

2018 JAPANESE GRAND PRIX

04 - 07 October 2018

From The FIA Formula One Race Director

To All Teams, All Officials

Document 24

Date 06 October 2018

Time 18:15

Title Revised Event Notes

Description Revised Event Notes

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The FIA Formula One Race Director

2018 JAPANESE GRAND PRIX

4-7 OCTOBER 2018

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EVENT NOTES (v2)

6 OCTOBER 2018

1) Issues arising from the Russian 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 2, 5, 7, 8, and 15.
- 2.2 New double kerbs have been installed on the exit of turns 13 and 14 and the artificial grass has been replaced by asphalt.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 [The position of the blue light](#) 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 Between 10.00 and 13.00 on Thursday, and by prior arrangement with Jo Bauer, the weighing platform will be available for teams to use for private deflection checks.

5.2 The weighing platform will be available for general checks 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 13.00 on 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 to 10.00 and then from 12.15 to 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.

5.3 Cars should not be pushed to the weighing platform whilst any support race cars or personnel are in the pit lane.

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.

7.3 At all times :

Unless there are no cars behind also waiting to carry out a practice start, drivers should take no more than five seconds to prepare for their car for a practice start.

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 at the start of the pit entry.

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

9) Observing yellow flags during free practice and qualifying

9.1 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).

- 9.2 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.

10) Track light panels

- 10.1 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.

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

- 11.1 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.

12) Fire extinguishers around the circuit

- 12.1 Indicated by small fluorescent orange boards on the debris fences.

13) Places to remove cars from the track

- 13.1 Indicated by fluorescent orange panels on the walls or guardrails.

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

- 14.1 See the attached map.

15) In laps and reconnaissance laps

- 15.1 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.

We will inform you of the maximum time after the first day of practice.

16) Post qualifying parc fermé

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

17) Operational personnel curfew

- 17.1 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.

18) Removing cars from the grid

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

19) Car number light panels for the start

19.1 On the driver's right.

20) Track light panels displaying pit entry status

20.1 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.

20.2 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.

21) Lapping during the race

21.1 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.

22) Rolling starts

22.1 If a rolling start procedure is used as set out in Article 39.16 the race will be deemed to have started when the leading car crosses the Line after the safety car has returned to the pits.

For the avoidance of doubt, and with the exception of the permission given in Article 39.16, no driver may overtake until he reaches the Line, unless a car slows with an obvious problem.

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

24.1 Photographers in the pit lane during free practice sessions.

24.2 Fuel handing procedures.



Charlie Whiting
FIA Formula One Race Director

Grand Prix of Japan 05-07/10/2018 (18R17SUZ)

Compound	FL	FR	RL	RR	Mandatory race tyres
MEDIUM	M60	M62	M70	M72	MEDIUM
SOFT	S60	S62	S70	S72	SOFT
SUPERSOFT	X60	X62	X70	X72	
INTERMEDIATE BASE	I37	I38	I39	I40	Q3 tyre
WET BASE	R37	R38	R39	R40	SUPERSOFT

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	23.0	21.0
Intermediate	21.0	20.0
Wet	20.0	19.0

FE EOS Camber limit

-3.00 °

RE EOS Camber limit

-1.75 °

FE Blistering sensitivity

Medium

RE Blistering sensitivity

Medium



TYRE HEATING STRATEGY

Temperature 0 40 60 80 100 (°C)

Slicks	storage	max. 3h	max. 2h	(max. temp = 100°C)
Intermediate	storage	max. 2h	max. 30'	(max. temp = 80°C)
Wet	storage	max. 2h		(max. temp = 60°C)

(Time limits apply before the start of each session).

(Max. temperature for each product applies at all times during the event).

GENERAL NOTES

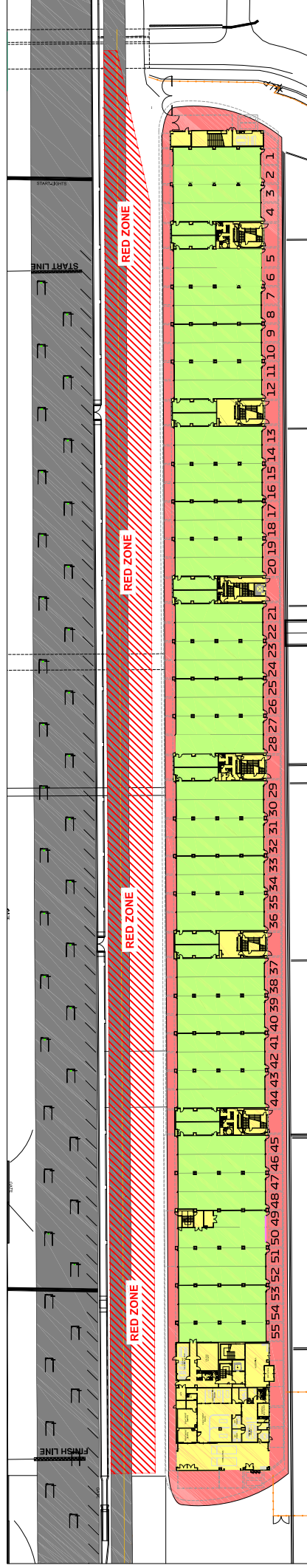
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- 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 temperature 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): Teams 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.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.

