



LE MANS

BRAKING IN LE MANS

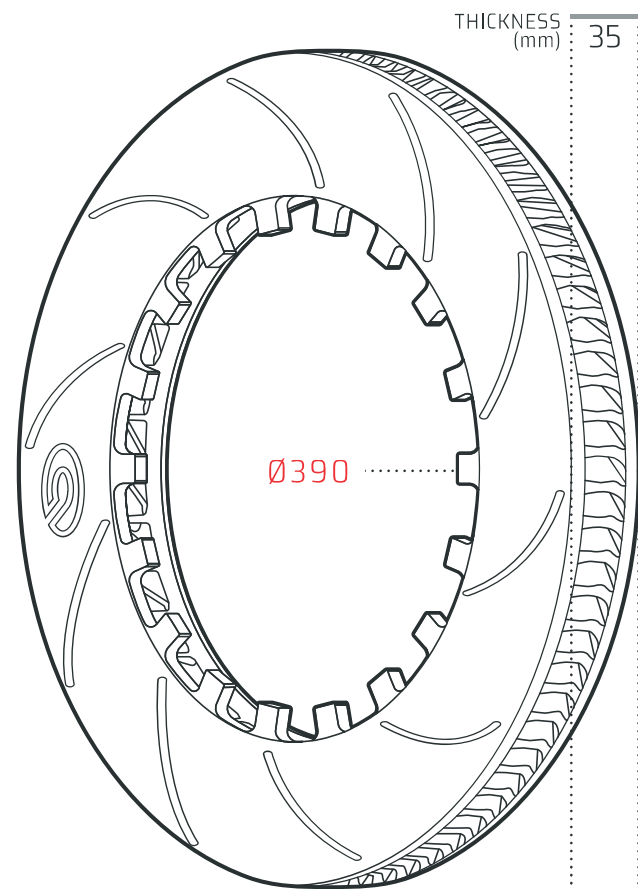
GT

LMP2

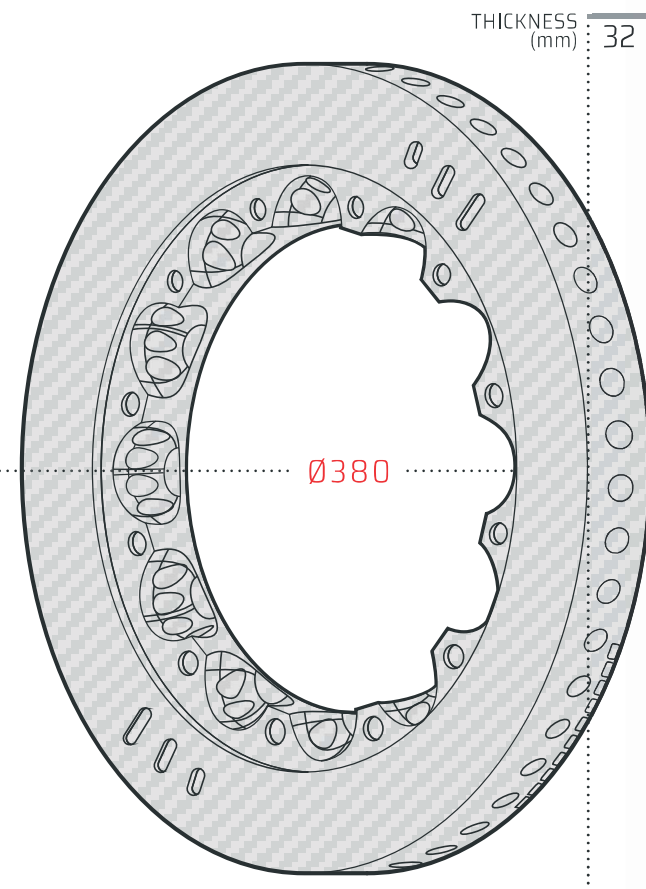
SUPPLIED BY BREMBO
UNTIL 2016 RACE

LMP1

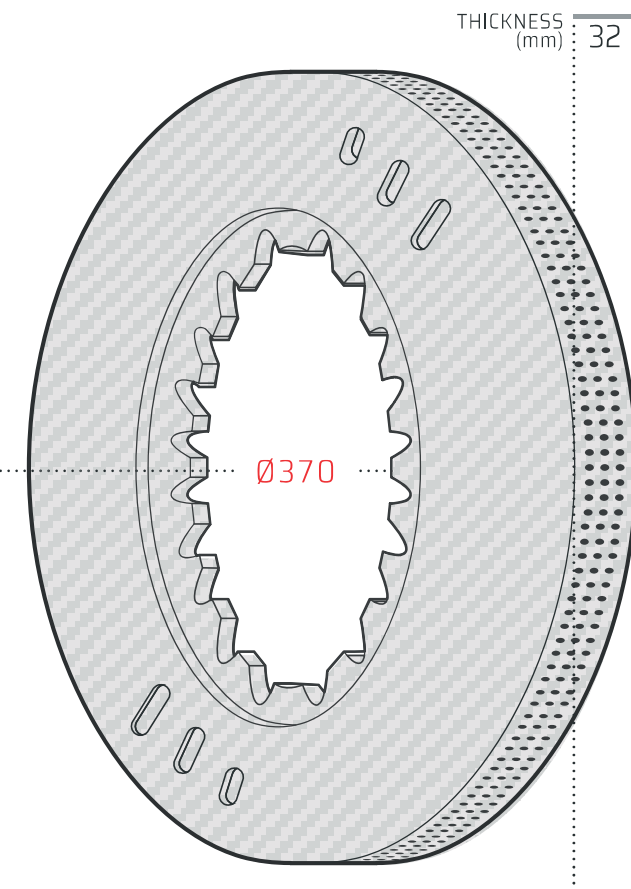
FORMULA 1



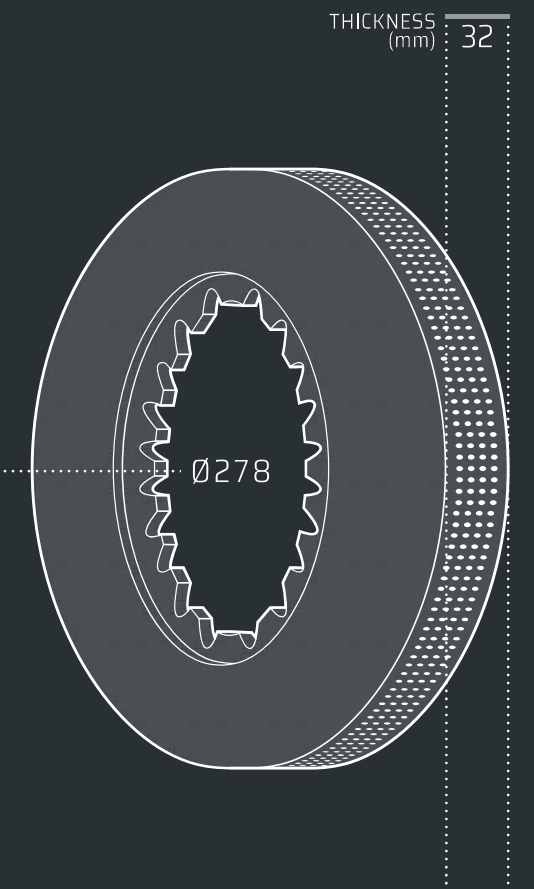
CAST IRON
72 PALES/HOLES
