



2017 JAPANESE GRAND PRIX

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	05 October 2017
		Time	08:30

Title Event Notes

Description Event Notes

Enclosed 2017_10_05_JAPANESE_GP_EVENT_NOTES.pdf

Charlie Whiting

The FIA Formula One Race Director



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EVENT NOTES

5 OCTOBER 2017

- 1) Issues arising from the Malaysian Grand Prix**
- 2) Changes to the circuit**
 - 2.1 Additional tyres, conveyor belts and tube inserts have been fitted to the existing tyre barriers in turns 1, 2, 4, 6, 9, 11 and 13.
 - 2.2 New double kerbs have been installed on the exit of turns 1 and 2 and the artificial grass has been replaced by asphalt.
- 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.
 - 3.6 Track light panels displaying pit entry status.
- 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 practice sessions

- 6.1 See the attached drawing.

7) Practice starts

- 7.1 During practice sessions :

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 During the time the pit exit is open for reconnaissance laps (13.30-13.40) :

Practice starts should only be carried out on the track after the pit exit, but before the point at which the grass verge starts after the old medical centre, 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 may cross the white line that is referred to in 8.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.

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 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 At all times :

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 or bollards 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 stay to the right of the bollard on the left in the pit entry.
- 8.3 The dotted white line across the pit exit is the track edge.

9) DRS

- 9.1 DRS will be globally disabled if panels 1, 2 or 20 are displaying yellow.
- 9.2 Detection will be automatically disabled if light panels 18 or 19 are displaying yellow.

9.3 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.

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 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) Drivers leaving their pit stop position in the pit lane

12.1 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.

13) Fire extinguishers around the circuit

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

14) Places to remove cars from the track

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

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

15.1 See the attached map.

16) In laps and reconnaissance laps

16.1 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.

17) Post qualifying parc fermé

17.1 The cameras should be installed and operated in the same way as usual.

18) Operational personnel curfew

18.1 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.

19) Removing cars from the grid

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

20) Car number light panels for the start

20.1 On the driver's right.

21) Track light panel displaying pit entry status

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

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

22) Lapping during the race

22.1 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 1.2s 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.

23) Post race parc fermé

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

24) Any other business



Charlie Whiting
FIA Formula One Race Director



Japanese GP 06-08/10/2017 (17R16SUZ)

Compound	FL	FR	RL	RR
MEDIUM	60M	62M	70M	72M
SOFT	60S	62S	70S	72S
SUPERSOFT	60X	62X	70X	72X
INTERMEDIATE	37I	38I	39I	40I
WET (base)	37R	38R	39R	40R

Mandatory race tyres

MEDIUM
SOFT

Q3 tyre

SUPERSOFT

Cross-Over time WET > 119% > INT > 113% > DRY

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	22.5	20.5
Intermediate	20.5	19.5
Wet	19.5	18.5

FE EOS Camber limit

-3.00 °

RE EOS Camber limit

-1.75 °

FE Blistering sensitivity

High



RE Blistering sensitivity

High

TYRE HEATING STRATEGY

Storage temperature: 60°C SLICKS Maximum boost temperature 1h @ 110°C	Optimum time in blanket (@80°): 2h Blanket time window (@80°): 1h to 3h	Storage temperature: 40°C INTER Maximum boost temperature 30min @ 80°C	Optimum time in blanket (@60°): 1h Blanket time window (@60°): 30 min to 2h
Storage temperature: 40°C WET NO BOOST		Optimum time in blanket (@60°): 1h Blanket time window (@60°): 30 min to 2h	

