



CIRCUIT DATA

Length: 4,423 m
Number of laps: 27
Type of circuit: Medium
Number of brakings: 8
Time spent under braking per lap: 23%

CIRCUITO DE JEREZ (JEREZ DE LA FRONTERA)

The track is one the MotoGP drivers' favourites with points which favour overtaking. The "hops" caused by the undulations of the asphalt, require well balanced, easy to handle motorcycle, which is stable when braked to be able to attack in the faster curves. The track is characterized by two very demanding cut outs (the 1 and 6) characterized by deceleration greater than -1.6 g and one of the most demanding in the work for the braking systems.

01

Initial speed	276	(Km/h)
Final speed	104	(Km/h)
Stopping distance	223	(m)
Braking time	4.8	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	7.2	(Kg)

05

Initial speed	253	(Km/h)
Final speed	142	(Km/h)
Stopping distance	198	(m)
Braking time	3.8	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	7	(Kg)

08

Initial speed	233	(Km/h)
Final speed	145	(Km/h)
Stopping distance	177	(m)
Braking time	4	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.5	(Kg)

11

Initial speed	223	(Km/h)
Final speed	173	(Km/h)
Stopping distance	132	(m)
Braking time	2.2	(sec)
Maximum deceleration	1	(g)
Max force on lever	3	(Kg)

02

Initial speed	185	(Km/h)
Final speed	82	(Km/h)
Stopping distance	134	(m)
Braking time	4	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	5.5	(Kg)

06

Initial speed	286	(Km/h)
Final speed	87	(Km/h)
Stopping distance	243	(m)
Braking time	5.1	(sec)
Maximum deceleration	1.6	(g)
Max force on lever	6.7	(Kg)

09

Initial speed	225	(Km/h)
Final speed	120	(Km/h)
Stopping distance	142	(m)
Braking time	3.5	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.1	(Kg)

13

Initial speed	250	(Km/h)
Final speed	75	(Km/h)
Stopping distance	197	(m)
Braking time	5	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	6	(Kg)