TEMP. USE RANGE 0°C **300/750°C** 1000°C
CONSUMPTION (mm) 1-1.5



CARBON FIBER
48 HOLES
TEMP. USE RANGE 0°C **350/800°C** 1000°C
CONSUMPTION (mm) 3-4



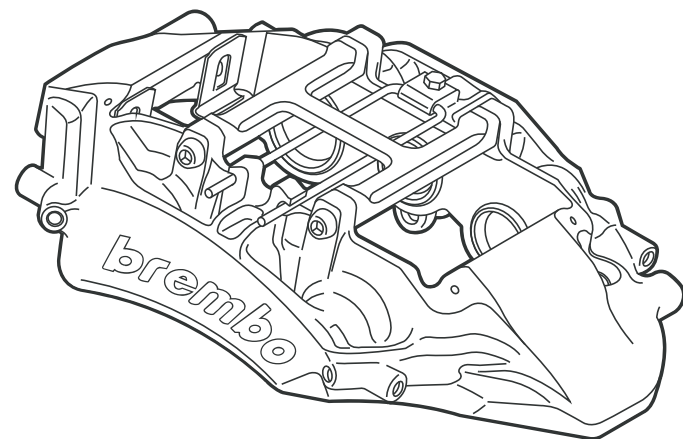
CARBON FIBER
430 HOLES
TEMP. USE RANGE 0°C **350/800°C** 1000°C
CONSUMPTION (mm) 3-4



