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

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Title: Event Notes - Pirelli Preview V2
Description: Pirelli Preview V2
Enclosed: 23R22LAS Preview - Issue B.pdf

Niels Wittich

The FIA Formula One Race Director
In agreement with the FIA and in accordance with Article 30.5 a) of the F1 Sporting Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document version 4 Issue B

Grand Prix of Las Vegas 16/11-18/11/2023 (23R22LAS)

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>C3</td>
<td>3T1</td>
<td>3T2</td>
<td>3T3</td>
<td>3T4</td>
</tr>
<tr>
<td>C4</td>
<td>4U1</td>
<td>4U2</td>
<td>4U3</td>
<td>4U4</td>
</tr>
<tr>
<td>C5</td>
<td>5V1</td>
<td>5V2</td>
<td>5V3</td>
<td>5V4</td>
</tr>
<tr>
<td>Intermediate</td>
<td>9G5</td>
<td>9G6</td>
<td>9G3</td>
<td>9G4</td>
</tr>
<tr>
<td>Wet</td>
<td>95R</td>
<td>96R</td>
<td>97R</td>
<td>98R</td>
</tr>
</tbody>
</table>

Mandatory race tyres

- C3
- C4
- Q3 tyre

Prescriptions

Pressures & camber

Minimum starting pressure

<table>
<thead>
<tr>
<th>Slicks</th>
<th>Intermediate</th>
<th>Wet</th>
<th>Expected stabilized running pressure</th>
<th>Camber limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>27.5 psi</td>
<td>27.5 psi</td>
<td>22.0 psi</td>
<td>≥28.5 psi</td>
</tr>
<tr>
<td>Rear</td>
<td>25.0 psi</td>
<td>25.5 psi</td>
<td>20.5 psi</td>
<td>≥26.0 psi</td>
</tr>
</tbody>
</table>

Cold Pressure Cooling Curve

\[
P_{\text{front}} = (T - 70) \cdot 0.131 + P_{\text{startf}}
\]

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

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

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

\[
T: \text{Tyre temperature [°C]}
\]

Maximum heating times and temperatures (tread & sidewall)

<table>
<thead>
<tr>
<th>Temperature [°C]</th>
<th>Slicks</th>
<th>Intermediate</th>
<th>Wet</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60-70</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>max. 2h</td>
<td>max. 2h</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No blankets allowed</td>
<td>No blankets allowed</td>
<td></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 TDD03.
- Cut-off time for fitting tyres at an event on Sunday morning: 4 hours prior to the race start.
- Heating time temperature limits apply to the actual tyre surface temperature measured with the IR gun as detailed in the TDD03.
- Cold cooling curve temperature limits apply to the tyre side wall temperature measured with the probe as detailed in TDD03.
- 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
- 8.25° Camber
- Maximum tyre temperatures and times in blankets
- Tyre swapping