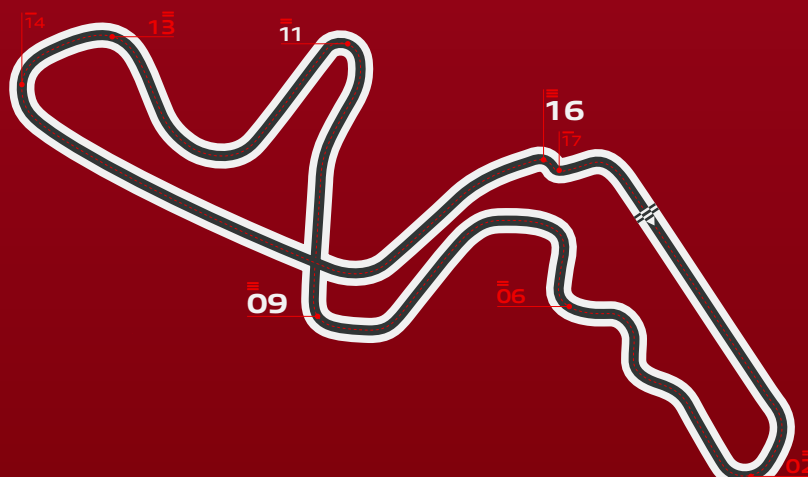


03

FORMULA 1 LENOVO JAPANESE GRAND PRIX

JAPAN
4th April - 6th April 2025



SUZUKA CIRCUIT

As with all the very "driven" tracks, at Suzuka the long, fast turns also determine not-so-demanding braking.

In fact, the single-seaters do not face any particularly sudden braking sections except for the 16 turn where they lose 200 km/h (124 mph) in just over 2 seconds and 106 meters (348 feet).

5,807 m **53 laps**

TIME SPENT BRAKING **11%**

BRAKES EFFORT **1/5 Very Easy**

Turn	km/h Initial Speed	km/h Final Speed	m Stopping Distance	sec Braking Time	g Maximum Deceleration	kg Maximum Pedal Load	kW Braking Power
= 02	308	184	91	1.38	3.6	100	1,453
= 06	250	211	39	0.64	3.3	110	1,273
= 09	262	132	75	1.45	4.4	166	2,102
= 11	261	75	101	2.56	3.9	139	1,712
= 13	298	252	37	0.49	3.8	119	1,693
= 14	250	197	52	0.87	2.4	60	670
= 16	303	103	106	2.17	4.5	166	2,360
= 17	116	99	14	0.47	1.9	70	316

Turn 16, Turn 09 & Turn 11 are considered the most demanding for the braking system.

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