

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**

**highest grip**  
→ **lowest 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 loses 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