# 2022 Australian Grand Prix
7 - 10 April 2022

<table>
<thead>
<tr>
<th>From</th>
<th>The FIA Formula One Race Director</th>
</tr>
</thead>
<tbody>
<tr>
<td>To</td>
<td>All Teams, All Officials</td>
</tr>
<tr>
<td>Document</td>
<td>2</td>
</tr>
<tr>
<td>Date</td>
<td>06 April 2022</td>
</tr>
<tr>
<td>Time</td>
<td>10:15</td>
</tr>
</tbody>
</table>

**Title**  
Event Notes - Red Zone and Pirelli Preview

**Description**  
Event Notes - Red Zone and Pirelli Preview

**Enclosed**  
AUS DOC 2 - Red Zone and Pirelli Preview.pdf

Niels Wittich

The FIA Formula One Race Director
In agreement with the FIA and in accordance with Article 24.4 a) of the F1 Sporting Regulations, this document contains the prescriptions for the operation of tyres during the following event.

**Grand Prix of Australia 08/04-10/04/2022 (22R03MEL)**

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

- Starting pressures
- Cold pressures (according to the cold pressure cooling curves)
- Re-heat pressures
- EOS Camber
- Maximum tyre temperatures in blankets
- Tyre swapping

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**Cold Pressure Cooling Curve**

Maximum heating times and temperatures (tread & sidewall)

- Temperatures refer to tyre tread and side wall temperatures, not blanket or controller set-point temperatures.
- Tyres may only be heated prior to the session in which they are intended to be used.
- The temperatures apply at all times during the event.

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**Prescriptions**

**Pressures & camber**

<table>
<thead>
<tr>
<th>Compound</th>
<th>FL</th>
<th>FR</th>
<th>RL</th>
<th>RR</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2</td>
<td>2X1</td>
<td>2X2</td>
<td>2X3</td>
<td>2X4</td>
</tr>
<tr>
<td>C3</td>
<td>3G1</td>
<td>3G2</td>
<td>3G3</td>
<td>3G4</td>
</tr>
<tr>
<td>C5</td>
<td>5Z1</td>
<td>5Z2</td>
<td>5Z3</td>
<td>5Z4</td>
</tr>
<tr>
<td>Intermediate</td>
<td>9G1</td>
<td>9G2</td>
<td>9G3</td>
<td>9G4</td>
</tr>
<tr>
<td>Wet</td>
<td>95B</td>
<td>96B</td>
<td>97B</td>
<td>98B</td>
</tr>
</tbody>
</table>

**Minimum starting pressure**

<table>
<thead>
<tr>
<th></th>
<th>Slicks</th>
<th>Intermediate</th>
<th>Wet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>24.5 psi</td>
<td>24.5 psi</td>
<td>23.5 psi</td>
</tr>
<tr>
<td>Rear</td>
<td>21.5 psi</td>
<td>21.5 psi</td>
<td>20.5 psi</td>
</tr>
</tbody>
</table>

**Expected stabilized running pressure**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>≥26.5 psi</td>
<td>≥23.5 psi</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Camber limit**

-1.75°

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**Maximum heating times and temperatures (tread & sidewall)**

- Heating time temperature limits apply to the actual tyre surface temperature measured with the IR gun as detailed in the TD003
- Cold cooling curve temperature limits apply to the tyre side wall temperature measured with the probe as detailed in TD003
- 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.

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**Compounds selection**

<table>
<thead>
<tr>
<th>Compound</th>
<th>FL</th>
<th>FR</th>
<th>RL</th>
<th>RR</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2</td>
<td></td>
<td></td>
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<tr>
<td>C3</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>C5</td>
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<td></td>
</tr>
<tr>
<td>Intermediate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wet</td>
<td></td>
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**Mandatory race tyres**

- C2
- C3
- Q3 tyre
- C5

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**Tyres 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 TD003.

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**General notes**

In agreement with the FIA and in accordance with Article 24.4 a) of the F1 Sporting Regulations, this document contains the prescriptions for the operation of tyres during the following event.

**Document version:** 1 issue: A

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**Pressures & camber**

\[
P_{\text{front}} = (T - 70) \cdot 0.123 + P_{\text{startf}}
\]

\[
P_{\text{rear}} = (T - 70) \cdot 0.114 + P_{\text{startr}}
\]

\[
P_{\text{startf}}: \text{Minimum starting pressure on the front axle [psi]}
\]

\[
P_{\text{startr}}: \text{Minimum starting pressure on the rear axle [psi]}
\]

\[
T: \text{Tyre temperature [°C]}
\]

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**Maximum starting pressure on the front axle [psi]**

- FL: 24.5 psi
- FR: 24.5 psi
- RL: 23.5 psi
- RR: 23.5 psi

**Maximum starting pressure on the rear axle [psi]**

- FL: 21.5 psi
- FR: 21.5 psi
- RL: 20.5 psi
- RR: 20.5 psi

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**Compound**

- FL: F1
- FR: F2
- RL: R1
- RR: R2

**Temperature**

- FL: max. 3h
- FR: max. 2h
- RL: max. 3h
- RR: max. 2h

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**Intermediate**

- FL: max. 2h
- FR: max. 2h
- RL: max. 2h
- RR: max. 2h

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**Wet**

- FL: max. 2h
- FR: max. 2h
- RL: max. 2h
- RR: max. 2h

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**Expected stabilized running pressure**

- FL: ≥26.5 psi
- FR: ≥23.5 psi

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**Camber limit**

- FL: -1.75°
- FR: -1.75°