

#### CIRCUIT DATA

**Length: 3,340 m**  
**Number of laps: 78**  
**Type of circuit: Hard**  
**Number of brakings: 13**  
**Time spent under braking per lap: 21%**

#### CIRCUIT DE MONACO (MONTE CARLO)

This is a historic city circuit that winds through the streets of the Principality and can create many problems for the single-seater brakes. In fact, the winding track with poor grip often means that the drivers need to control the car often using the brakes, with negative reflexes on the caliper and brake fluid temperature. In the past this event has often been a theatre of problems connected to overheating and vapour lock of the braking system (a phenomenon in which the brake fluid reaches the boiling point inside the caliper), leading to a lengthening of the pedal in braking which has many times caused drivers to retire, if not crash. In our day and age the progress made in cooling the brakes has held these problems at bay, although particular attention still needs to be given to managing temperatures during the race weekend. The braking sections are not particularly sudden, but the time spent on the brakes here is among the highest of the season at 21%.

**\* Turn 10 is considered the most demanding for the braking system.**

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

#### 01

Initial speed	283	(Km/h)
Final speed	110	(Km/h)
Stopping distance	94	(m)
Braking time	1.88	(sec)
Maximum deceleration	4.45	(g)
Maximum pedal load	108	(Kg)
Braking power	1581	(Kw)

#### 04

Initial speed	173	(Km/h)
Final speed	126	(Km/h)
Stopping distance	15	(m)
Braking time	0.34	(sec)
Maximum deceleration	2.39	(g)
Maximum pedal load	57	(Kg)
Braking power	508	(Kw)

#### 06

Initial speed	145	(Km/h)
Final speed	44	(Km/h)
Stopping distance	45	(m)
Braking time	1.68	(sec)
Maximum deceleration	2.02	(g)
Maximum pedal load	48	(Kg)
Braking power	345	(Kw)

#### 08

Initial speed	124	(Km/h)
Final speed	105	(Km/h)
Stopping distance	10	(m)
Braking time	0.33	(sec)
Maximum deceleration	1.77	(g)
Maximum pedal load	38	(Kg)
Braking power	237	(Kw)

#### 11

Initial speed	77	(Km/h)
Final speed	59	(Km/h)
Stopping distance	6	(m)
Braking time	0.33	(sec)
Maximum deceleration	1.39	(g)
Maximum pedal load	39	(Kg)
Braking power	149	(Kw)

#### 02

Initial speed	280	(Km/h)
Final speed	167	(Km/h)
Stopping distance	60	(m)
Braking time	1	(sec)
Maximum deceleration	4.37	(g)
Maximum pedal load	106	(Kg)
Braking power	1535	(Kw)

#### 05

Initial speed	221	(Km/h)
Final speed	63	(Km/h)
Stopping distance	79	(m)
Braking time	2.09	(sec)
Maximum deceleration	3.21	(g)
Maximum pedal load	79	(Kg)
Braking power	891	(Kw)

#### 07

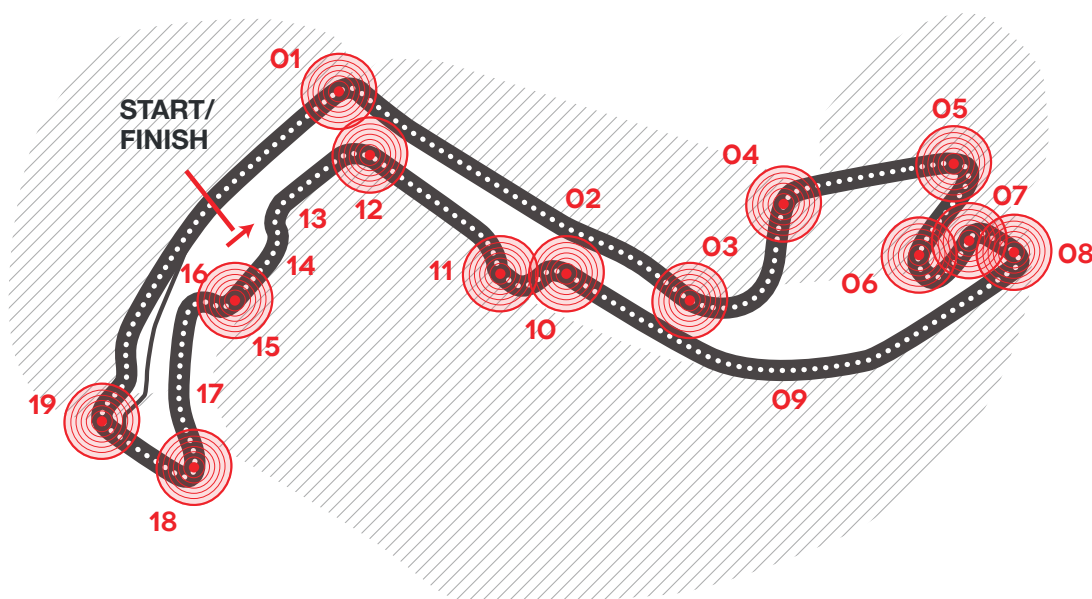
Initial speed	102	(Km/h)
Final speed	89	(Km/h)
Stopping distance	2	(m)
Braking time	0.08	(sec)
Maximum deceleration	1.57	(g)
Maximum pedal load	27	(Kg)
Braking power	162	(Kw)

#### 10\*

Initial speed	287	(Km/h)
Final speed	70	(Km/h)
Stopping distance	115	(m)
Braking time	2.66	(sec)
Maximum deceleration	4.53	(g)
Maximum pedal load	110	(Kg)
Braking power	1624	(Kw)

#### 12

Initial speed	229	(Km/h)
Final speed	174	(Km/h)
Stopping distance	30	(m)
Braking time	0.54	(sec)
Maximum deceleration	3.36	(g)
Maximum pedal load	83	(Kg)
Braking power	961	(Kw)



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#### 15

Initial speed	231	(Km/h)
Final speed	94	(Km/h)
Stopping distance	56	(m)
Braking time	1.14	(sec)
Maximum deceleration	3.40	(g)
Maximum pedal load	82	(Kg)
Braking power	984	(Kw)

#### 19

Initial speed	118	(Km/h)
Final speed	97	(Km/h)
Stopping distance	11	(m)
Braking time	0.37	(sec)
Maximum deceleration	1.71	(g)
Maximum pedal load	38	(Kg)
Braking power	222	(Kw)

#### 18

Initial speed	192	(Km/h)
Final speed	55	(Km/h)
Stopping distance	62	(m)
Braking time	1.75	(sec)
Maximum deceleration	2.70	(g)
Maximum pedal load	63	(Kg)
Braking power	626	(Kw)