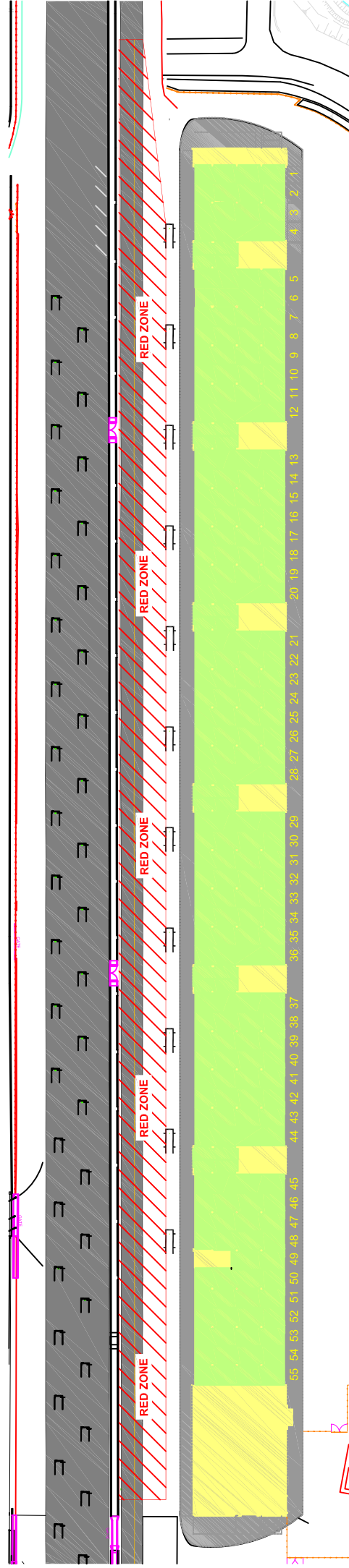
GENERAL NOTES

Teams are kindly reminded that the following 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.
 - Do not 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.

