



## 2017 CHINESE GRAND PRIX

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	2
<b>To</b>	All Teams, All Officials	<b>Date</b>	06 April 2017
		<b>Time</b>	09:00

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<b>Title</b>	Event Notes
<b>Description</b>	Event Notes
<b>Enclosed</b>	2017-04-06 Event Notes.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



## 2017 CHINESE GRAND PRIX

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### EVENT NOTES

**6 APRIL 2017**

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**1) Matters arising from the Australian Grand Prix**

**2) Changes to the circuit**

- 2.1 The track has been resurfaced across the start line to remove the bump that had developed there.
- 2.2 Additional tyres have been installed in parts of the barriers at turns 1 and 8.
- 2.3 The areas of badly worn grass between the track and the asphalt run-off areas around turn 2 have been laid with Grass-Crete.
- 2.4 Additional "combination" kerb elements have been installed behind the existing kerbs on the apex of turns 2, 3 and 12. These new elements are 50mm higher than the existing kerbs and be approximately 3m long and 1m wide.

**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 at the pit exit.

**4) Pirelli Event Preview**

- 4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.

## **5) Weighing and weighing platform**

5.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 10 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane :

- a) From 10.30 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.

## **6) Red zones for photographers in the pit lane during sessions**

6.1 See the attached drawing.

## **7) Practice starts**

7.1 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.

7.2 Reminder about Article 36.1 :

*"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, bite point checks 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.

7.3 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 (a practice start is not considered a justifiable reason).

## **8) Lines, bollards and flags at the pit entry and pit exit**

8.1 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.

8.2 For safety reasons drivers must keep to the right of the bollard at the pit entry.

8.3 The dotted white line across the pit exit is the track edge.

8.4 If there is a yellow flag waved on the driver's right at the beginning of the pit entry it will be warning of an incident around the corner of the pit entry. This flag is not intended for drivers staying on the track and competing a lap.

## **9) DRS**

9.1 DRS will be globally disabled if panels 1, 16, 17, 19 or 20 are displaying yellow.

9.2 Detection will be automatically disabled if the light panels below are displaying yellow :

**Zone 1** : Panels 13, 14 or 15.

**Zone 2** : Panel 18.

9.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS should not be used in the relevant zone if panels 13, 14, 15 or 18 are displaying yellow.

#### **10) Observing yellow flags during free practice and qualifying**

10.1 Double waved : Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).

10.2 Single waved : Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

#### **11) Track light panels**

11.1 The FIA track 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.

#### **12) VSC test after P1**

12.1 There will be a test of the VSC procedure at the end of P1. The procedure will be as follows :

- i) All cars on the track when the session finishes may complete another lap and cross the Line on the track for a second (or a third) time.
- ii) As soon as the last car on track has taken the chequered flag all the light panels will display "VSC" and drivers should then maintain a positive "delta" at least once in each marshalling sector.
- iii) All cars should continue on the track for a second lap.
- iv) One car will be selected to drive through the pit lane and re-join the track, the team will be informed over the intercom that their driver has been selected for this procedure.
- v) Once all cars have completed a lap under VSC conditions a message will appear on the official messaging system, and the car dash display, saying "VSC ENDING". Between 10 and 15 seconds after this message all light panels will change to green and all cars should enter the pit lane. If a drivers enter the pit lane before the "VSC ENDING" message they should also have a positive "delta" at the SC1 line.

#### **13) Drivers leaving their pit stop position in the pit lane**

13.1 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.

**14) Fire extinguishers around the circuit**

14.1 Indicated by small fluorescent orange boards.

**15) Places to remove cars from the track**

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

**16) Support races**

16.1 Teams are asked to keep their barriers no more than five metres from the garages during the support race sessions and races.

**17) In laps and reconnaissance laps**

17.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the first day of practice.

**18) Post qualifying parc fermé**

18.1 The cameras should be installed and operated in the same way as 2016.

**19) Operational personnel curfew**

19.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately before the entry turnstiles at the appropriate times.

**21) Removing cars from the grid**

21.1 Two gates in the pit wall, beside grid positions 5 and 18.

**22) Car number light panels for the start**

22.1 On the driver's right.

**23) Track light panels displaying pit entry status**

23.1 The light panels indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.

23.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

**24) Use of the intercom after the race**

24.1 As in the past we would be very grateful if your pit wall intercom could be manned for a period of five minutes after the last car able to do so has crossed the Line to finish the race.

