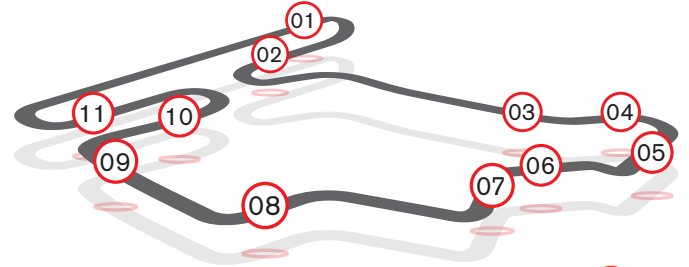



Circuit Data

- Length: **4.381 m**
- Number of laps: **70**
- Type of circuit: **Hard**
- Number of brakings: **11**
- Pole 2009: **F. Alonso - Renault - 1'21"569**
- Time spent under braking per lap: **13%**
- Expected time spent under brake on 2010: **14%**


International Circuit

The Hungaroring circuit had more twists and turns originally, and in fact there have been changes made in recent years to allow more overtaking. But it is still a slow and winding track, the terrain is dusty, throwing a lot of dirt onto the surface, and it is especially difficult to overtake, so that the driver who secures pole tends to win the race, as often as not. Braking on this track is considerably taxing for the drivers.

01	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	300	297	[Km/h]
Final speed	101	98	[Km/h]
Stopping distance	100	110	[m]
Braking time	2,02	2,23	[sec]
Maximum deceleration	5,42	4,55	[g]
Maximum pedal load	147	132	[Kg]
Braking power	2.315	1.831	[Kw]

05	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	243	240	[Km/h]
Final speed	109	104	[Km/h]
Stopping distance	71	77	[m]
Braking time	1,55	1,73	[sec]
Maximum deceleration	3,93	3,46	[g]
Maximum pedal load	105	99	[Kg]
Braking power	1.343	1.114	[Kw]

02	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	268	264	[Km/h]
Final speed	137	129	[Km/h]
Stopping distance	71	82	[m]
Braking time	1,35	1,61	[sec]
Maximum deceleration	4,53	3,90	[g]
Maximum pedal load	120	111	[Kg]
Braking power	1.706	1.402	[Kw]

06	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	211	208	[Km/h]
Final speed	180	171	[Km/h]
Stopping distance	18	22	[m]
Braking time	0,33	0,42	[sec]
Maximum deceleration	3,21	2,92	[g]
Maximum pedal load	84	82	[Kg]
Braking power	934	805	[Kw]

03	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	287	282	[Km/h]
Final speed	233	220	[Km/h]
Stopping distance	27	35	[m]
Braking time	0,38	0,51	[sec]
Maximum deceleration	5,03	4,25	[g]
Maximum pedal load	136	123	[Kg]
Braking power	2.050	1.625	[Kw]

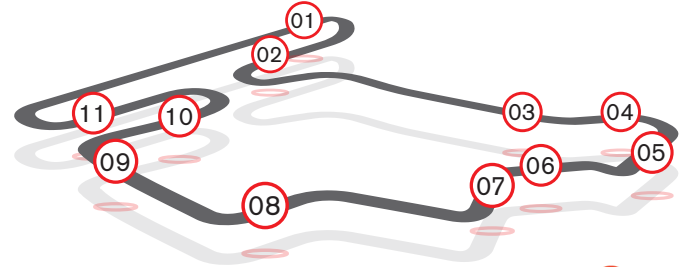
07	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	193	188	[Km/h]
Final speed	172	164	[Km/h]
Stopping distance	13	15	[m]
Braking time	0,26	0,31	[sec]
Maximum deceleration	2,88	2,60	[g]
Maximum pedal load	73	71	[Kg]
Braking power	753	634	[Kw]

04	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	252	245	[Km/h]
Final speed	164	157	[Km/h]
Stopping distance	46	51	[m]
Braking time	0,82	0,93	[sec]
Maximum deceleration	4,13	3,54	[g]
Maximum pedal load	109	100	[Kg]
Braking power	1.464	1.164	[Kw]

08	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	256	251	[Km/h]
Final speed	239	226	[Km/h]
Stopping distance	10	16	[m]
Braking time	0,15	0,24	[sec]
Maximum deceleration	4,15	3,68	[g]
Maximum pedal load	108	104	[Kg]
Braking power	1.485	1.240	[Kw]


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	SEASON DATA	FORECAST DATA	
	2009	2010	
09			
Initial speed	278	272	[Km/h]
Final speed	126	119	[Km/h]
Stopping distance	78	86	[m]
Braking time	1,50	1,70	[sec]
Maximum deceleration	4,79	4,04	[g]
Maximum pedal load	130	117	[Kg]
Braking power	1.890	1.493	[Kw]

	SEASON DATA	FORECAST DATA	
	2009	2010	
10			
Initial speed	219	216	[Km/h]
Final speed	117	111	[Km/h]
Stopping distance	58	63	[m]
Braking time	1,32	1,47	[sec]
Maximum deceleration	3,38	3,06	[g]
Maximum pedal load	88	85	[Kg]
Braking power	1.025	880	[Kw]

	SEASON DATA	FORECAST DATA	
	2009	2010	
11			
Initial speed	212	209	[Km/h]
Final speed	169	163	[Km/h]
Stopping distance	24	28	[m]
Braking time	0,46	0,55	[sec]
Maximum deceleration	3,24	2,94	[g]
Maximum pedal load	83	82	[Kg]
Braking power	934	820	[Kw]