

## **CHIEF INCIDENT OFFICER SUPPLEMENTARY INFORMATION**

Please read the following supplementary information thoroughly; some or all of it will be applicable to your role at this year's British Grand Prix.

### **RADIO LOGISTICS (NOT APPLICABLE TO COURSE/INCIDENT MARSHALS)**

- If you are a Radio Operator, you will be issued with a 'Radio Equipment Card' (REC). The REC must be handed in when collecting a radio at the start of the day. The radio will be exchanged for the REC when returned at the end of the day (including Sunday). In the event of a radio going missing after the event, the Radio Operator will be asked to provide proof of return in the form of the REC.
- Radio Operators will be issued with their REC at sign on. Radios will be distributed from Camping Control according to the timetable in the Signing on & Post Timetable.
- You must hand in your REC when collecting your radio.
- Unless advised otherwise, radios must be returned to the Radio Cabin in the camp site, next to Camping Control, at the end of the day. The radio cabin will be staffed by designated marshals, who will remain on duty until all radios are returned (or a reasonable return window has expired!). Please respect these marshals and return your radio promptly!
- When you return your radio, you will be given your REC in return for your radio.
- Finally, please keep your REC safe over the weekend and in the weeks following the event, in case it is necessary for you to produce it!

### **TRACK CONDITIONS**

- Tyre 'marbles' dramatically reduce the usable track surface and compromise the event. Please use the time between sessions to clear as much of the debris as possible
- Please limit requests for mechanical sweepers to exceptional circumstances (Glass, excess gravel etc). The sweepers will be deployed as much as possible to assist you!

### **ENERGY RECOVERY SYSTEM (ERS) - SAFETY GUIDANCE**

- ERS Gloves must be worn at all times during Formula 1 Sessions (if issued for your specific role)
- High Voltage Cables are ORANGE
- The ERS battery is mounted under the fuel tank in a fireproof housing.
- In the event of heavy smoke/fire, tackle a fire with Dry Powder first, then cool with water/light water, but do NOT attempt to break the housing - ERS Gloves mandatory for fire fighters!
- The ERS Status light bar is located on top of the roll hoop. If a car stops out on track, the lights have four states:
- GREEN : The ERS has shut down and the car is 'safe'
- ORANGE: The ERS is active, but the system is 'safe'. Note: the car could potentially move under electrical energy - only stand/approach from the side of the car!
- FLASHING RED: The ERS is active and a fault is present - the car is potentially unsafe
- OFF: Treat the same as Red
- If the ERS light is NOT Green, power down the ERS by pressing the 'Neutral' button
- The ERS should shut down if:
  - The 'Neutral' button is pressed
    - Located on top of the cockpit in front of the driver and marked with a Red 'N' in a Red circle
    - Pressing the button disengages the clutch and powers down the ERS (ERS light should turn green)
    - ONLY ERS Glove protected marshals should press this button if the ERS light is not green
- The Fire Extinguisher handle is pulled (avoid where possible please!)
  - Will activate the onboard fire extinguishers
  - Will power down the ERS

- Only touch a damaged/'non Green' car with ONE hand / ONE point of contact. The most dangerous shock is where electricity passes over the chest/heart - possible where both hands contact different surfaces.
- ERS gloves are expensive - Please take great care of them - any damage may render their protection useless!!

## **COCKPIT FEATURES**

- If the car is stuck in gear, press the 'N' Neutral button on the top of the cockpit.
- The Medical Light is blue and also on top of the cockpit.
  - It will glow BRIGHT and FLASHING if it is triggered by an impact – this MUST be reported.
  - When not triggered, the light will slowly illuminate and then fade again.

## **VIRTUAL SAFETY CAR**

- A Virtual Safety Car (VSC) is available in all Formula 1, F2 and GP3 sessions and races. The deployment of the VSC is indicated by the letters VSC displayed on the Flag Light Panels. In F1, F2 and GP3 sessions and races the car speeds are monitored via the on-board telemetry. Drivers must stay above the minimum time set by the cars ECU at least once in each marshalling sector, a marshalling sector is defined as the section of track between each of the FIA Light Panels.
- Under a VSC, the gaps between the cars will remain the static and unlike a Physical Safety Car, the field will NOT bunch up to create a working area. Once the cars have slowed under the VSC, marshals can work trackside, including on the track, with cars passing at the same time. If you are working on the track (such as recovering debris), make sure your movements are clear and predictable, so that drivers can anticipate your movements and take necessary avoiding action.
- Under a VSC, there will be a yellow flag displayed immediately prior to a hazard (an incident / marshal trackside etc), but no other flags will be displayed (there is no Green after the hazard in VSC conditions). Be aware that a VSC can be upgraded to a full/Physical Safety Car, at which time all flag points will display yellow flags and SC Boards and drivers are permitted to speed up to catch the Safety Car train.
- Under the VSC, speed of resolution is essential. The cars are not designed to run at such low speeds and prolonged running at these speeds can result in safety and performance concerns (cold tyres/pressures). As soon as the track is clear, the VSC can be ended and cars returned to full pace, regardless of where they are on the lap.

## **TRACK SAFETY TEAM**

- All Track Safety Team personnel will be wearing a tabard when on duty.
- They are under instructions to deny access to the track to ANYONE NOT WEARING a tabard – ensure tabards are worn at all times! They have a specific role in manning the gates in the debris fencing. Do not ask them to leave their posts.
- Track Safety Team personnel manning the gates are permitted to sit down and to use a chair WHILST on duty at the gate.
- Their primary role is to obstruct access through the gates – please support and work with them.