**25) Lapping during the race**

25.1 The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.0s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

**26) Post race parc fermé**

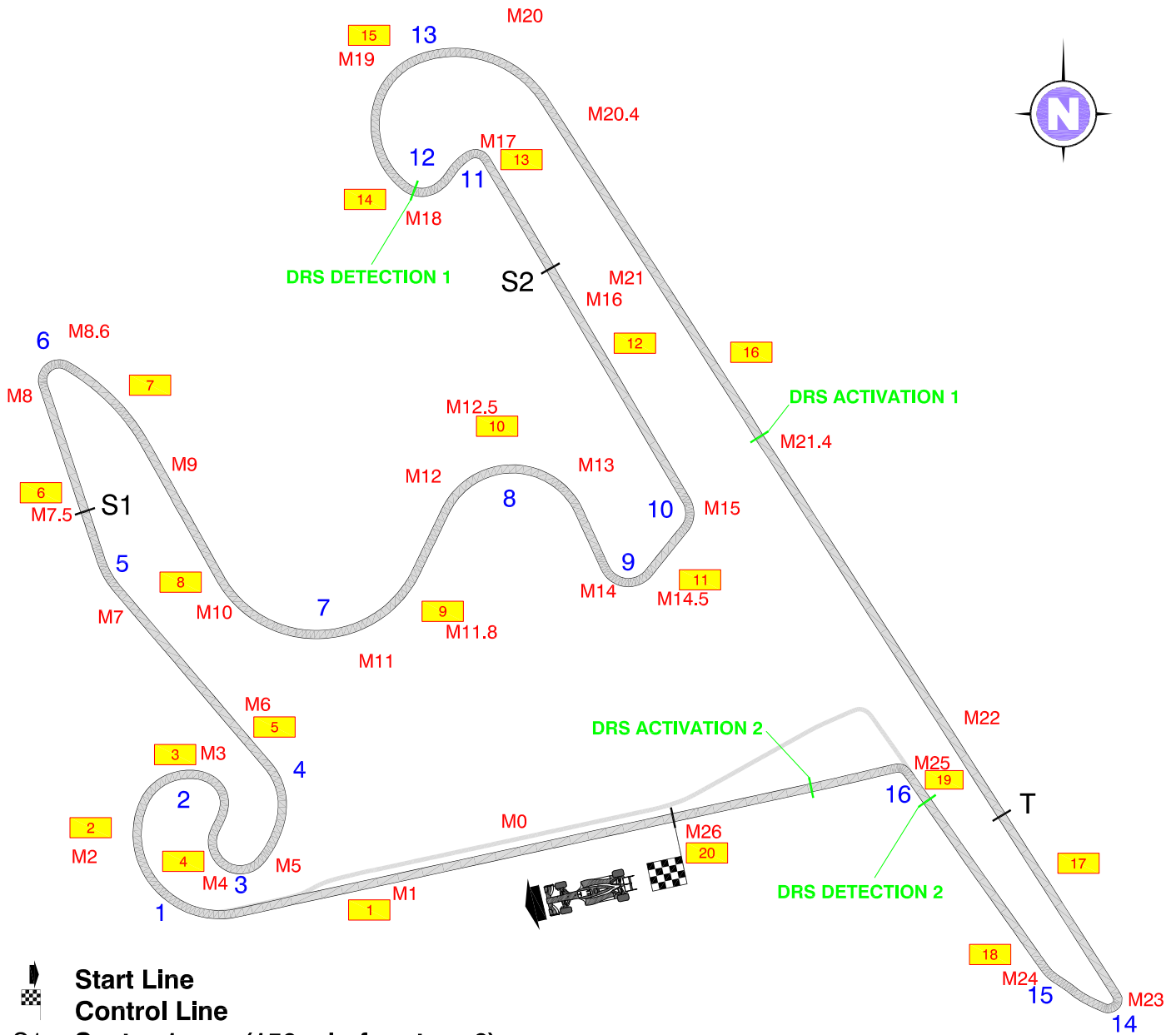
26.1 All cars must enter the pit lane and proceed directly to the weighing area.