CARBON FIBER
1400 HOLES
TEMP. USE RANGE 0°C **300/1000°C** 1000°C
CONSUMPTION (mm) >1

BRAKING IN LE MANS

GT



TPOLOGY Front billet monobloc with 6 pistons and rear with 4 pistons

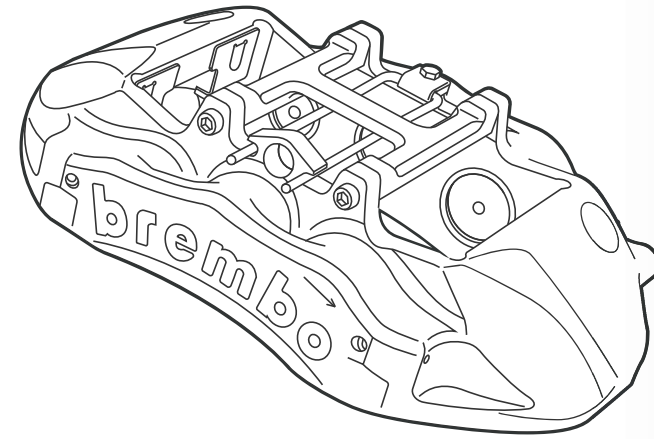
MATERIAL Avional

WEIGHT 2.5 Kg

SPECIAL FINISH Oxidate surface

STD. TEMPERATURE 0°C 140°C 200°C

LMP2



TPOLOGY Front billet monobloc with 6 pistons and rear with 4 pistons

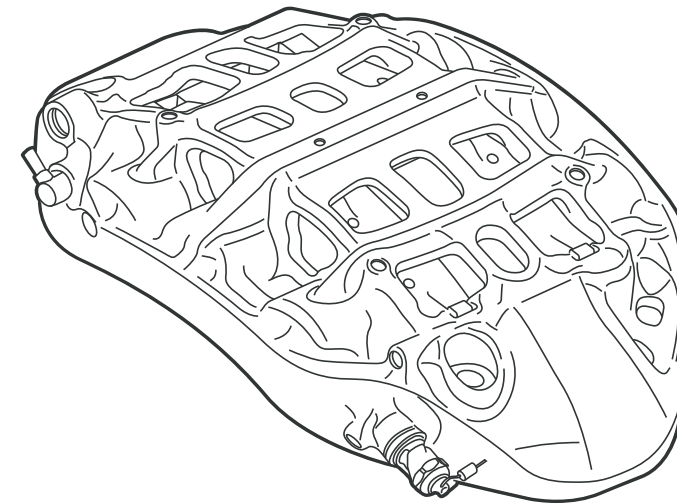
MATERIAL Avional

WEIGHT 2.9 Kg

SPECIAL FINISH Oxidate surface

STD. TEMPERATURE 0°C 140°C 200°C

LMP1



TPOLOGY Front billet monobloc with 6 pistons and rear with 4 pistons

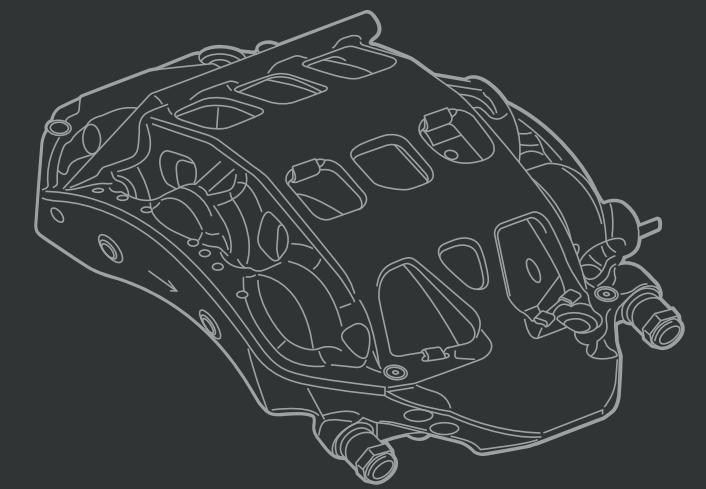
MATERIAL ALi

WEIGHT 1.7 Kg

SPECIAL FINISH Nickel coating

STD. TEMPERATURE 0°C 100°C 200°C

FORMULA 1



TPOLOGY Front billet monobloc with 6 pistons and rear with 4 pistons

MATERIAL ALi

WEIGHT 1.5 Kg

SPECIAL FINISH Nickel coating

STD. TEMPERATURE 0°C 200°C