



2008 CANADIAN GRAND PRIX

From :	The FIA Formula One Technical Delegate	Document :	3
To :	The Stewards of the Meeting	Date :	08 June 2008
		Time :	14:50

TECHNICAL DELEGATE'S REPORT

Between 10.00 and 15.00 today the following cars underwent preliminary scrutineering:

Car numbers		Team
1, 2	:	Scuderia Ferrari Marlboro
3, 4	:	BMW Sauber F1 Team
5, 6	:	ING Renault F1 Team
7, 8	:	AT & T Williams
9, 10	:	Red Bull Racing
11, 12	:	Panasonic Toyota Racing
14, 15	:	Scuderia Toro Rosso
16, 17	:	Honda Racing F1 Team
20, 21	:	Force India F1 Team
22, 23	:	Vodafone McLaren Mercedes

All the above cars were found to be in conformity with the safety requirements of the 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate



2008 CANADIAN GRAND PRIX

From :	The FIA Formula One Technical Delegate	Document :	4
To :	The Stewards of the Meeting	Date :	05 June 2008
		Time :	14:55

TECHNICAL DELEGATE'S REPORT

A seal was broken on the gearbox of car number 02, driver Felipe Massa, in order to change the LHS differential actuator seal and gearbox end cap seal.

This was done in accordance with Article 9.5.2 of the 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate

The front brake air duct dimensions were checked for car numbers 09, 11 and 22.

The tyres used by all drivers during the sessions today have been checked.

The results of fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

All the above items were found to be in conformity with 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate



2008 CANADIAN GRAND PRIX

From :	The FIA Formula One Technical Delegate	Document :	20
To :	The Stewards of the Meeting	Date :	07 June 2008
		Time :	12:15

TECHNICAL DELEGATE'S REPORT

After the third free practice session today the gearbox of car number 14, driver Sebastien Bourdais, was replaced for a new one. The new gearbox has a different ratio fitted for third gear than declared yesterday.

As this is not in compliance with Article 28.6 of the 2008 Formula One Sporting Regulations, I am referring this matter to the stewards for their consideration.

Jo Bauer
FIA Formula One Technical Delegate

22	McLaren Mercedes	Lewis Hamilton
23	McLaren Mercedes	Heikki Kovalainen

Car numbers 01, 02, 03, 04, 05, 07, 17, 22 and 23 were checked for the following:

- 1) Bodywork around the front wheels
- 2) Front wing height and overhang
- 3) Rear wing height and overhang
- 4) Front and rear wing width
- 5) Rear wing configuration
- 6) Rear bodywork area
- 7) Rear winglet height
- 8) Stepped bottom
- 9) Diffuser height
- 10) Diffuser width
- 11) Overall height
- 12) Overall width

A rear wing deflection test was carried out on car numbers 01, 04 and 22.

Software version checks have been carried out on car numbers 01, 02, 04 and 22.

Gear shift data checks have been carried out on car numbers 01, 02, 04, 05 and 22.

The gear shift configuration of car numbers 01, 02, 04, 05, 07, 21 and 22 was checked.

The throttle mapping was checked on car numbers 01, 02, 04 and 22.

The engine torque map was checked on car numbers 01, 02, 04 and 22.

It was checked that car numbers 01, 02, 03, 04, 05, 07, 17, 22 and 23 did not exceed 19000 rpm during the qualifying sessions.

The fuel pressure of car numbers 01, 02, 03, 04, 05, 07, 17, 22 and 23 during the qualifying sessions was checked.

It was confirmed for all drivers taking part in the qualifying session that they have used their sealed engine.

The tyres used by all drivers during the sessions today have been checked.

Fuel samples were taken from car numbers 05, 10 and 17.

All the fuel samples have been checked for density and analysed by gas chromatography.

The results of fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

The following software versions have been used by the teams during the qualifying sessions:

Car numbers	Team	Version
1, 2	: Scuderia Ferrari Marlboro	1.00.029
3, 4	: BMW Sauber F1 Team	1.00.029
5, 6	: ING Renault F1 Team	1.00.029
7, 8	: AT & T Williams	1.00.029
9, 10	: Red Bull Racing	1.00.029
11, 12	: Panasonic Toyota Racing	1.00.032
14, 15	: Scuderia Toro Rosso	1.00.029
16, 17	: Honda Racing F1 Team	1.00.032
20, 21	: Force India F1 Team	1.00.029
22, 23	: Vodafone McLaren Mercedes	1.00.029

All the above items were found to be in conformity with 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate



2008 CANADIAN GRAND PRIX

From :	The FIA Formula One Technical Delegate	Document :	30
To :	The Stewards of the Meeting	Date :	08 June 2008
		Time :	10:20

TECHNICAL DELEGATE'S REPORT

A seal was broken on the gearbox of car numbers 05 and 06, drivers Fernando Alonso and Nelson Piquet, in order to inspect the gearbox oil scraper and gearbox oil filter.

This was done in accordance with Article 9.5.2 of the 2008 FIA Formula One Technical Regulations.

A seal was broken on the gearbox of car number 20, driver Adrian Sutil, in order to change the 2nd and 4th gear ratios and associated dog rings due to physical damage.

