



2015 JAPANESE GRAND PRIX

From The FIA Formula One Race Director
To All Teams, All Officials

Document 2
Date 24 September 2015
Time 08:30

Title Event Notes

Description Event Notes

Enclosed Event Notes 24-09-2015.pdf

Charlie Whiting

The FIA Formula One Race Director



2015 JAPANESE GRAND PRIX

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To	Formula One Team Managers	Date	24 September 2015
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EVENT NOTES

24 SEPTEMBER 2015

1) Issues arising from the Singapore Grand Prix

2) Changes to the circuit

- 2.1 "U" drains have been installed on the edges of the track in a number of places, most changes have been made in turns 1, 3, 6, 7, 13 and 18.
- 2.2 The structures holding advertising signs on the left and right between turns 11 and 13 have been removed and any signs required will now be made of lightweight materials.

3) Pit lane map

- 3.1 Safety Car lines.
- 3.2 The location of the pit entry and the pit exit.
- 3.3 Designated garage areas.
- 3.4 Safety Car position for first lap and rest of race.
- 3.5 Blue flag marshal.
- 3.6 Safety Car "arrow man".

4) Weighing and weighing platform

- 4.1 The weighing platform will be open between the following times, each visit should last no more than 10 minutes unless no other team is waiting in the pit lane :
 - a) From 09.00 Thursday until 14.30 on Saturday (between 13.00 and 14.30 each visit will be restricted to five minutes).

- b) From when the cars are returned to the teams after qualifying until 19.30 on Saturday.
- c) From 09.00 until 13.00 on Sunday.

Any team found to be abusing the time limits set out above, which we will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

5) Practice starts

- 5.1 Practice starts during sessions may only be carried out on the right at the pit exit before the end of the pit wall. Drivers must leave adequate room on their left for another driver to pass
- 5.2 During the time that the pit exit is open for reconnaissance laps (13.30-13.45 on Sunday) practice starts may be carried out either, where they were done during practice or, on the track after the pit exit but before the point at which the grass verge starts after the old medical centre. In both cases drivers must leave adequate room on their left for another car to pass.

During this time any driver passing a car which has stopped to carry out a practice start on the track may cross the white line that is referred to in 6.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.

- 5.3 Reminder about Article 38.1 :

"All drivers going to the pit exit at this time must do so at a constant speed and with constant throttle. This applies over the whole of the pit lane whether a driver is going to the pit exit from his garage or travelling through the pit lane between reconnaissance laps."

This paragraph prohibits practice starts and burn outs during these times. In order to ensure that this requirement is respected cars leaving the pit lane at this time may only do so directly from their garage, not from their pit stop position.

- 5.4 For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason.

6) Lines at the pit entry and pit exit

- 6.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the white line at the pit exit when leaving the pits, no part of any car leaving the pits may cross this line.
- 6.2 For safety reasons drivers must stay to the right of the bollard on the left in the pit entry.
- 6.3 The dotted white line across the pit exit is the track edge.

7) DRS

- 7.1 DRS will be globally disabled if panels 1, 2 or 20 are displaying yellow.
- 7.2 Detection will be automatically disabled if light panels 18 or 19 are displaying yellow.
- 7.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS must not be used if panels 18 or 19 are displaying yellow.

8) Light panels

- 8.1 The FIA light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

9) Drivers leaving their pit stop position in the pit lane

9.1 For safety reasons, no car should be driven from its pit stop position at any time unless :

- a) It has first been driven into the pit stop position having just entered the pit lane from the track, and ;
- b) It is then driven immediately back onto the track from the pit stop position.

