From The FIA Formula One Race Director
To All Teams, All Officials
Document 2
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Time 13:50

Title Event Notes - Pit Lane Drawing, Red Zone and Pirelli Preview.
Description Event Notes - Pit Lane Drawing, Red Zone and Pirelli Preview.
Enclosed JPN DOC 2 - Event Notes - Pit Lane Drawing - Red Zone and Pirelli Preview.pdf

Eduardo Freitas
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 Japan 07/10-09/10/2022 (22R18SUZ)**

### 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>C1</td>
<td>1X1</td>
<td>1X2</td>
<td>1X3</td>
<td>1X4</td>
</tr>
<tr>
<td>C2</td>
<td>2G1</td>
<td>2G2</td>
<td>2G3</td>
<td>2G4</td>
</tr>
<tr>
<td>C3</td>
<td>3Z1</td>
<td>3Z2</td>
<td>3Z3</td>
<td>3Z4</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>

### Mandatory race tyres

- C1
- C2
- Q3 tyre
- C3

### Prescriptions

#### Pressures & camber

<table>
<thead>
<tr>
<th></th>
<th>Slicks</th>
<th>Intermediate</th>
<th>Wet</th>
<th>Minimum starting pressure</th>
<th>Expected stabilized running pressure</th>
<th>Camber limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>25.0 psi</td>
<td>25.0 psi</td>
<td>24.0 psi</td>
<td>≥27.5 psi</td>
<td>-2.75°</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>23.0 psi</td>
<td>23.0 psi</td>
<td>22.0 psi</td>
<td>≥25.5 psi</td>
<td>-1.50°</td>
<td></td>
</tr>
</tbody>
</table>

**Cold Pressure Cooling Curve**

\[
P_{\text{front}} = (T - 70) \cdot 0.124 + P_{\text{startf}}
\]

\[
P_{\text{rear}} = (T - 70) \cdot 0.118 + P_{\text{startr}}
\]

- \(P_{\text{startf}}\): Minimum starting pressure on the front axle [psi]
- \(P_{\text{startr}}\): Minimum starting pressure on the rear axle [psi]
- \(T\): Tyre temperature [°C]

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

<table>
<thead>
<tr>
<th></th>
<th>Slicks</th>
<th>Intermediate</th>
<th>Wet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temperature [°C]</td>
<td>0</td>
<td>40</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>max. 3h</td>
<td>max. 2h</td>
<td>max. 2h</td>
</tr>
</tbody>
</table>

- 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.

### 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 10°C and/or any excessive UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD003.
- 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.

### General notes

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 and times in blankets
- Tyre swapping.