**27) Any other business**



Charlie Whiting  
FIA Formula One Race Director

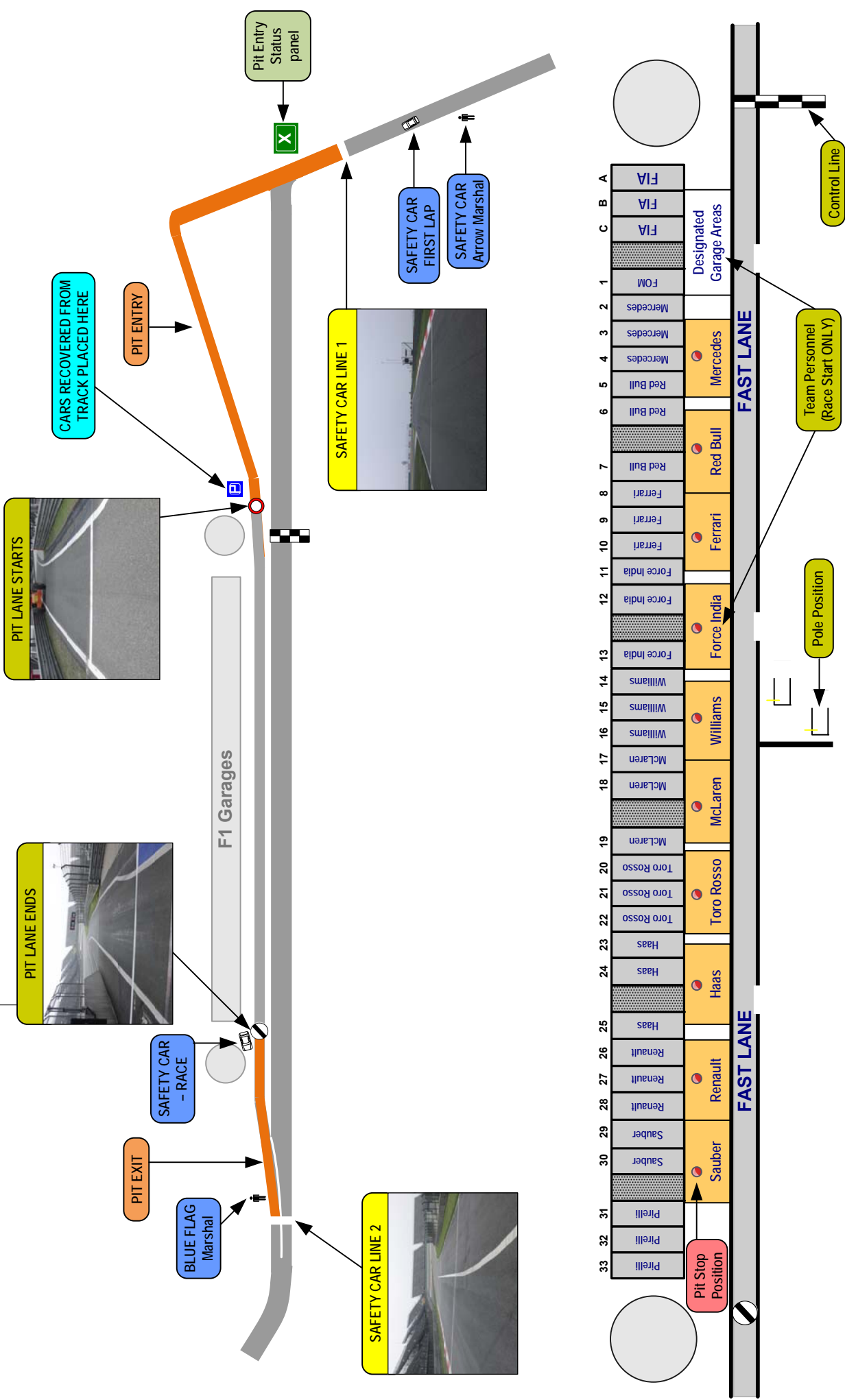
**Circuit Map**



-  **Start Line**
-  **Control Line**
- S1 **Sector 1** (150m before turn 6)
- S2 **Sector 2** (143m before turn 11)
- T **Speed Trap** (240m before turn 14)
- DRS Detection 1** (on turn 12)
- DRS Activation 1** (450m after turn 13)
- DRS Detection 2** (35m before turn 16)
- DRS Activation 2** (98m after turn 16)
- 15 **Corner Numbers**
- M22 **Marshal Post**
-  **FIA Marshal Light Number & Location**

**Circuit Centreline Length = 5.451 km**

**2017 FORMULA 1 HEINEKEN CHINESE GRAND PRIX - Shanghai**







**Chinese GP 07-09/04/2017**

	FL	FR	FR	RL
Medium	60M	62M	70M	72M
Soft	60S	62S	70S	72S
Supersoft	60X	62X	70X	72X
Intermediate	37I	38I	39I	40I
XWet	X46	X47	X48	X49