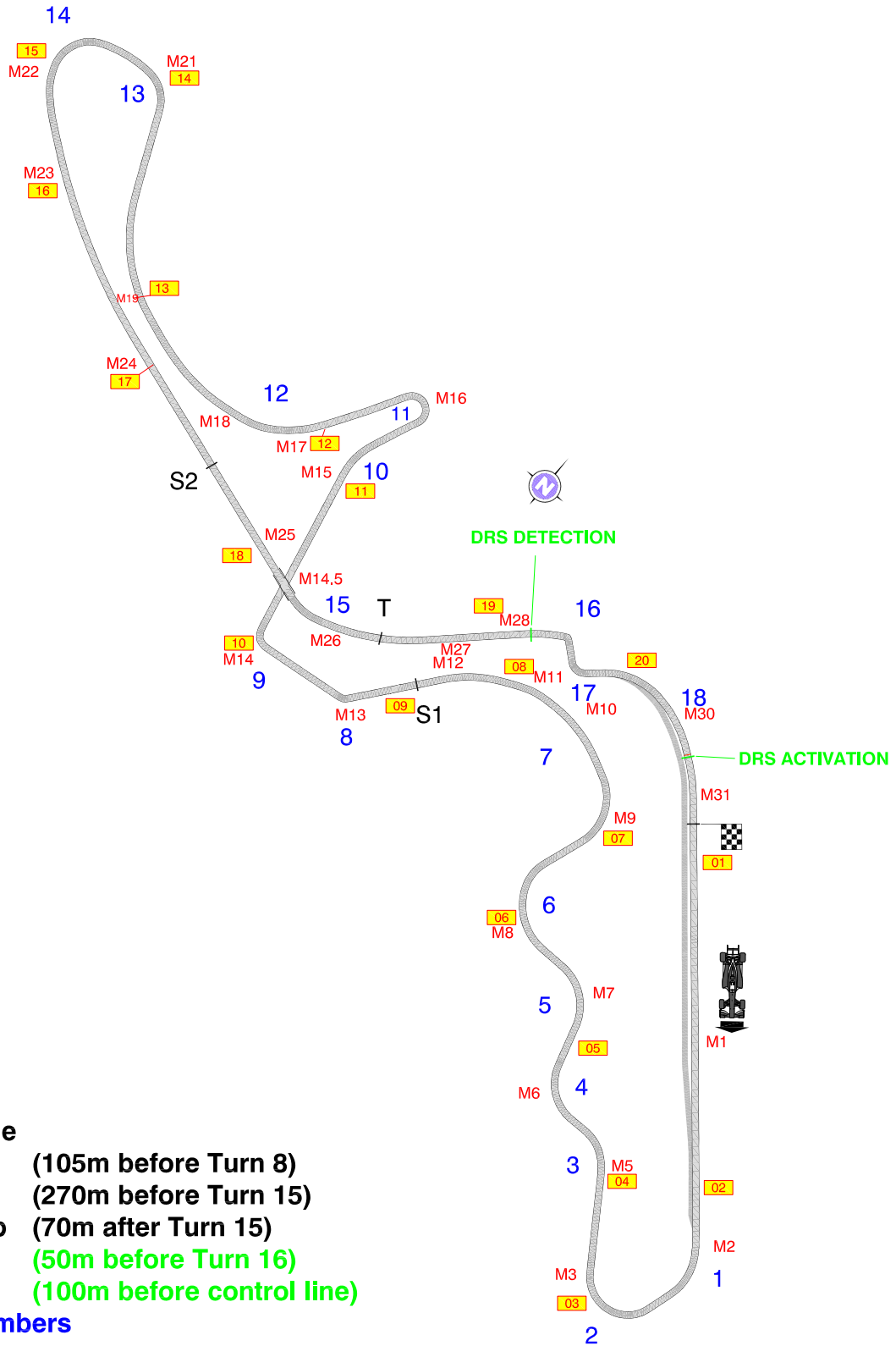





**PHOTOGRAPHERS EXCLUSION
RED ZONE**



2017 FORMULA 1 JAPANESE GRAND PRIX - Suzuka

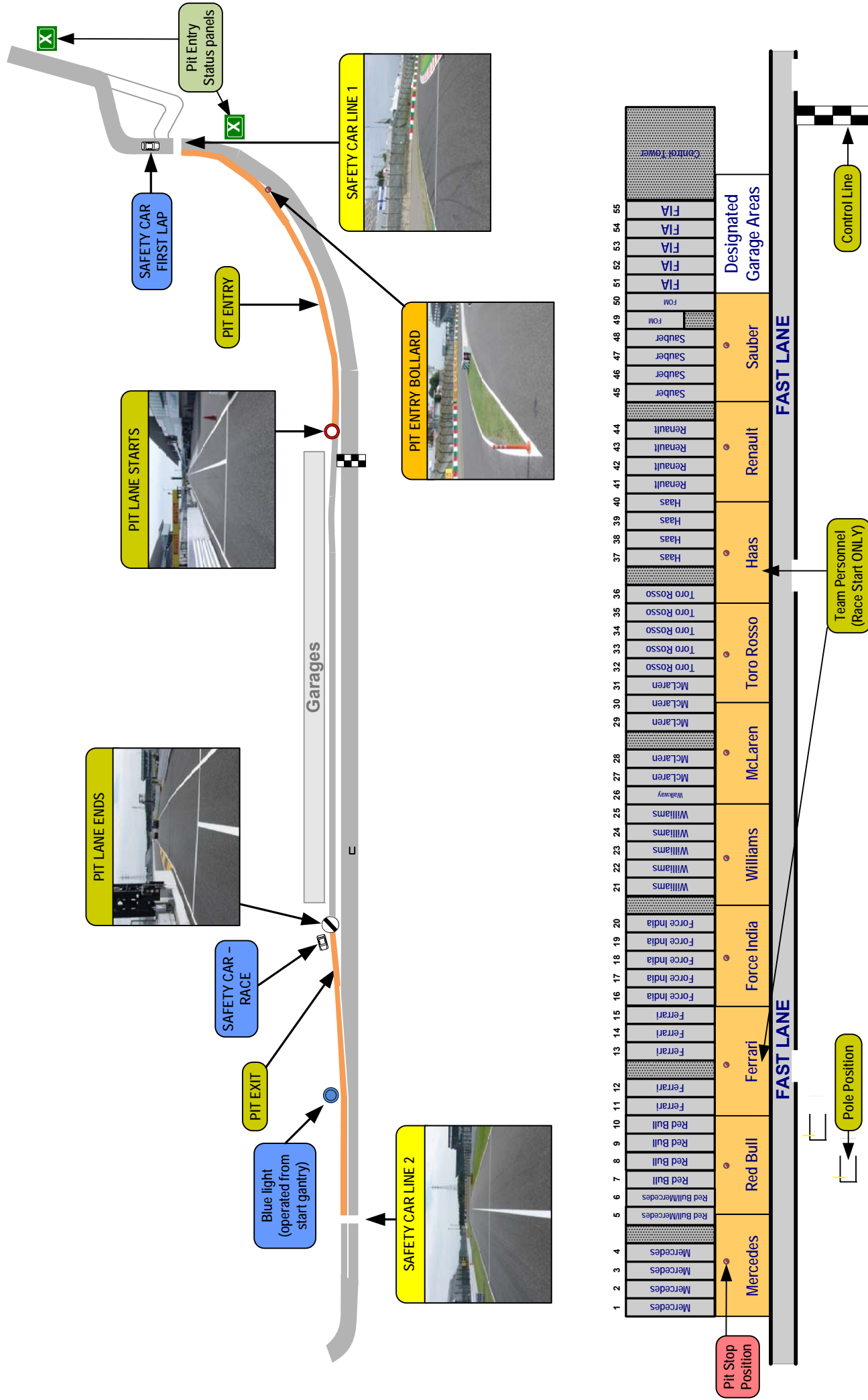
Circuit Map



-  **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**

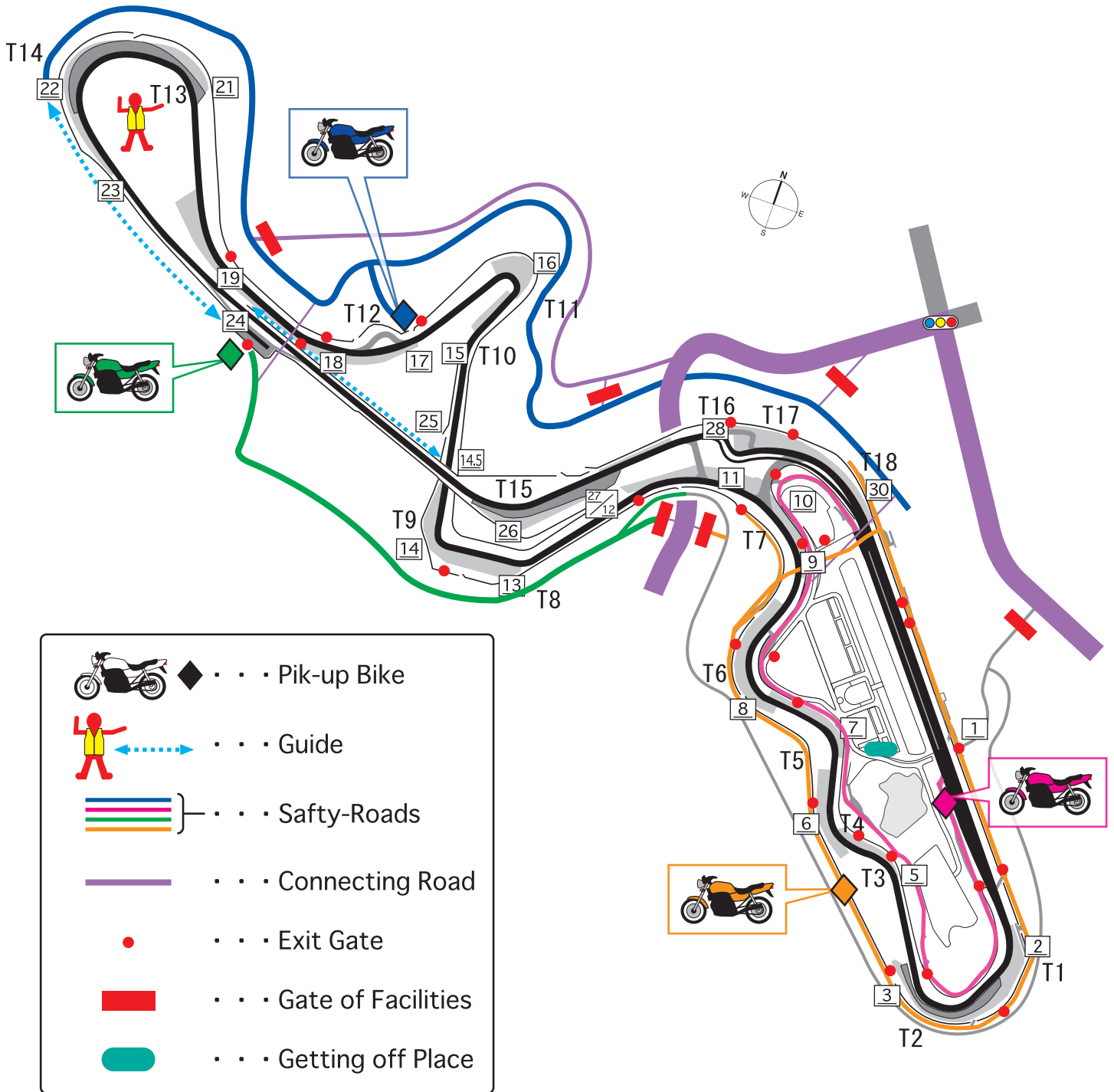
Circuit Centreline Length = 5.807 km

2017 FORMULA 1 JAPANESE GRAND PRIX - Suzuka



Position	Team	Team Personnel (Race Start ONLY)
1	Mercedes	
2	Mercedes	
3	Mercedes	
4	Mercedes	
5	Red Bull/Mercedes	
6	Red Bull/Mercedes	
7	Red Bull	
8	Red Bull	
9	Red Bull	
10	Red Bull	
11	Ferrari	
12	Ferrari	
13	Ferrari	
14	Ferrari	
15	Ferrari	
16	Force India	
17	Force India	
18	Force India	
19	Force India	
20	Force India	
21	Williams	
22	Williams	
23	Williams	
24	Williams	
25	Williams	
26	Williams	
27	McLaren	
28	McLaren	
29	McLaren	
30	McLaren	
31	McLaren	
32	Toro Rosso	
33	Toro Rosso	
34	Toro Rosso	
35	Toro Rosso	
36	Toro Rosso	
37	Haas	
38	Haas	
39	Haas	
40	Haas	
41	Renault	
42	Renault	
43	Renault	
44	Renault	
45	Sauber	
46	Sauber	
47	Sauber	
48	Sauber	
49	Sauber	
50	FOM	
51	FIA	
52	FIA	
53	FIA	
54	FIA	
55	Control Tower	

Pick-up Services



Circuit Centreline Length=5.807km