



## 2015 BRAZILIAN GRAND PRIX

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

**Document** 4  
**Date** 12 November 2015  
**Time** 14:00

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**Title** Revised Event Notes  
**Description** Revised Event Notes  
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**Charlie Whiting**

**The FIA Formula One Race Director**



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### EVENT NOTES (V2)

**12 NOVEMBER 2015**

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- 1) **Issues arising from the Mexican Grand Prix**
- 2) **Changes to the circuit**
  - 2.1 The kerbs have been renewed (with 50mm high bevelled elements) on the apex of turns 2, 3, 4, 5, 8 and 10.
- 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 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
    - b) From when the cars are returned to the teams after qualifying until 18.30 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 may only be carried out on the left at the end of the pit exit, room must always be left on the right for another car to pass if necessary.

There will be two marshals on the left behind the guardrail in the pit exit who will wave white flags when a car is stopped for the purpose of carrying out a practice start.

- 5.2 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, 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.

- 5.3 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).

## **6) Pit exit**

- 6.1 If one of your drivers is forced to stop in the pit exit, i.e. between the end of the pit lane and the place where they re-join the track proper, please ask them to stop on the left. There is more space on the left and the car can remain in a safe position.

## **7) Pit entry and pit exit**

- 7.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left of the solid white line at the pit exit when leaving the pits, no part of any car leaving the pits may cross this line.

- 7.2 For safety reasons drivers must stay to the left of the white line at the pit entry.

- 7.3 Taking equipment to or from the grid via the gate in the pit entry will be permitted during the time the pit lane is open for the race (13.30-13.45 on Sunday), provided this is done by using only the green painted area to the left of the pit entry (when viewed from the pit lane looking towards the pit entry). Whenever team personnel are using this route a waved yellow flag will be shown to drivers entering the pits, they must slow down significantly in the pit entry and drive a greatly reduced speed in the pit lane itself.

- 7.4 Due to the nature of the pit exit we do not expect any driver intending to carry out a practice start to carry out any pre-start routines, this will be considered driving unnecessarily slowly in the pit exit and a report will be made to the stewards as a breach of Article 30.13 of the Sporting Regulations.

Therefore, and for the avoidance of doubt, any driver intending to carry out a practice start at the pit exit must drive to the allocated place as quickly as possible without slowing to carry out “burn-outs”, “clutch learns” or any associated pre-start routine.

This will apply at all times during the Event.

## 8) DRS

- 8.1 DRS will be globally disabled if panels 1, 2, 3, 4, 5, 15 or 16 are displaying yellow.
- 8.2 Detection will be automatically disabled for individual cars if the light panels below are displaying yellow :
- Zone 2** : Panel 13 or 14.
- 8.3 If automatic detection is not working, and permission has been given by race control to use manual detection, DRS must not be used in the relevant zone if panels 13 or 14 are displaying yellow.

## 9) Light panels

- 9.1 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.
- 9.2 A new light panel has been added on the left in the pit entry, this relates only to cars in the pit entry (as opposed to cars on the track) and will be used to warn cars entering the pits that a car is either stopped or going slowly in the pit entry. [This panel is designated "PE" on the revised circuit map.](#)

## 10) Drivers leaving their pit stop position in the pit lane

- 10.1 For safety reasons, no car should be driven from its pit stop position at any time unless :
- It has first been driven into the pit stop position having just entered the pit lane from the track, and ;
  - It is then driven immediately back onto the track from the pit stop position.

## 11) Fire extinguishers around the circuit

- 11.1 Where there are white boards with an red letter 'F' on the guardrails or debris fences [these are accompanied by a small orange sticker. In these locations extinguishers are manned \(40 in total around the track\).](#)
- [11.2 Where there are only small orange stickers present there is an extinguisher but it is not manned \(360 in total around the track\).](#)

## 12) Places to remove cars from the track

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

## 13) Removing cars from the grid

- 13.1 Via the gate in the pit entry.

## 14) Car number boards for the start

- 14.1 On the driver's left.