Mandatory race tyres
Medium
Soft
Q3 tyre
Supersoft

**MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER**

	Front (psi)	Rear (psi)
Slicks	21	20,5
Intermediates	19	18,5
XWet	18	17,5

FE EOS Camber limit

-3,50 °

RE EOS Camber limit

-2,00 °

FE Blistering sensitivity

LOW



RE Blistering sensitivity

LOW

**TYRE HEATING STRATEGY**

Storage temperature: <b>60°C</b>	Optimum time in blanket (@80°): <b>2h</b>
<b>SLICKS</b>	
Maximum boost temperature <b>1h @ 110°C</b>	Blanket time window (@80°): <b>1h to 3 h</b>

Storage temperature: <b>40°C</b>	Optimum time in blanket (@60°): <b>1h</b>
<b>INTERS</b>	
Maximum boost temperature <b>30min @ 80°C</b>	Blanket time window (@60°): <b>30 min to 2 h</b>

Storage temperature: <b>40°C</b>	Optimum time in blanket (@60°): <b>1h</b>
<b>XWET</b>	
NO BOOST	Blanket time window (@60°): <b>30 min to 2 h</b>

**GENERAL NOTES**

Teams are kindly reminded that the parameters will be subjected to FIA checks during the event:

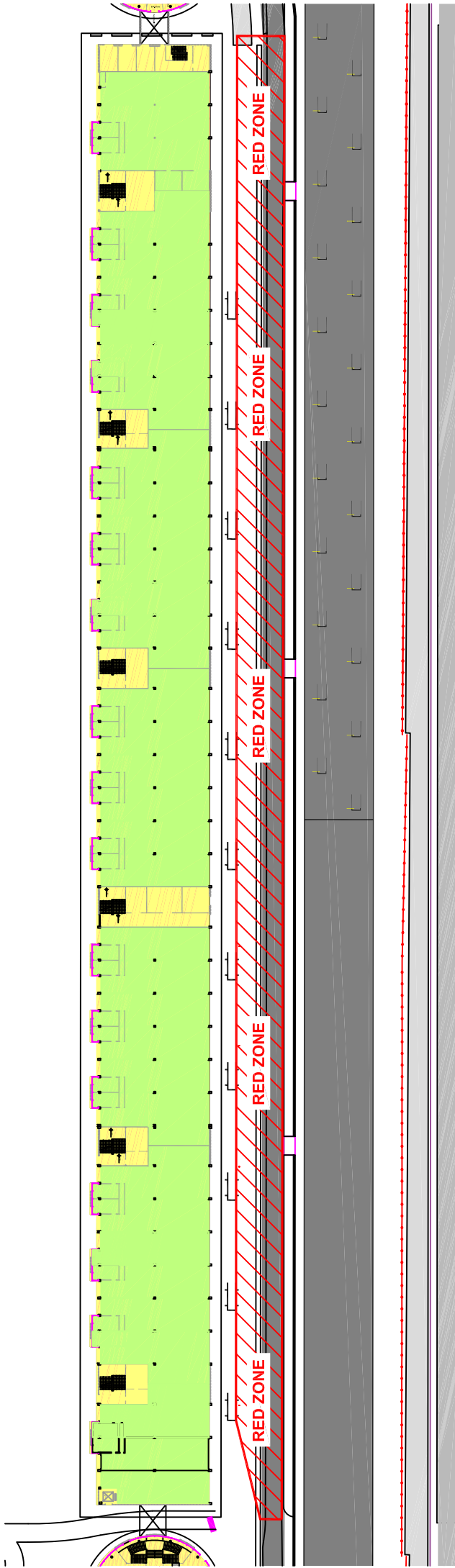
- Starting pressure
- Camber at maximum speed
- Maximum blanket temperature
- Tyre swapping

**Tyre Notes**

- Not permitted to switch tyres from their originally allocated position
- Do not subject tyres to large deformation or heavy impact
- Don't leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission
- Revised prescriptions could be issued during the race weekend in accordance with TD/007-16

Storage Temp °C is the recommended temperature the tyre can stay in blankets without time limit. All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.

SIDEWALLS HEATING CLARIFICATION, ALL PRODUCTS: you are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above



 PHOTOGRAPHERS EXCLUSION  
RED ZONE

## 2017 FORMULA 1 HEINEKEN CHINESE GRAND PRIX - Shanghai

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