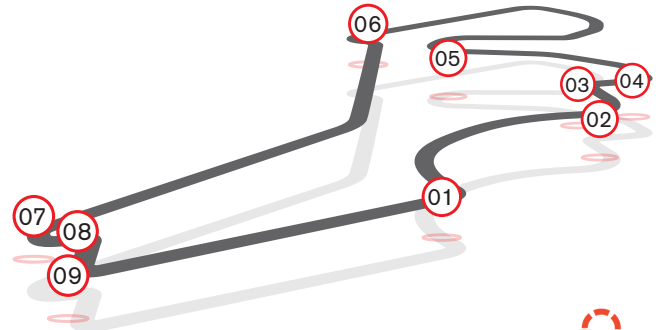



**Circuit Data**

- Length: **5.338 m**
- Number of laps: **58**
- Type of circuit: **Medium**
- Number of brakings: **9**
- Pole 2009: **S. Vettel - Red Bull - 1'27"016**
- Time spent under braking per lap: **10%**
- Expected time spent under brake on 2010: **10%**


**International Circuit**

Istanbul is one of the best and technically most interesting circuits in the World Championship calendar. Numerous ups and downs create visibility problems for the drivers, with some of the corners made practically "blind". It is one of three Formula 1 circuits where the cars race anticlockwise. This type of circuit produces medium wear on the brakes.

01	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	294	292	[Km/h]
Final speed	174	167	[Km/h]
Stopping distance	68	67	[m]
Braking time	1,08	1,09	[sec]
Maximum deceleration	4,60	4,65	[g]
Maximum pedal load	121	137	[Kg]
Braking power	1.899	1.889	[Kw]

04	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	163	158,4	[Km/h]
Final speed	148	145	[Km/h]
Stopping distance	11	8,667	[m]
Braking time	0,25	0,207	[sec]
Maximum deceleration	2,16	2,28	[g]
Maximum pedal load	51	61,55	[Kg]
Braking power	450	465,9	[Kw]

02	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	292	288,5	[Km/h]
Final speed	218	208,2	[Km/h]
Stopping distance	41	43,17	[m]
Braking time	0,60	0,638	[sec]
Maximum deceleration	4,55	4,577	[g]
Maximum pedal load	119	134,1	[Kg]
Braking power	1.865	1.837	[Kw]

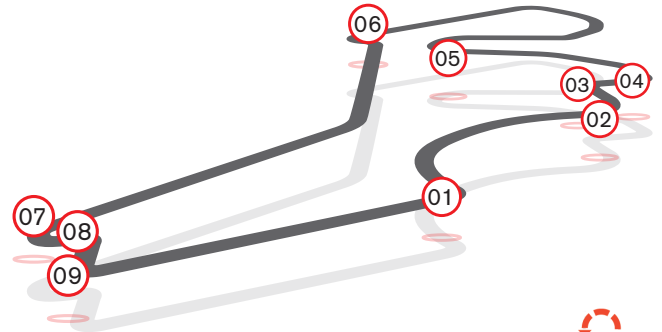
05	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	285	282,4	[Km/h]
Final speed	151	147,3	[Km/h]
Stopping distance	77	73,5	[m]
Braking time	1,34	1,293	[sec]
Maximum deceleration	4,38	4,452	[g]
Maximum pedal load	115	130,8	[Kg]
Braking power	1.748	1.752	[Kw]

03	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	195	189,9	[Km/h]
Final speed	128	115,7	[Km/h]
Stopping distance	43	42,21	[m]
Braking time	0,98	1,019	[sec]
Maximum deceleration	2,55	2,695	[g]
Maximum pedal load	64	73,98	[Kg]
Braking power	673	667,2	[Kw]

06	SEASON DATA	FORECAST DATA	
	2009	2010	
Initial speed	307	304,7	[Km/h]
Final speed	144	150,9	[Km/h]
Stopping distance	91	82,26	[m]
Braking time	1,56	1,376	[sec]
Maximum deceleration	4,92	4,918	[g]
Maximum pedal load	130	145	[Kg]
Braking power	2.117	2.080	[Kw]


**Circuit Data**

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- Time spent under braking per lap: **10%**
- Expected time spent under brake on 2010: **10%**


**Direction**
**International Circuit**

Istanbul is one of the best and technically most interesting circuits in the World Championship calendar. Numerous ups and downs create visibility problems for the drivers, with some of the corners made practically "blind". It is one of three Formula 1 circuits where the cars race anticlockwise. This type of circuit produces medium wear on the brakes.

	SEASON DATA		
	2009	FORECAST DATA 2010	
<b>07</b>			
Initial speed	<b>314</b>	<b>312,8</b>	[Km/h]
Final speed	<b>104</b>	<b>96,76</b>	[Km/h]
Stopping distance	<b>118</b>	<b>117,9</b>	[m]
Braking time	<b>2,27</b>	<b>2,385</b>	[sec]
Maximum deceleration	<b>5,10</b>	<b>5,1</b>	[g]
Maximum pedal load	<b>135</b>	<b>150,1</b>	[Kg]
Braking power	<b>2.250</b>	<b>2.213</b>	[Kw]

	SEASON DATA		
	2009	FORECAST DATA 2010	
<b>08</b>			
Initial speed	<b>125</b>	<b>124,2</b>	[Km/h]
Final speed	<b>104</b>	<b>100,3</b>	[Km/h]
Stopping distance	<b>13</b>	<b>13,33</b>	[m]
Braking time	<b>0,40</b>	<b>0,431</b>	[sec]
Maximum deceleration	<b>1,73</b>	<b>1,839</b>	[g]
Maximum pedal load	<b>40</b>	<b>48,11</b>	[Kg]
Braking power	<b>256</b>	<b>276,6</b>	[Kw]

	SEASON DATA		
	2009	FORECAST DATA 2010	
<b>09</b>			
Initial speed	<b>137</b>	<b>136,7</b>	[Km/h]
Final speed	<b>104</b>	<b>100,5</b>	[Km/h]
Stopping distance	<b>19</b>	<b>20,16</b>	[m]
Braking time	<b>0,59</b>	<b>0,619</b>	[sec]
Maximum deceleration	<b>1,85</b>	<b>1,979</b>	[g]
Maximum pedal load	<b>43</b>	<b>52,31</b>	[Kg]
Braking power	<b>301</b>	<b>328,3</b>	[Kw]