever	11	(Kg)

02

Initial speed	196	(Km/h)
Final speed	151	(Km/h)
Stopping distance	50	(m)
Braking time	1	(sec)
Maximum deceleration	0.5	(g)
Max force on lever	5	(Kg)

09

Initial speed	151	(Km/h)
Final speed	101	(Km/h)
Stopping distance	70	(m)
Braking time	2	(sec)
Maximum deceleration	0.5	(g)
Max force on lever	3	(Kg)

11

Initial speed	281	(Km/h)
Final speed	60	(Km/h)
Stopping distance	201	(m)
Braking time	5	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	9	(Kg)

12

Initial speed	362	(Km/h)
Final speed	75	(Km/h)
Stopping distance	337	(m)
Braking time	6	(sec)
Maximum deceleration	1.8	(g)
Max force on lever	9	(Kg)

15

Initial speed	176	(Km/h)
Final speed	70	(Km/h)
Stopping distance	101	(m)
Braking time	4	(sec)
Maximum deceleration	1.8	(g)
Max force on lever	3	(Kg)

19

Initial speed	191	(Km/h)
Final speed	91	(Km/h)
Stopping distance	111	(m)
Braking time	3	(sec)
Maximum deceleration	0.7	(g)
Max force on lever	3	(Kg)

20

Initial speed	221	(Km/h)
Final speed	82	(Km/h)
Stopping distance	136	(m)
Braking time	4	(sec)
Maximum deceleration	0.9	(g)
Max force on lever	6	(Kg)