



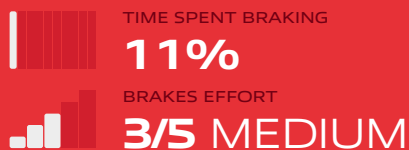
BRAKE CIRCUIT IDENTITY CARD

23 LUSAIL INTERNATIONAL CIRCUIT

5,419 m / 57 laps

Third edition of the Qatar GP: it is the same track that has hosted MotoGP since 2004 but of course the number of braking sections, their intensity and the braking distances are different compared to F1.

The desert sand that surrounds it could affect the braking power.

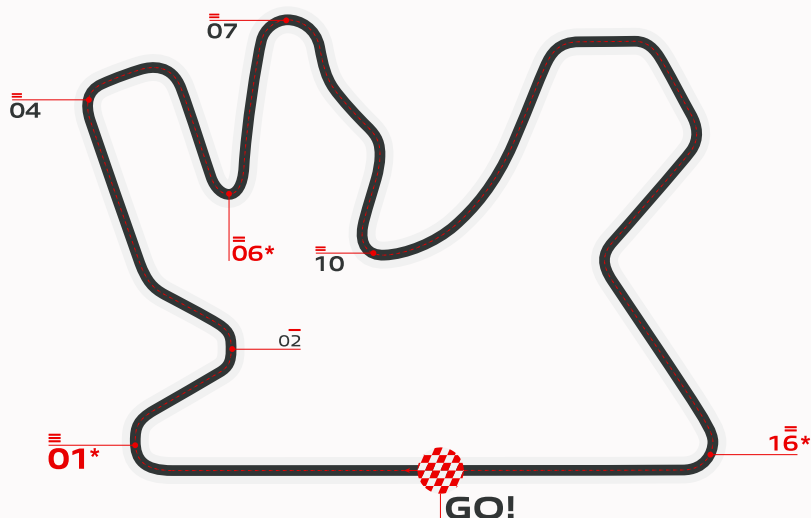


* Turn 01, Turn 16 & Turn 06 are considered the most demanding for the braking system.

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

FORMULA 1 QATAR AIRWAYS QATAR GRAND PRIX

Qatar 29th November - 01st December 2024



 TURN 01	Initial Speed km/h	319
	Final Speed km/h	181
	Stopping Distance m	93
	Braking Time sec	1.46
	Maximum Deceleration g	4.2
	Max Force on Lever kg	119
	Braking Power kW	2101

 TURN 02	Initial Speed km/h	235
	Final Speed km/h	184
	Stopping Distance m	60
	Braking Time sec	1.01
	Maximum Deceleration g	2.7
	Max Force on Lever kg	60
	Braking Power kW	838

 TURN 04	Initial Speed km/h	285
	Final Speed km/h	228
	Stopping Distance m	53
	Braking Time sec	0.76
	Maximum Deceleration g	3.0
	Max Force on Lever kg	67
	Braking Power kW	1111

 TURN 06	Initial Speed km/h	251
	Final Speed km/h	104
	Stopping Distance m	82
	Braking Time sec	1.83
	Maximum Deceleration g	4.0
	Max Force on Lever kg	126
	Braking Power kW	1783

 TURN 07	Initial Speed km/h	258
	Final Speed km/h	171
	Stopping Distance m	68
	Braking Time sec	1.25
	Maximum Deceleration g	3.6
	Max Force on Lever kg	109
	Braking Power kW	1484

 TURN 10	Initial Speed km/h	257
	Final Speed km/h	136
	Stopping Distance m	86
	Braking Time sec	1.65
	Maximum Deceleration g	3.8
	Max Force on Lever kg	113
	Braking Power kW	1645

 TURN 16	Initial Speed km/h	278
	Final Speed km/h	176
	Stopping Distance m	72
	Braking Time sec	1.18
	Maximum Deceleration g	4.1
	Max Force on Lever kg	122
	Braking Power kW	1926