



2016 MALAYSIAN GRAND PRIX

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

Document 2
Date 29 September 2016
Time 09:00

Title Event Notes

Description Event Notes

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The FIA Formula One Race Director



2016 MALAYSIAN GRAND PRIX

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To	Formula One Team Managers	Date	29 September 2016
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EVENT NOTES

29 SEPTEMBER 2016

1) **Issues arising from the Singapore Grand Prix**

2) **Changes to the circuit**

- 2.1 The track and pit lane (fast lane) have been completely re-surfaced. In a number of locations (turns 2, 5, 9 and 15) the levels of the track have been re-profiled to either make the corners flow better or to improve drainage.
- 2.2 Grass-Crete has been laid behind the apex kerbs in turns 2, 4 and 9.
- 2.3 The guardrail on the driver's right on the exit of turn 15 has been moved further from the track.
- 2.4 The complete tyre barrier around the outside of turn 15 has been entirely rebuilt and fitted with a new conveyor belt.
- 2.5 A 70m long section of new debris fence has been installed behind the guardrail straight on at turn 15.
- 2.6 The angle of the guardrail downstream of the openings on the driver's left between turns 15 and 1 have been changed to ensure they are more in line with the normal requirements.

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 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 on Thursday until 16.30 on Saturday (between 15.00 and 16.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 21.30 on Saturday.
- c) From 10.00 until 14.00 on Sunday.

Any team found to be abusing the time limits set out above, which 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 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 Reminder about Article 37.1 :

“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) Lines or bollards 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 solid white line at the pit exit when leaving the pits.

6.2 For safety reasons drivers must stay to the right of the bollard at the pit entry.

6.3 The dotted white lines across the pit entry and pit exit are the track edges.

7) DRS

7.1 DRS will be globally disabled if panels 1, 2, 15, 16, 17, 18 or 19 are displaying yellow.

7.2 Detection will be automatically disabled for individual cars if the light panels below are displaying yellow :

Zones 1 and 2: Panels 13 and 14

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 in the relevant zone if panels 13 or 14 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 white boards with a red letter "F".

11) Places to remove cars from the track

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

12) Support races

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

13) Removing cars from the grid

13.1 Through openings in the wall beside pole position and grid position 7.

13.2 As access to the grid is some way from the garages it would be helpful if teams could provide one person with a rear jack to help marshals to remove any car left on the grid after the start of the race.

14) Car number light panels for the start

14.1 On the driver's left.

15) Post race parc fermé

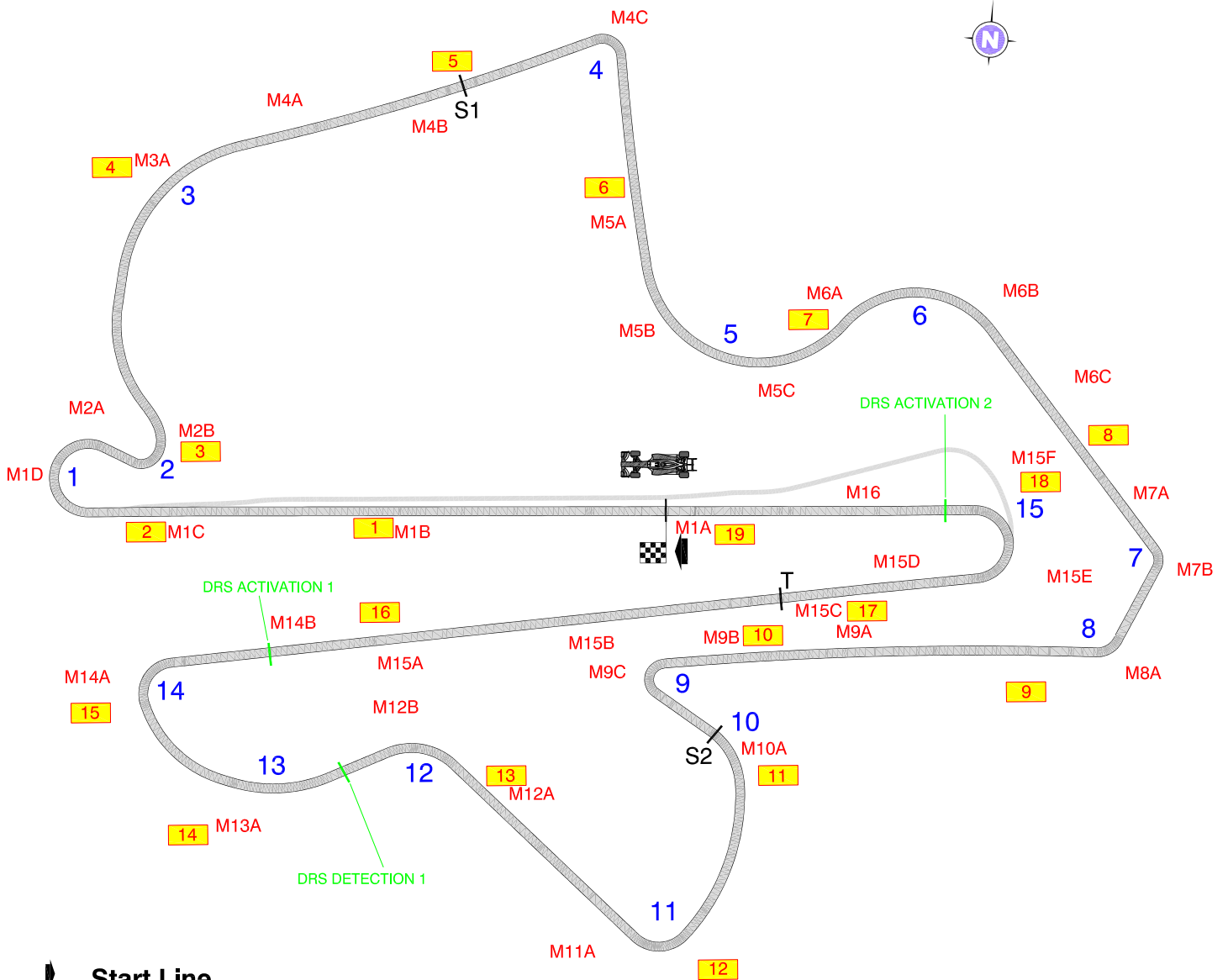
15.1 All cars must enter the pit lane and proceed directly to the weighing area.




16) Any other business



Charlie Whiting
FIA Formula One Race Director

Circuit Map



-  **Start Line**
-  **Control Line**
- S1 Sector 1 (151m before Turn 4)**
- S2 Sector 2 (80m after Turn 9)**
- T Speed Trap (207m before Turn 15)**
- DRS Detection (54m after Turn 12)**
- DRS Activation 1 (104m after Turn 14)**
- DRS Activation 2 (28m after Turn 15)**
- 15 Corner Numbers**
- M22 Marshal Post**
-  **FIA Marshal Light Number & Location**

Circuit Centreline Length = 5.543 km

2016 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX - Kuala Lumpur

