



CIRCUIT DATA

Length: 4,180 m
Number of laps: 28
Type of circuit: Medium
Number of brakings: 7
Time spent under braking per lap: 25%

LE MANS

A circuit with average demanding braking, where due to the sudden changes in weather, steel discs often have to be used in case of rain. If the track is wet, steel discs are often used instead of carbon discs. Carbon, in fact, besides requiring minimum operating temperatures which are hard to achieve in case of rain, is also characterized by a rather marked braking action which is not very suited to slippery conditions typical of a wet track. Besides, steel discs, with their greater weight compared to carbon ones, contribute to providing greater stability to the front suspension of the motorcycle when there are poor gripping conditions such as on a wet track.

03

Initial speed	306	(Km/h)
Final speed	136	(Km/h)
Stopping distance	220	(m)
Braking time	4.5	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	6	(Kg)

07

Initial speed	224	(Km/h)
Final speed	95	(Km/h)
Stopping distance	176	(m)
Braking time	4.6	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	5.4	(Kg)

09

Initial speed	286	(Km/h)
Final speed	107	(Km/h)
Stopping distance	228	(m)
Braking time	4.2	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.4	(Kg)

13

Initial speed	186	(Km/h)
Final speed	88	(Km/h)
Stopping distance	96	(m)
Braking time	2.5	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	5	(Kg)

05

Initial speed	214	(Km/h)
Final speed	117	(Km/h)
Stopping distance	138	(m)
Braking time	3	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	5.3	(Kg)

08

Initial speed	256	(Km/h)
Final speed	79	(Km/h)
Stopping distance	210	(m)
Braking time	5.4	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	6.8	(Kg)

11

Initial speed	227	(Km/h)
Final speed	149	(Km/h)
Stopping distance	122	(m)
Braking time	2.7	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	4.8	(Kg)