





## 2008 GERMAN GRAND PRIX

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<b>From :</b>	The FIA Formula One Technical Delegate	<b>Document :</b>	3
<b>To :</b>	The Stewards of the Meeting	<b>Date :</b>	17 July 2008
		<b>Time :</b>	14:55

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### TECHNICAL DELEGATE'S REPORT

Between 10.00 and 14.50 today the following cars underwent preliminary scrutineering:

<b>Car numbers</b>		<b>Team</b>
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 GERMAN GRAND PRIX

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<b>From :</b>	The FIA Formula One Technical Delegate	<b>Document :</b>	08
<b>To :</b>	The Stewards of the Meeting	<b>Date :</b>	18 July 2008
		<b>Time :</b>	16:30

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### TECHNICAL DELEGATE'S REPORT

#### After the first free practice session:

The following car was weighed:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
05	Renault	Fernando Alonso

It was checked that all cars did not exceed 19000 rpm during the first free practice session.

The fuel pressure of all cars during the first free practice session was checked.

A fuel sample was taken from car number 20.

#### After the second free practice session:

The following cars were weighed:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
01	Ferrari	Kimi Räikkönen
15	STR Ferrari	Sebastian Vettel

Car numbers 01 and 15 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) Overall height
- 10) Overall width

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

A fuel sample was taken from car number 14.

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





15	STR Ferrari	Sebastian Vettel
22	McLaren Mercedes	Lewis Hamilton
23	McLaren Mercedes	Heikki Kovalainen

Car numbers 01, 02, 04, 05, 09, 10, 11, 15, 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

The chassis identification transponders have been confirmed for car numbers 01, 02, 04, 05, 09, 10, 11, 15, 22 and 23.

It was confirmed for car number 16 that the minimum weight of 605 kg was respected at all times during the qualifying practice sessions.

A rear wing deflection test was carried out on car numbers 02, 10, 11 and 22.

Hardware identification checks have been carried out on car number 02.

Software version checks have been carried out on car numbers 01, 02, 11, 15 and 22.

Gear shift data checks have been carried out on car numbers 01, 05 and 10.

The gear shift configuration of car numbers 01, 02, 11, 15 and 22 was checked.

The throttle mapping was checked on car numbers 01, 02, 11, 15 and 22.

It was checked that all cars did not exceed 19000 rpm during the qualifying sessions.

The fuel pressure of all cars 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 02, 05 and 22.

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:

<b>Car numbers</b>	<b>Team</b>	<b>Version</b>
1, 2	: Scuderia Ferrari Marlboro	V1.00.0035
3, 4	: BMW Sauber F1 Team	V1.00.0035
5, 6	: ING Renault F1 Team	V1.00.0035
7, 8	: AT & T Williams	V1.00.0035
9, 10	: Red Bull Racing	V1.00.0035
11, 12	: Panasonic Toyota Racing	V1.00.0035
14, 15	: Scuderia Toro Rosso	V1.00.0035
16, 17	: Honda Racing F1 Team	V1.00.0035
20, 21	: Force India F1 Team	V1.00.0035
22, 23	: Vodafone McLaren Mercedes	V1.00.0035

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 GERMAN GRAND PRIX

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<b>From :</b>	The FIA Formula One Technical Delegate	<b>Document :</b>	23
<b>To :</b>	The Stewards of the Meeting	<b>Date :</b>	20 July 2008
		<b>Time :</b>	12:30

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### TECHNICAL DELEGATE'S REPORT

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

#### **Ferrari:**

Car 01: LHS front wheel nut / fairing assembly

Car 02: AV mountings for ECU  
LHS rear wheel nut

#### **BMW Sauber:**

Car 04: Drum potentiometer  
Gearbox loom

#### **Renault:**

Car 05: RHS front wheel nut / fairing assembly  
LHS barge board shadow plate

Car 06: LHS front damper potentiometer

#### **Williams Toyota:**

Car 07: RHS rear damper potentiometer  
Fastener for LHS rear wishbone shroud

#### **Red Bull Renault:**

Car 09: Clutch friction material

Car 10: LHS exhaust temperature sensor and associated ty-raps  
Gearbox oil pressure sensor

**Toyota:**

Car 11: LHS and RHS exhaust tailpipes  
RHS brake duct rubber boot and its cover

**STR Ferrari:**

Car 14: Pneumatic regulator incl. bottle and aux bottle

Car 15: RHS mirror lens  
Gearbox oil temperature sensor heat shrink sleeve  
LHS front wheel nut / fairing assembly  
Engine oil Wiggins O-ring

**McLaren Mercedes:**

Car 23: LHS and RHS deflector skirt stays  
RHS deflector and skirt  
Forward plank section  
RHS rear toe link and tether  
RHS rear upright  
RHS rear brake disc

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 01, 02, 03, 04, 06, 15, 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) Skidblock thickness
- 9) Stepped bottom
- 10) Diffuser height
- 11) Diffuser area
- 12) Overall height
- 13) Overall width

It was confirmed for car number 22 that the minimum weight of 605 kg was respected at all times during the race.

Hardware identification checks have been carried out on car number 06.

Software version checks have been carried out on car numbers 02, 06, 15 and 22.

The start data of car numbers 02, 05, 06, 15 and 22 have been checked.

Gear shift data checks have been carried out for car numbers 02, 06, 15 and 22.

The gear shift configuration of car numbers 02, 06, 15 and 22 was checked.

The units locking status was checked on car numbers 02, 06, 15 and 22.

The logger usage was checked on car numbers 02, 06, 15 and 22.

Engine protections were checked on car numbers 02, 06, 15 and 22.

The throttle mapping was checked on car numbers 02, 06, 15 and 22.

It was checked that car numbers 02, 06, 15 and 22 did not exceed 19000 rpm during the race.

The fuel pressure of car numbers 02, 06, 15 and 22 during the race was checked.

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

The data logger of the refuelling rig of car numbers 04, 05 and 16 has been checked.

A fuel sample was taken from car numbers 03, 06 and 15.

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.

The engine of car number 22 is kept sealed in order to carry out further checks according to Article 5 of the 2008 FIA Formula One Technical Regulations. These checks will be done before the Hungarian GP.

Jo Bauer  
FIA Formula One Technical Delegate