This was done in accordance with Article 28.6 d) of the 2008 FIA Formula One Sporting Regulations.

After the qualifying practice session yesterday the gearbox of car number 15, driver Sebastian Vettel, was replaced for a new one and of car number 16, driver Jenson Button, was replaced for a new one with different ratios to the declared ones.

As this is not in compliance with Article 28.6 of the 2008 Formula One Sporting Regulations, I am referring this matter to the stewards for their consideration.

Jo Bauer
FIA Formula One Technical Delegate



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From :	The FIA Formula One Technical Delegate	Document :	31
To :	The Stewards of the Meeting	Date :	08 June 2008
		Time :	10:40

TECHNICAL DELEGATE'S REPORT

The following part has been replaced during the Parc Fermé yesterday and today by the Scuderia Toro Rosso Ferrari team:

Car 15: Survival cell

The part has been replaced with the approval of the FIA technical delegate following a written request from the team concerned, this being in accordance with Article 34.1 of the 2008 Formula One Sporting Regulations.

As the survival cell of car number 15 has been changed after the end of the qualifying session, this car should now be required to start from the pit lane according to Article 28.2 of the 2008 Formula One Sporting Regulations.

The following parts have been replaced during the Parc Fermé yesterday and today by the Honda team for parts with a different specification:

Car 16: Gearbox with different ratios
Rear suspension with different set-up
Rear wing
Front spring
Front anti roll bar

The parts have been replaced with the approval of the FIA technical delegate following a written request from the team concerned, this being in accordance with Article 34.1 of the 2008 Formula One Sporting Regulations. But as the above parts are different from the ones originally used and also changes have been made to the set up of the suspension, car number 16 should now be required to start from the pit lane according to Article 34.5 of the 2008 Formula One Sporting Regulations.

Jo Bauer
FIA Formula One Technical Delegate



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From :	The FIA Formula One Technical Delegate	Document :	32
To :	The Stewards of the Meeting	Date :	08 June 2008
		Time :	11:30

TECHNICAL DELEGATE'S REPORT

The following parts have been replaced during the Parc Fermé yesterday and today:

Ferrari:

Car 01: LHS carbon exhaust panel
RHS front wheel nut
Two bolts fixing the RHS rear turning vanes

Car 02: RHS front wheel speed sensor
RHS hub interface
RHS carbon exhaust panel

Renault:

Car 05: Front brake friction material
RHS rear damper potentiometer
LHS front brake temperature sensor
Three grommets on the LHS and RHS cam cover heat shields

Car 06: Car radio
LHS front gearbox floor stay

Williams Toyota:

Car 08: Gearbox oil pressure sensor

Red Bull Renault:

Car 09: F1MS GPS loom
Fuel collector
Two fuel lift pumps

Car 10: RHS front wishbones
RHS front pushrod
RHS front upright

RHS frontbrake caliper
RHS front trackrod
RHS front brake duct
RHS front suspension rocker
Front centre damper and bump rubber assembly

Toyota:

Car 11: Clutch shaft
Two bodywork camlock housings
Loom's foam on the LHS of the cockpit
LHS front rubber boot

STR Ferrari:

Car 15: Survival cell
All suspension
Gearbox

Honda:

Car 16: Gearbox oilfilter
Gearbox with different ratios
New rear suspension with different set-up
Different rear wing
Different front spring
Different front anti roll bar

Force India Ferrari:

Car 20: RHS rear brake calliper
Radio and antennae
2nd and 4th gear ratio and associated dog rings

McLaren Mercedes:

Car 23: LHS rear brake duct infill piece

All above parts have been replaced with the approval of the FIA technical delegate following a written request from the team concerned, this being in accordance with Article 34.1 of the 2008 Formula One Sporting Regulations.

Jo Bauer
FIA Formula One Technical Delegate

Car numbers 02, 03, 04, 09, 11, 12, 15 and 17 were checked for the following:

- 1) Bodywork around the front wheels
- 2) Front wing height and overhang
- 3) Rear wing height and overhang
- 4) Front and rear wing width
- 5) Rear wing configuration
- 6) Rear bodywork area
- 7) Rear winglet height
- 8) Skidblock thickness
- 9) Stepped bottom
- 10) Diffuser height
- 11) Diffuser area
- 12) Overall height
- 13) Overall width

It was confirmed for car number 03 that the minimum weight of 605 kg was respected at all times during the race.

The start data of car numbers 04, 07 and 17 have been checked.

Gear shift data checks have been carried out for car numbers 04, 07 and 17.

Software version checks have been carried out on car numbers 04, 15 and 17.

The gear shift configuration of car numbers 04, 15 and 17 was checked.

The throttle mapping was checked on car numbers 04, 15 and 17.

The engine torque map was checked on car numbers 04, 15 and 17.

The tyres used by all drivers during the sessions today have been checked.

The data logger of the refuelling rig of car numbers 03 and 04 has been checked.

A fuel sample was taken from car numbers 04 and 09.

The fuel samples have been checked for density and analysed by gas chromatography.

The results of all the fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

All car weights and the items checked were found to be in conformity with the 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate