



## PRESS RELEASE

Stezzano, 4<sup>th</sup> March 2019

### **BREMBO BRAKES FOR THE 2019 MOTOGP WORLD CHAMPIONSHIP: ALL THE TRENDS FOR THE BRAKING COMPONENTS OF THE PREMIER BIKE RACING SERIES**

**Brembo brakes on 100% of the MotoGP bikes for the 2019 season too, but each rider with a personalized approach**

For the fourth consecutive season, all of the 22 MotoGP riders have decided to choose the high performance, reliability and safety guaranteed by Brembo components: brake calipers, discs, brake master cylinders, friction master cylinders and pads.

Since the introduction of the MotoGP series - in 2002 - all the 296 GPs have been won by motorcycles equipped with Brembo brakes. The winning series in the premier class is however longer, since 1995 all the GPs have been won by bikes equipped with Brembo brakes.

As a world leader in the production of braking systems, Brembo continues to invest in R&D, in order to guarantee maximum performances, optimization feel and absolute stopping power to the riders. In addition, Brembo is focused on satisfying the requirements of the different teams, offering an increase in braking solutions and extensive customization, deriving from the specific desires of the riders.

For the 2019 season, a wide range of technical solutions will allow Brembo to guarantee each one of them the possibility to customize the braking system based on driving style, track features and race strategy.

Brembo engineers, who work closely with the teams, don't expect many changes in braking behaviour compared to last season. With numerous options related to **brake discs, brake master cylinders and wheels, Brembo offer a specific solution for each rider and for each circuit.**

#### **8 solutions of carbon brake discs**

The majority of riders should choose discs with a diameter of 340 mm, dividing between High Mass and Standard (low mass). Some teams instead, will continue to use Standard and High Mass discs with 320 mm diameter.

Furthermore, for each format of brake disc and pad, two different carbon compounds are available differing for initial brake bite and resistance to high temperatures.

Overall, riders have 8 different options available when choosing brake discs: 4 disc geometries and each disc geometry has 2 material specifications (High Mass and Standard Mass).

More and more riders will renounce to steel discs even with rainfalls.

Carbon ensures a triple advantage: a reduction of unsprung mass, an identical friction coefficient from the start to the finish line and an absence of residual torque issues that can come from the use of steel discs.



## **Types of thumb master cylinder systems**

The types of brake master cylinders available for the teams differ in terms of wheelbase, in order to adapt both the race and the “reactivity” of the control as a function of the rider’s feeling. In addition, each motorcycle features the remote adjuster, used by the rider’s left hand to vary the position of the brake lever even while lapping the circuit.

According to Brembo, more than one-third of MotoGP riders, regularly use the thumb master cylinder. This technical solution, introduced by Brembo in the 90’s to support Mick Doohan, allows the activation of the rear brake by pressing a special lever placed on the left semi-handlebar and actuated by the riders thumb.

Two variants of the thumb master cylinder systems are in use for the 2019 season: the most widespread features a unique circuit of thumb master cylinder and pedal, using a rear two-piston caliper. Instead, the alternative, features two separate circuits, each of which acts on two of the four pistons of the rear caliper. In the first option a system excludes the other, in the second they can act simultaneously.

Starting from 2019, the teams can also use a variant of the classic thumb pump, which is called push & pull pump. This new design is optimized to guarantee the maximum efficiency, it has a dual function and can be operated both by the thumb or index, depending on the rider’s preference. The use of this pump with the index requires it to be mounted on the lever with a rotation of 180° compared to the use of the thumb: this increases the modulation and the grip on the lever during deceleration.

## **Marchesini wheels with the new 5-spoke wheel**

Once again, in 2019 Marchesini forged magnesium wheels will be used by the majority of the riders competing in MotoGP, with 7 teams out of 11. Marchesini wheels are at Y 5-spoke or 7-spoke for the front and at 7-spoke for the rear. The Marchesini wheels, a brand of Brembo Group, ensure weight savings for the motorcycles, favouring acceleration and handling while changing direction and during the most critical phases: in entry curve with pulled brakes, in cornering at high rolling angles (up to 60°) and in curve exit with open gas inclined motorbike.

## **Brembo SpA**

Brembo SpA is the world leader and acknowledged innovator of disc brake technology for automotive vehicles. Brembo supplies high performance brake systems for the most important manufacturers of cars, commercial vehicles and motorbikes worldwide, as well as clutches and other components for racing. Brembo is also a leader in the racing sector and has won more than 300 championships. Today the company operates in 15 countries on 3 continents, with 25 production and business sites, and a pool of over 9.800 employees, about 10% of whom are engineers and product specialists active in the R&D. Brembo is the owner of the Brembo, Breco, AP, Bybre, and Marchesini brands and operates through the AP Racing brand.

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