10) Fire extinguishers around the circuit

10.1 Indicated by small fluorescent orange boards on the debris fences.

11) Places to remove cars from the track

11.1 Indicated by fluorescent orange panels on the walls or guardrails.

12) Drivers who stop on the track being brought back to the pits

12.1 See the attached map.

13) Removing cars from the grid

13.1 Via the pit exit or through the gate in the pit wall beside grid position 5.

14) Car number boards for the start

14.1 On the driver's right.

15) Post race parc fermé

15.1 All cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.

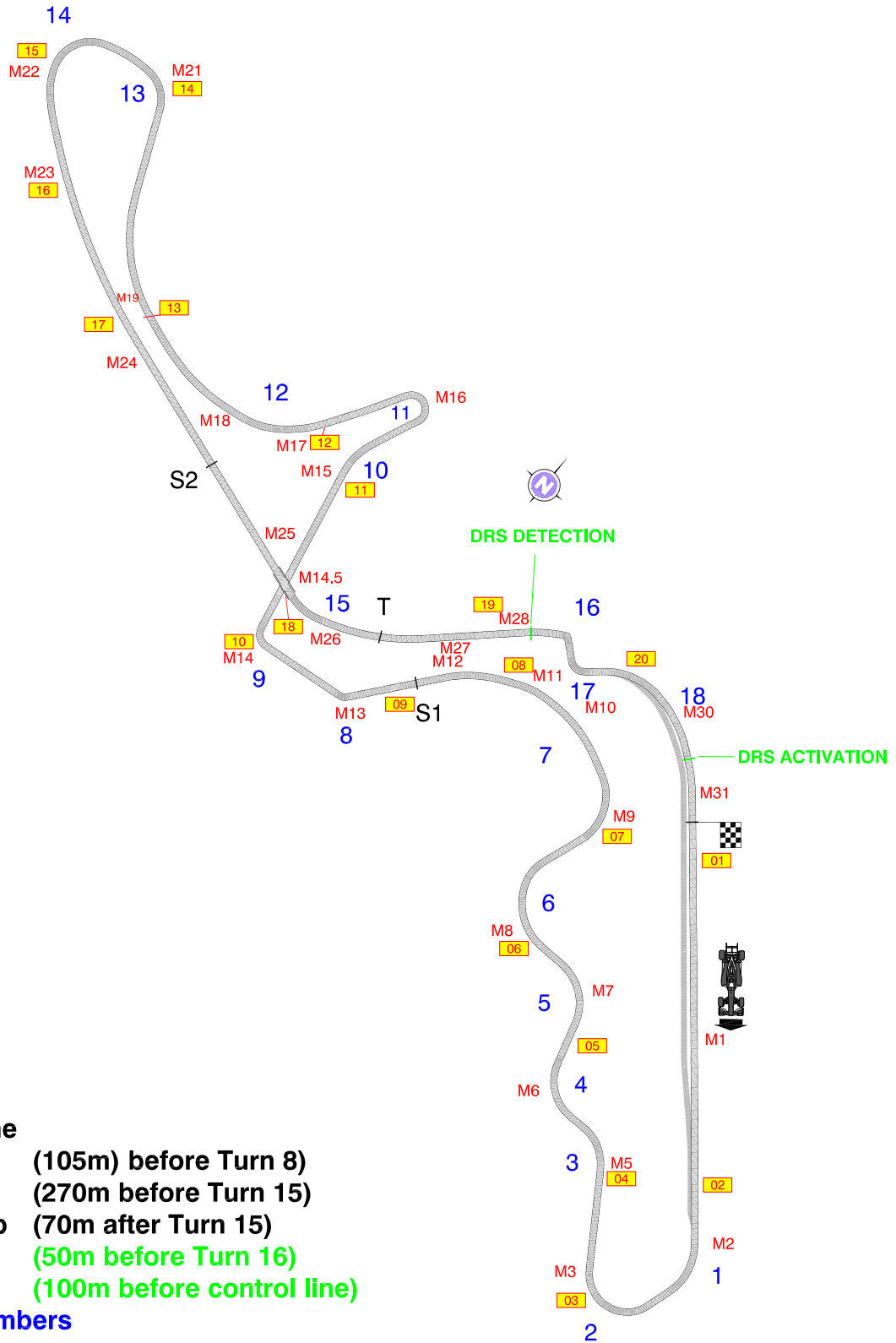
16) Any other business




16.1



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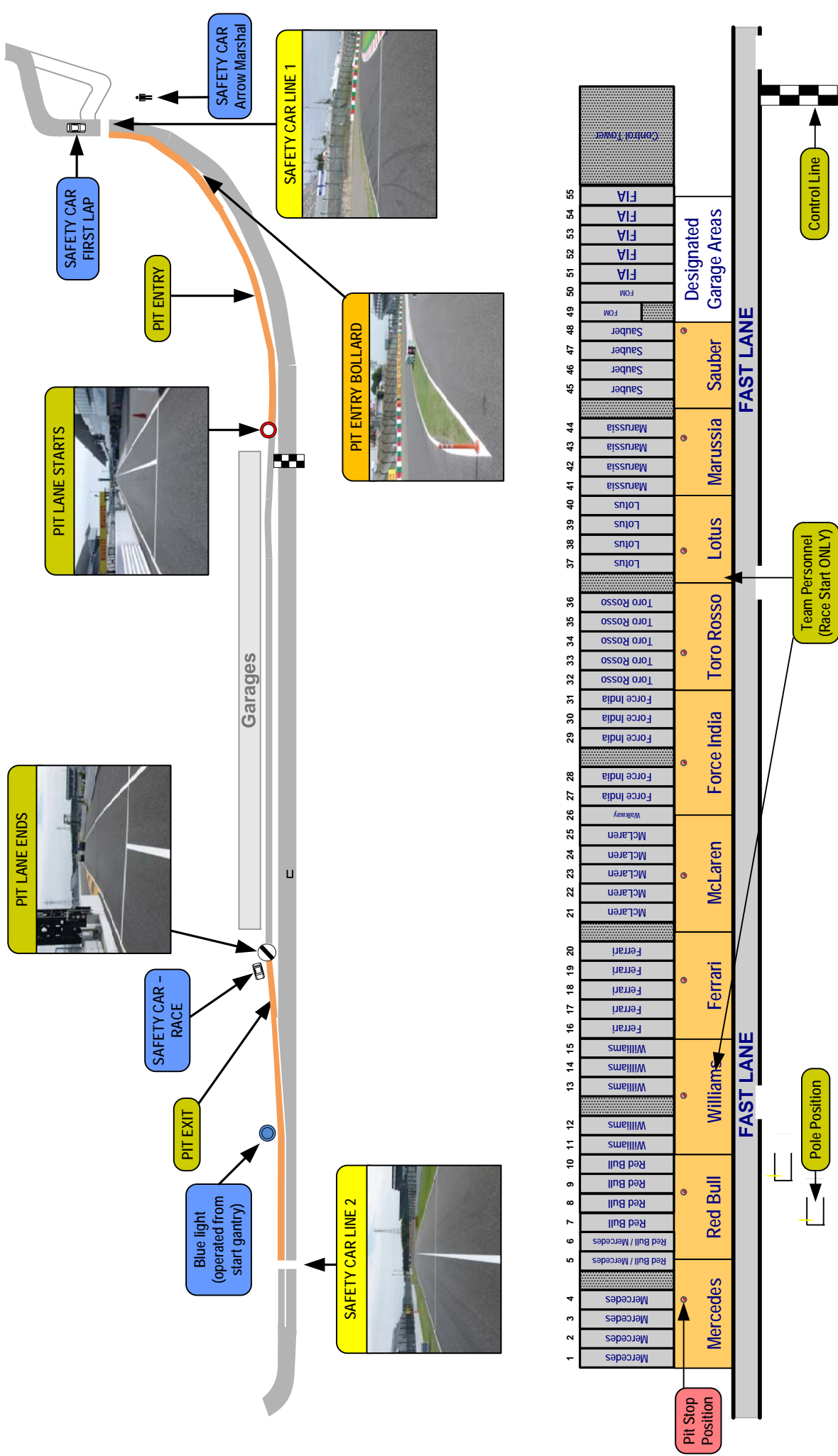
Circuit Map



