

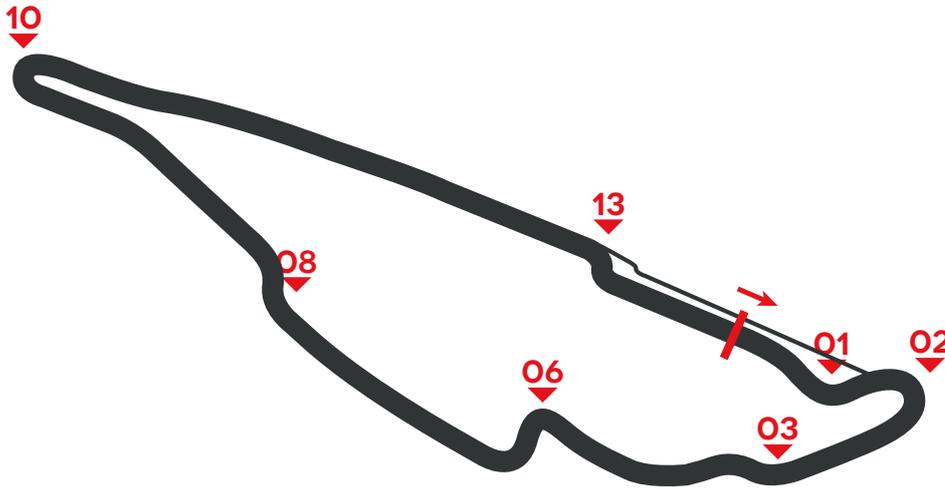
2017 FORMULA 1 GRAND PRIX DU CANADA

BRAKES EFFORT **VERY HARD**

TIME SPENT BRAKING **17%**



**BRAKE CIRCUIT
IDENTITY CARDS**
09-11 JUN 2017



CIRCUIT DATA

Length: **4,361 m** - Number of laps: **70**
Number of brake zones/lap: **07**

IMPORTANT

***TURN 13** is considered the most demanding for the braking system.

Montreal is without a shadow of a doubt the most demanding test bench for the single-seater braking systems. It is a "stop and go" type circuit characterised by sudden braking sections and acceleration. The braking sections, all hard and very close together, determine an extremely high operating temperature for the discs and pads which do not have time to cool sufficiently in the short straight stretches. These characteristics, combined with a significantly high percentage of time spent on the brakes, determine a very hard mix for the braking systems, also due to the fact that the aerodynamic load (in other words, the resistance to forward progress) is not one of the highest. The scenario can get even worse when there is a tail wind on the two main straight stretches which can significantly increase the straight line speed, putting the brakes to an even more severe test. A critical point is the chicane before the famous "wall of champions" where control going into the turn is fundamental to avoid hopping the kerb. On this turn an excellent feeling with the brakes can make the difference between a good time and retiring with a crash!

Should you publish any of the data contained here please quote Brembo as source used.

O1	
Initial speed	307 (Km/h)
Final speed	151 (Km/h)
Stopping distance	44 (m)
Braking time	1.71 (sec)
Maximum deceleration	4.8 (g)
Maximum pedal load	155 (Kg)
Braking power	2371 (Kw)

O2	
Initial speed	152 (Km/h)
Final speed	83 (Km/h)
Stopping distance	20 (m)
Braking time	1.18 (sec)
Maximum deceleration	2.6 (g)
Maximum pedal load	91 (Kg)
Braking power	620 (Kw)

O3	
Initial speed	266 (Km/h)
Final speed	150 (Km/h)
Stopping distance	34 (m)
Braking time	1.30 (sec)
Maximum deceleration	4.5 (g)
Maximum pedal load	155 (Kg)
Braking power	2046 (Kw)

O6	
Initial speed	280 (Km/h)
Final speed	108 (Km/h)
Stopping distance	49 (m)
Braking time	1.89 (sec)
Maximum deceleration	4.6 (g)
Maximum pedal load	158 (Kg)
Braking power	2109 (Kw)

O8	
Initial speed	297 (Km/h)
Final speed	130 (Km/h)
Stopping distance	47 (m)
Braking time	1.62 (sec)
Maximum deceleration	4.8 (g)
Maximum pedal load	160 (Kg)
Braking power	2319 (Kw)

O10	
Initial speed	292 (Km/h)
Final speed	68 (Km/h)
Stopping distance	63 (m)
Braking time	2.44 (sec)
Maximum deceleration	4.5 (g)
Maximum pedal load	154 (Kg)
Braking power	2140 (Kw)

13*	
Initial speed	322 (Km/h)
Final speed	148 (Km/h)
Stopping distance	49 (m)
Braking time	1.60 (sec)
Maximum deceleration	4.7 (g)
Maximum pedal load	161 (Kg)
Braking power	2379 (Kw)