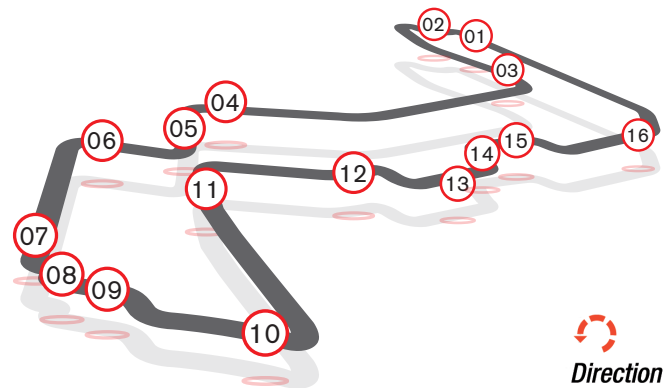


**Circuit Data**

- Length: **5.073 m**
- Number of laps: **61**
- Type of circuit: **Hard**
- Number of brakings: **16**
- Pole 2009: **L. Hamilton - McLaren-Mercedes - 1'46"657**
- Time spent under braking per lap: **19%**
- Expected time spent under brake on 2010: **21%**


**International Circuit**

When racing on the Singapore Street Circuit, the drivers are well aware that the brakes of their machines will be put under plenty of pressure. The direction is anticlockwise. Many drivers have complained about the quality of the surface, which is not ideal, and the humid climate of the city. Changes are planned in order to facilitate overtaking at various points.

01	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>287</b>	<b>288</b>	[Km/h]
Final speed	<b>173,2</b>	<b>148</b>	[Km/h]
Stopping distance	<b>66,11</b>	<b>84</b>	[m]
Braking time	<b>1,07</b>	<b>1,47</b>	[sec]
Maximum deceleration	<b>4,4</b>	<b>4,13</b>	[g]
Maximum pedal load	<b>112,2</b>	<b>117</b>	[Kg]
Braking power	<b>1.700</b>	<b>1.595</b>	[Kw]

02	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>164,5</b>	<b>157</b>	[Km/h]
Final speed	<b>87,35</b>	<b>83</b>	[Km/h]
Stopping distance	<b>49,33</b>	<b>51</b>	[m]
Braking time	<b>1,45</b>	<b>1,61</b>	[sec]
Maximum deceleration	<b>2,0</b>	<b>1,99</b>	[g]
Maximum pedal load	<b>48,6</b>	<b>53</b>	[Kg]
Braking power	<b>429</b>	<b>394</b>	[Kw]

03	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>249,2</b>	<b>249</b>	[Km/h]
Final speed	<b>162</b>	<b>139</b>	[Km/h]
Stopping distance	<b>53,09</b>	<b>66</b>	[m]
Braking time	<b>0,95</b>	<b>1,27</b>	[sec]
Maximum deceleration	<b>3,5</b>	<b>3,45</b>	[g]
Maximum pedal load	<b>88,18</b>	<b>96</b>	[Kg]
Braking power	<b>1.169</b>	<b>1.140</b>	[Kw]

04	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>290</b>	<b>293</b>	[Km/h]
Final speed	<b>120,2</b>	<b>117</b>	[Km/h]
Stopping distance	<b>100,2</b>	<b>104</b>	[m]
Braking time	<b>1,91</b>	<b>1,98</b>	[sec]
Maximum deceleration	<b>4,4</b>	<b>4,23</b>	[g]
Maximum pedal load	<b>113,9</b>	<b>119</b>	[Kg]
Braking power	<b>1.747</b>	<b>1.657</b>	[Kw]

05	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>203,5</b>	<b>202</b>	[Km/h]
Final speed	<b>81,9</b>	<b>79</b>	[Km/h]
Stopping distance	<b>74,02</b>	<b>78</b>	[m]
Braking time	<b>1,98</b>	<b>2,16</b>	[sec]
Maximum deceleration	<b>2,7</b>	<b>2,68</b>	[g]
Maximum pedal load	<b>66,41</b>	<b>74</b>	[Kg]
Braking power	<b>708</b>	<b>692</b>	[Kw]

