



**CIRCUIT DATA**

**Length: 4,216 m**  
**Number of laps: 28**  
**Type of circuit: Light**  
**Number of brakings: 7**  
**Time spent under braking per lap: 20%**

**INDIANAPOLIS MOTOR SPEEDWAY (SPEEDWAY)**

The Indianapolis Motor Speedway is a rather slow, narrow circuit and despite approximately 20% of the time spent on the lap braking, it is not a particularly demanding track for the brakes.

The only difficulty is caused by the first braking after the finish line characterized by a decent braking distance to go from the initial 331 km/h to the approximately final 173 km/h.

**01**

Initial speed	335	(Km/h)
Final speed	175	(Km/h)
Stopping distance	286	(m)
Braking time	4.6	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	5.2	(Kg)

**06**

Initial speed	248	(Km/h)
Final speed	126	(Km/h)
Stopping distance	147	(m)
Braking time	4.0	(sec)
Maximum deceleration	1.3	(g)
Max force on lever	5.2	(Kg)

**10**

Initial speed	272	(Km/h)
Final speed	108	(Km/h)
Stopping distance	199	(m)
Braking time	4.6	(sec)
Maximum deceleration	1.5	(g)
Max force on lever	5.0	(Kg)

**15**

Initial speed	190	(Km/h)
Final speed	113	(Km/h)
Stopping distance	87	(m)
Braking time	1.3	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.3	(Kg)

**02**

Initial speed	179	(Km/h)
Final speed	106	(Km/h)
Stopping distance	77	(m)
Braking time	1.4	(sec)
Maximum deceleration	1.2	(g)
Max force on lever	4.3	(Kg)

**08**

Initial speed	160	(Km/h)
Final speed	98	(Km/h)
Stopping distance	74	(m)
Braking time	2.0	(sec)
Maximum deceleration	1.0	(g)
Max force on lever	2.2	(Kg)

**13**

Initial speed	216	(Km/h)
Final speed	131	(Km/h)
Stopping distance	95	(m)
Braking time	2.7	(sec)
Maximum deceleration	1.4	(g)
Max force on lever	4.8	(Kg)