FORMULA 1

TYRES

Good for tracks with abrasive surfaces or high ambient temperatures.

Compounds | different rubber mixes used in the different types of tyres, giving them their unique characteristics. Named C1-C5.

Good for slower tracks or ones with exceptionally smooth asphalt.











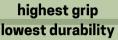
Three compounds are chosen by Pirelli to bring to each race based on which they think will perform the best.







Each weekend the tyres are colour coded and nicknamed the hard (white), medium (yellow) and soft (red) tyres.





lowest grip highest durability

Two different compounds must be used per Grand Prix*

Tyres are intentionally designed to not last the entire race, adding to the complexity of pit stop strategy.

All tires must be returned to Pirelli by various deadlines throughout the weekend.

18 inch rims

Weight | Front 9.5kg Rear 11.5kg Excluding rims

Peak performance temperature ~110°C

Tire blankets used to help warm up the tyres

Driver allocation per weekend



8 softs



3 mediums



2 hards



4 intermediates*



3 wets

Blistering | inner part of the tyre overheats, causing bubbling of the surface

Deg/degradation | loss of tyre performance due to wear

Flat spot | place where the tyre looses its curvature

Graining | outer edges of a tyre overheats, looks like pilling on a sweater

Marbles | tyre rubber that comes off and accumulates on the sides of the track

Scrubbed | used/already broken in tyres

Slicks | completely smooth tyres gives the most contact with the track and high grip, for dry weather

Tire blanket | electric blanket that's wrapped around the tyres



Intermediate

For no standing water, drying track 5 cm wider Medium grooves Shifts 30L of water



Wet

For standing water 10 cm wider Large grooves Shifts 85L of water Needs to stay wet to avoid overheating



Single supplier to prevent escalating costs and help reduce performance gaps. Tyre design adjusted each year and tested at select events.

- Tyre performance is highly influenced by a track's temperature and layout. Free practices are used to analyse tyre performance and make pit stop plans.
- Filled with nitrogen gas, more stable at various temperatures
- Made with a mix of natural and synthetic rubber, and artificial fibbers
- Front tyres are narrower and the rear wider

*rules vary for sprint races and/or wet sessions

