







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





## After the qualifying practice session:

The following cars were weighed:

| <i>Number</i> | <i>Car</i>       | <i>Driver</i>      |
|---------------|------------------|--------------------|
| 01            | Ferrari          | Kimi Räikkönen     |
| 02            | Ferrari          | Felipe Massa       |
| 04            | BMW Sauber       | Robert Kubica      |
| 05            | Renault          | Fernando Alonso    |
| 11            | Toyota           | Jarno Trulli       |
| 12            | Toyota           | Timo Glock         |
| 14            | STR Ferrari      | Sébastien Bourdais |
| 15            | STR Ferrari      | Sebastian Vettel   |
| 22            | McLaren Mercedes | Lewis Hamilton     |
| 23            | McLaren Mercedes | Heikki Kovalainen  |

Car numbers 01, 02, 04, 05, 11, 12, 14, 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, 11, 12, 14, 15, 20, 22 and 23.

It was confirmed for car number 20 that the minimum weight of 605 kg was respected at all times during the qualifying session.

A horizontal rear wing deflection test was carried out on car numbers 01, 04, 05, 11 and 22.

A vertical rear wing deflection test was carried out on car numbers 01, 04, 05, 11 and 22.

A front floor deflection test was carried out on car numbers 01, 04, 05, 11 and 22.

Hardware identification checks have been carried out on car numbers 05 and 15.

Software version checks have been carried out on car numbers 01, 04, 05 and 22.

The units locking status was checked on car numbers 01, 04, 05 and 22.

Engine protections were checked on car numbers 01, 04, 05 and 22.

The throttle and torque mapping was checked on car numbers 01, 04, 05 and 22.

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

Gear shift data checks have been carried out on car numbers 01, 04, 05, 11, 14, 15, 22 and 23.

The pressure within the engine cooling system during the qualifying sessions was checked on car numbers 11, 14, 15, 22 and 23.

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 01, 05 and 23.

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 | V1.00.0036     |
| 3, 4               | : BMW Sauber F1 Team        | V1.00.0039     |
| 5, 6               | : ING Renault F1 Team       | V1.00.0038     |
| 7, 8               | : AT & T Williams           | V1.00.0038     |
| 9, 10              | : Red Bull Racing           | V1.00.0038     |
| 11, 12             | : Panasonic Toyota Racing   | V1.00.0038     |
| 14, 15             | : Scuderia Toro Rosso       | V1.00.0038     |
| 16, 17             | : Honda Racing F1 Team      | V1.00.0038     |
| 20, 21             | : Force India F1 Team       | V1.00.0036     |
| 22, 23             | : Vodafone McLaren Mercedes | V1.00.0036     |

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 JAPANESE GRAND PRIX

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|               |  |                   |                 |
|---------------|--|-------------------|-----------------|
| <b>From :</b> | The FIA Formula One Technical Delegate | <b>Document :</b> | 21              |
| <b>To :</b>   | The Stewards of the Meeting            | <b>Date :</b>     | 12 October 2008 |
|               |  | <b>Time :</b>     | 11:00           |

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### TECHNICAL DELEGATE'S REPORT

After the qualifying practice session a seal was broken on the gearbox of car number 05, driver Fernando Alonso, in order to remove the gearbox oil tank.

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



## 2008 JAPANESE GRAND PRIX

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|               |  |                   |                 |
|---------------|--|-------------------|-----------------|
| <b>From :</b> | The FIA Formula One Technical Delegate | <b>Document :</b> | 22              |
| <b>To :</b>   | The Stewards of the Meeting            | <b>Date :</b>     | 12 October 2008 |
|               |  | <b>Time :</b>     | 12:00           |

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### TECHNICAL DELEGATE'S REPORT

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

#### **Ferrari:**

Car 01: AV mounts for the ECU  
LHS rear upright accelerometer

Car 02: AV mounts for the ECU  
Front brake master cylinder position sensor

#### **BMW Sauber:**

Car 04: Power box  
Fuel rail  
Spark plugs  
Spark coils

#### **Renault:**

Car 05: Gearbox oil cooler  
Brake reservoir caps  
RHS barge board water wing  
RHS T-tray bib  
RHS inner brake fence  
LHS calliper shroud  
Gearbox oil filter

#### **Williams Toyota:**

Car 07: Bib to barge board strake links

**Red Bull Renault:**

- Car 09: LHS inboard rear wheel speed sensor and mounting grommets  
Topbody receptacle and mounting rivets for a fastener securing the hydraulic cooler exit duct panel  
RHS exhaust temperature sensor
- Car 10: Floor bracket  
Hydraulic cooler AV mountings

**Toyota:**

- Car 11: Front floor stay
- Car 12: Front floor stay  
LHS and RHS front push rods

**STR Ferrari:**

- Car 14: RBOB and layshaft 1 sensor  
Fuel rail assembly  
RHS rear brake duct extension

**Force India Ferrari:**

- Car 20: MTX  
Telemetry antenna  
Telemetry antenna cable

**McLaren Mercedes:**

- Car 22: RHS lower broken bodywork fix receptacle

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, 04, 05, 06, 11, 14 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) Skidblock thickness
- 9) Stepped bottom
- 10) Diffuser height
- 11) Diffuser area
- 12) Overall height
- 13) Overall width

Start data have been checked for car numbers 04 and 05.

Gear shift data checks have been carried out for car numbers 04 and 05.

The gear shift configuration of car numbers 04 and 05 was checked.

Software version checks have been carried out on car numbers 04 and 05.

The throttle and torque mapping was checked on car numbers 04 and 05.

It was checked that car numbers 02, 04 and 05 did not exceed 19000 rpm during the race.

The fuel pressure of car numbers 02, 04 and 05 during the race was checked.

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

A fuel sample was taken from car number 04.

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