## 15) Post race parc fermé

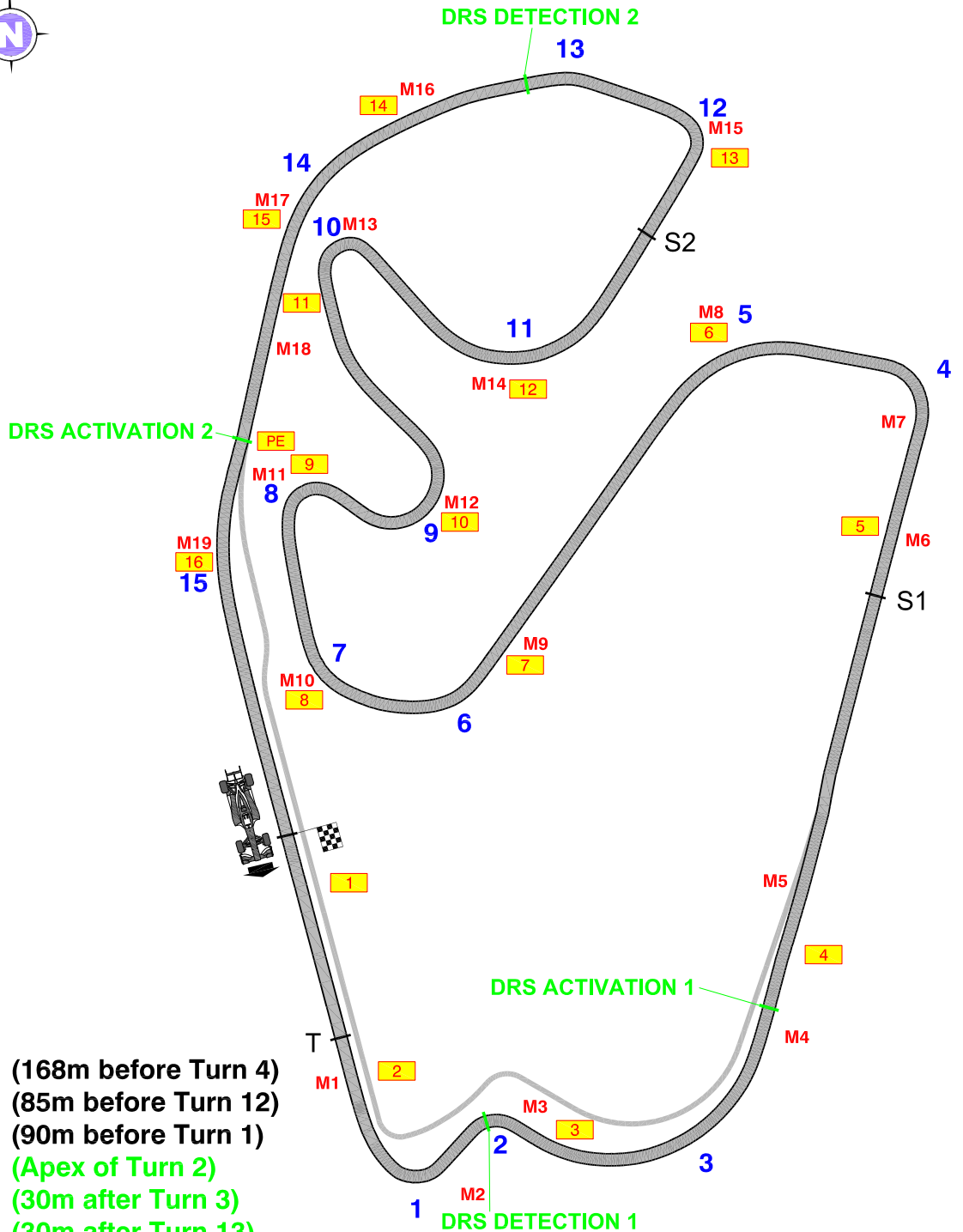
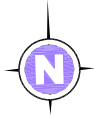
- 15.1 Cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.




## 16) Any other business



Charlie Whiting  
FIA Formula One Race Director

**Circuit Map**



-  **Start Line**
-  **Control Line**
- S1** Sector 1 (168m before Turn 4)
- S2** Sector 2 (85m before Turn 12)
- T** Speed Trap (90m before Turn 1)
- DRS Detection 1** (Apex of Turn 2)
- DRS Activation 1** (30m after Turn 3)
- DRS Detection 2** (30m after Turn 13)
- DRS Activation 2** (60m before Turn 15)
- 15** Corner Numbers
- M22** Marshal Post
-  **FIA Marshal Light Number & Location**

**Circuit Centreline Length = 4.309 km**

**FORMULA 1 GRANDE PRÊMIO PETROBRAS DO BRASIL 2015 - São Paulo**