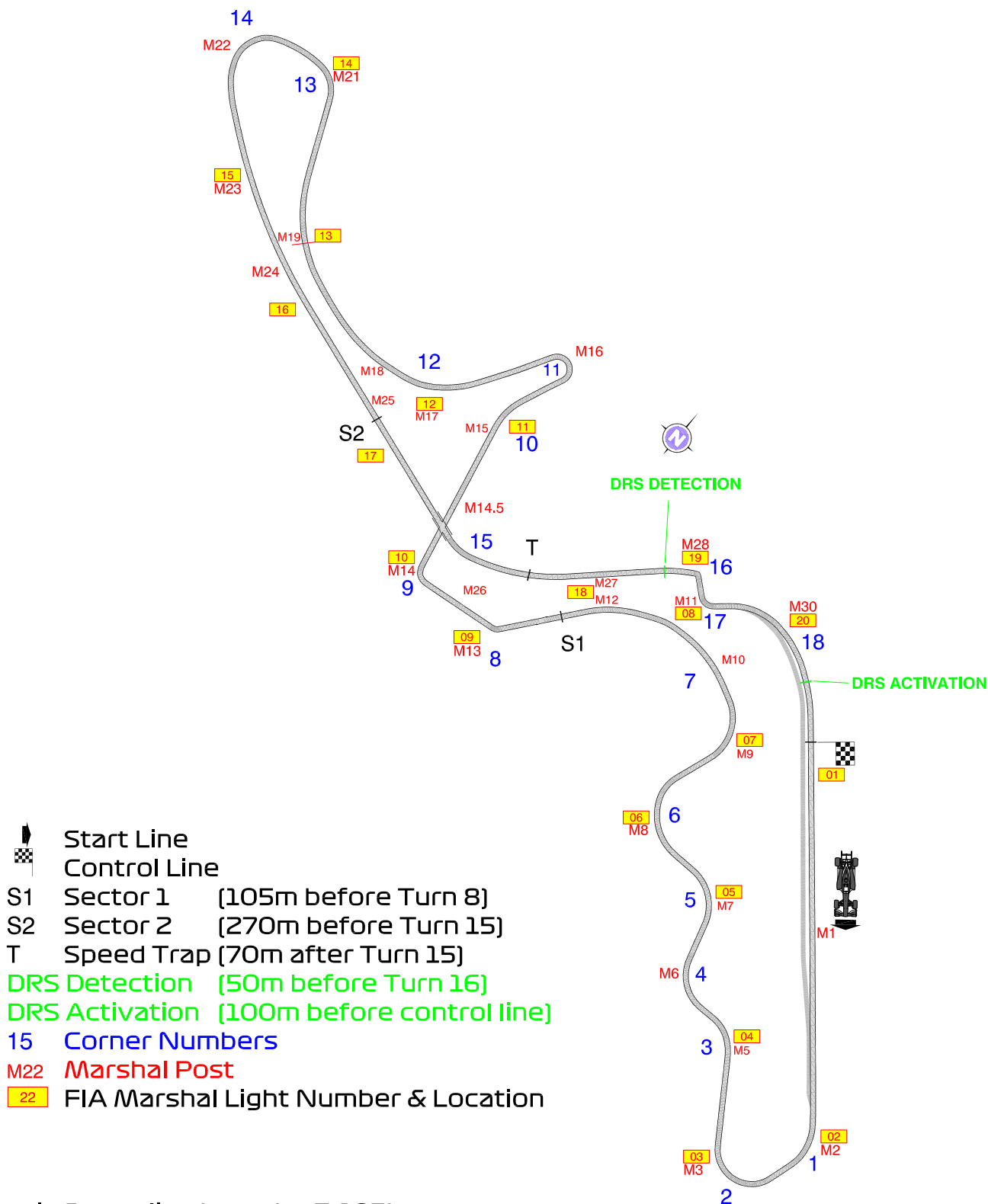


PHOTOGRAPHERS EXCLUSION RED ZONE

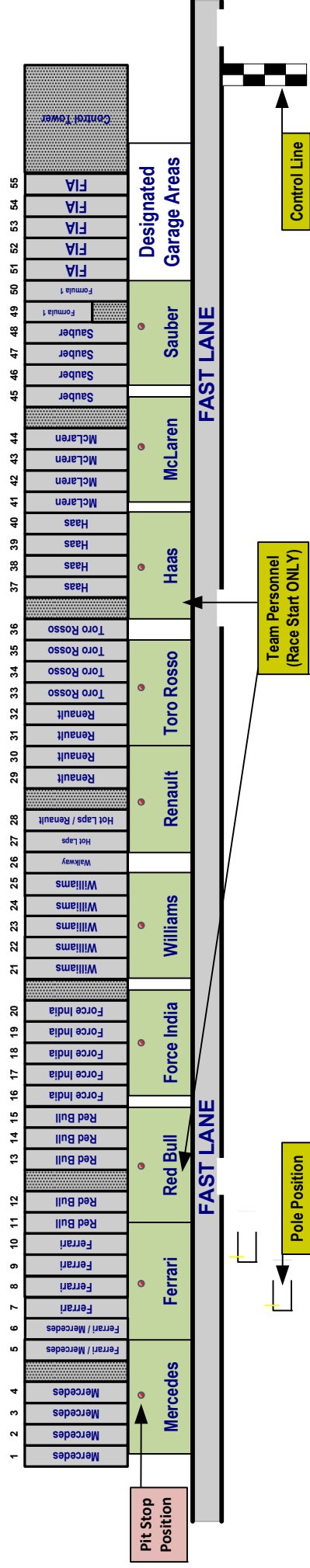
FORMULA 1 2018 HONDA JAPANESE GRAND PRIX - SUZUKA