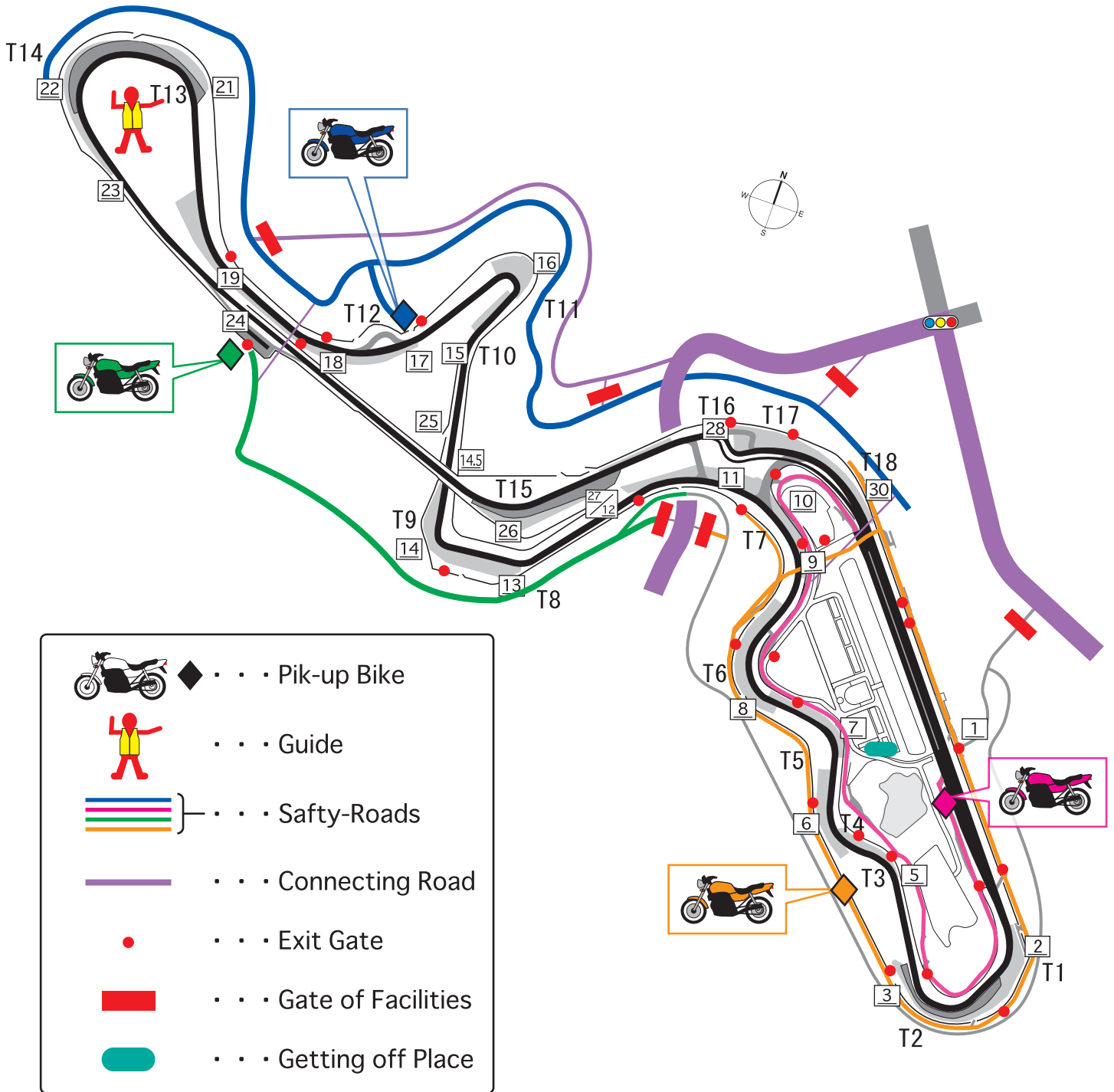
-  **Start Line**
-  **Control Line**
- S1 Sector 1 (105m) before Turn 8)**
- S2 Sector 2 (270m) before Turn 15)**
- T Speed Trap (70m) after Turn 15)**
- DRS Detection (50m) before Turn 16)**
- DRS Activation (100m) before control line)**
- 15 Corner Numbers**
- M22 Marshal Post**
-  **FIA Marshal Light Number & Location**

Circuit Centreline Length = 5.807 km

2015 FORMULA 1 JAPANESE GRAND PRIX - Suzuka



Pick-up Services



Circuit Centreline Length=5.807km