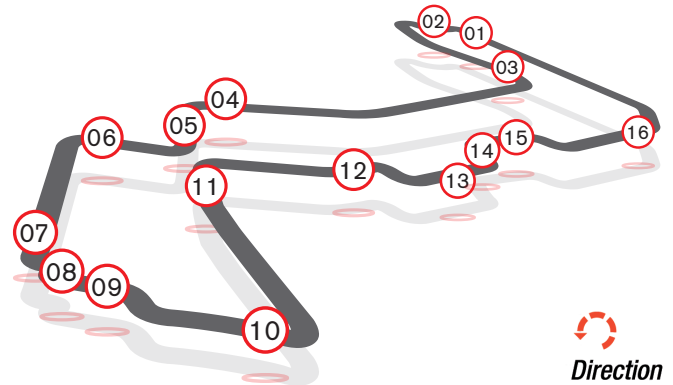
06	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>191,5</b>	<b>191</b>	[Km/h]
Final speed	<b>137,3</b>	<b>134</b>	[Km/h]
Stopping distance	<b>34,88</b>	<b>37</b>	[m]
Braking time	<b>0,78</b>	<b>0,84</b>	[sec]
Maximum deceleration	<b>2,5</b>	<b>2,51</b>	[g]
Maximum pedal load	<b>59,06</b>	<b>68</b>	[Kg]
Braking power	<b>603</b>	<b>611</b>	[Kw]

07	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>263,2</b>	<b>262</b>	[Km/h]
Final speed	<b>145,9</b>	<b>124</b>	[Km/h]
Stopping distance	<b>70,7</b>	<b>83</b>	[m]
Braking time	<b>1,30</b>	<b>1,64</b>	[sec]
Maximum deceleration	<b>3,8</b>	<b>3,67</b>	[g]
Maximum pedal load	<b>97,72</b>	<b>104</b>	[Kg]
Braking power	<b>1.361</b>	<b>1.277</b>	[Kw]

08	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	<b>141,3</b>	<b>123</b>	[Km/h]
Final speed	<b>119,5</b>	<b>86</b>	[Km/h]
Stopping distance	<b>14,32</b>	<b>22</b>	[m]
Braking time	<b>0,40</b>	<b>0,76</b>	[sec]
Maximum deceleration	<b>1,8</b>	<b>1,65</b>	[g]
Maximum pedal load	<b>42,77</b>	<b>44</b>	[Kg]
Braking power	<b>310</b>	<b>256</b>	[Kw]

## Circuit Data

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	SEASON DATA 2009	FORECAST DATA 2010	
<b>09</b>			
Initial speed	155,2	146	[Km/h]
Final speed	120,6	118	[Km/h]
Stopping distance	22,46	19	[m]
Braking time	0,59	0,51	[sec]
Maximum deceleration	2,0	1,87	[g]
Maximum pedal load	45,88	48	[Kg]
Braking power	373	473	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>10</b>			
Initial speed	214	215	[Km/h]
Final speed	82,23	72	[Km/h]
Stopping distance	79,92	86	[m]
Braking time	2,07	2,38	[sec]
Maximum deceleration	2,8	2,90	[g]
Maximum pedal load	69,04	79	[Kg]
Braking power	795	816	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>11</b>			
Initial speed	267,3	269	[Km/h]
Final speed	99,54	87	[Km/h]
Stopping distance	100,5	108	[m]
Braking time	2,16	2,41	[sec]
Maximum deceleration	3,9	3,80	[g]
Maximum pedal load	99,78	109	[Kg]
Braking power	1.415	1.376	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>12</b>			
Initial speed	236,6	235	[Km/h]
Final speed	99,63	95	[Km/h]
Stopping distance	85,92	88	[m]
Braking time	1,95	2,05	[sec]
Maximum deceleration	3,2	3,17	[g]
Maximum pedal load	79,89	89	[Kg]
Braking power	1.021	1.007	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>13</b>			
Initial speed	212,6	211	[Km/h]
Final speed	101,1	95	[Km/h]
Stopping distance	69,12	71	[m]
Braking time	1,66	1,75	[sec]
Maximum deceleration	2,8	2,84	[g]
Maximum pedal load	70,32	80	[Kg]
Braking power	784	788	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>14</b>			
Initial speed	129,7	128	[Km/h]
Final speed	125,4	113	[Km/h]
Stopping distance	3,6	10	[m]
Braking time	0,10	0,29	[sec]
Maximum deceleration	1,2	1,72	[g]
Maximum pedal load	28,28	43	[Kg]
Braking power	220	252	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>15</b>			
Initial speed	172,1	174	[Km/h]
Final speed	119,5	114	[Km/h]
Stopping distance	35,52	39	[m]
Braking time	0,883	0,99	[sec]
Maximum deceleration	2,161	2,25	[g]
Maximum pedal load	52,21	61	[Kg]
Braking power	457	490	[Kw]

	SEASON DATA 2009	FORECAST DATA 2010	
<b>16</b>			
Initial speed	246,5	244	[Km/h]
Final speed	215,2	194	[Km/h]
Stopping distance	19,71	31	[m]
Braking time	0,31	0,51	[sec]
Maximum deceleration	3,461	3,36	[g]
Maximum pedal load	86,75	95	[Kg]
Braking power	1.139	1.091	[Kw]