FORMULA 1 2018 HONDA JAPANESE GRAND PRIX - Suzuka

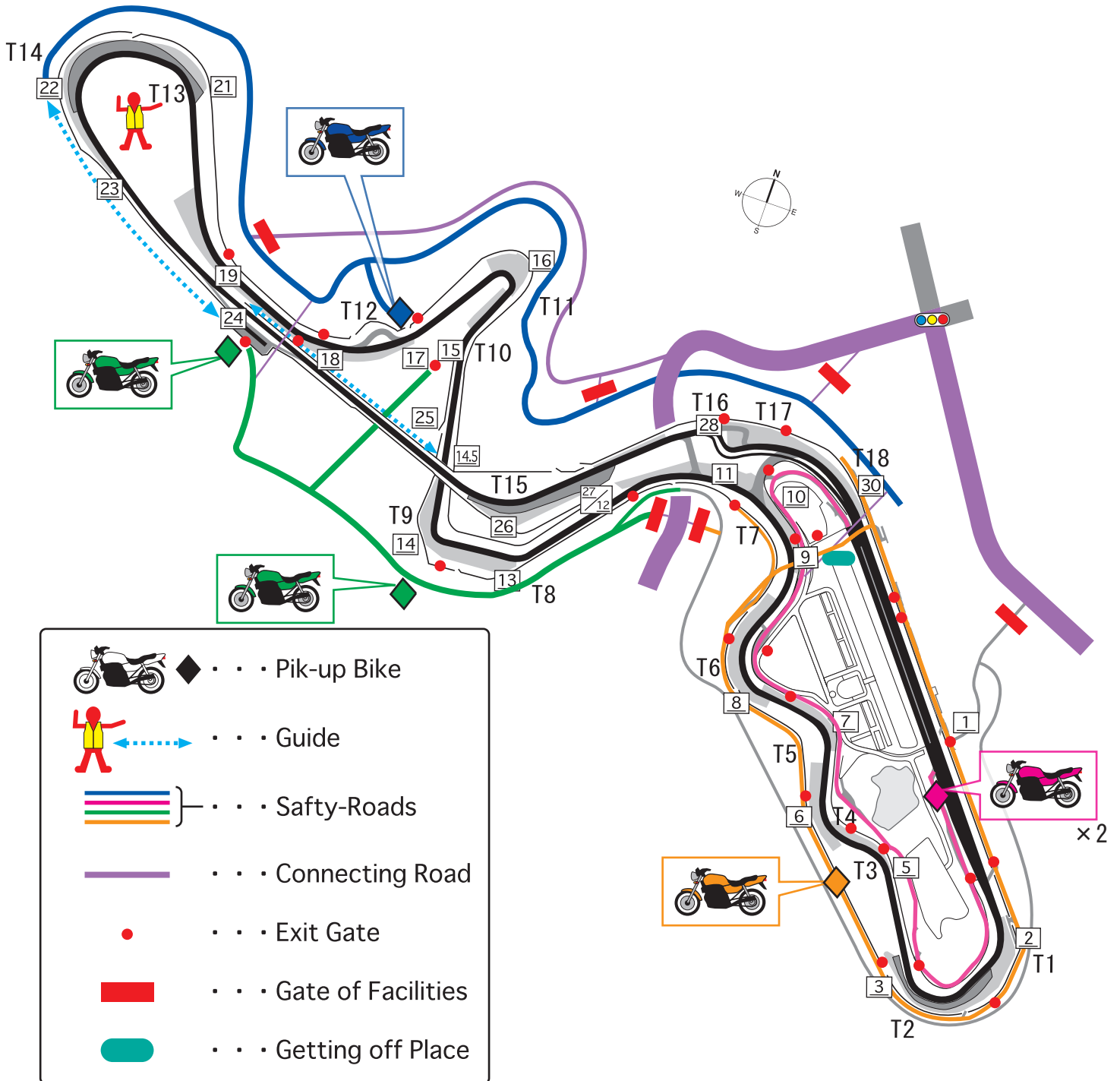
Circuit Map



Circuit Centreline Length = 5.807km



Pick-up Services



Circuit Centreline Length=5.807km