



## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate  
To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

The following drivers will start the sixteenth Event of the 2006 Formula One World Championship with a new engine:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
02	Renault	Giancarlo Fisichella
04	McLaren Mercedes	Pedro de la Rosa
05	Ferrari	Michael Schumacher
07	Toyota	Ralf Schumacher
08	Toyota	Jarno Trulli
09	Williams Cosworth	Mark Webber

The above drivers used their previous engine for two races in conformity with Article 87a of the 2006 Formula One Sporting Regulations.

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

The above driver did not finish the last race in Monza and is in conformity with Article 87a of the 2006 Formula One Sporting Regulations.

<i>Number</i>	<i>Car</i>	<i>Driver</i>
22	Aguri Honda	Takuma Sato

The above driver did finish the last race in Monza and therefore is not in conformity with Article 87a of the 2006 Formula One Sporting Regulations.

Two seals of the engine of car number 11 were broken in order to replace the oil scavenge pump rotors.

This work was carried out on Friday, 15<sup>th</sup> September, under the supervision of an FIA technical delegate in accordance with Article 87 of the 2006 Formula One Sporting Regulations.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **15.10**

Date : **28 September 2006**

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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate  
To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

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

<b>Car numbers</b>	<b>Team</b>
1, 2 and T car	: Mild Seven Renault F1 Team
3, 4 and T car	: Team McLaren Mercedes
5, 6 and T car	: Scuderia Ferrari Marlboro
7, 8 and T car	: Panasonic Toyota Racing
9, 10 and T car	: Williams F1 Team
11, 12 and T car	: Lucky Strike Honda Racing F1 Team
14, 15 and T car	: Red Bull Racing
16, 17 and T car	: BMW Sauber F1 Team
18, 19 and T car	: Spyker MF1 Racing
20, 21 and T car	: Scuderia Toro Rosso
22, 23 and T car	: Super Aguri Formula 1

All the above cars were found to be in conformity with the safety requirements of the 2006 FIA Formula One Technical Regulations.

The cockpit exit time according to Article 13.1 of the 2006 FIA Formula One Technical Regulations and the clearance of the driver's knees according to Article 13.3 of the 2006 FIA Formula One Technical Regulations have been successfully checked with the drivers Michael Ammermüller and Alexandre Prémat.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **15.15**

Date : **28 September 2006**

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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate  
To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

After the second free practice session today car number 39, driver Alexandre Prémat, did not stop for weighing when asked to do so. I am referring this matter to the stewards for their consideration.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **15.20**  
Date : **29 September 2006**  
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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate

To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

#### After the first free practice session:

A fuel sample was taken from car number 39.

It was checked that car numbers 20, 21 and 40 did not exceed 16700 rpm during the first free practice session.

#### After the second free practice session:

The following cars were weighed:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
16	BMW	Nick Heidfeld
36	Honda	Anthony Davidson
39	MF1 Toyota	Alexandre Prémat

A fuel sample was taken from car number 37.

Car numbers 16, 36 and 39 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.

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 2006 FIA Formula One Technical Regulations.

After the second free practice session today the engine of car number 06, driver Felipe Massa, has been replaced for a new one.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **16.20**

Date : **29 September 2006**

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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate  
To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

After the first qualifying session today car number 19, driver Christijan Albers, did not stop for weighing when asked to do so. I am referring this matter to the stewards for their consideration.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **14.20**  
Date : **30 September 2006**  
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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate  
To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

#### **Before the qualifying practice session:**

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

#### **During the qualifying practice session:**

Fuel samples were taken from car numbers 07 and 10.

The following cars were weighed:

<i>Number</i>	<i>Time</i>	<i>Car</i>	<i>Driver</i>
22	14:06	Aguri Honda	Takuma Sato
02	14:09	Renault	Giancarlo Fisichella
19	14:26	MF1 Toyota	Christijan Albers
15	14:34	Red Bull Racing Ferrari	Robert Doornbos
20	14:44	STR Cosworth	Vitantonio Liuzzi

#### **After the qualifying practice session:**

The following cars were weighed:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
01	Renault	Fernando Alonso
02	Renault	Giancarlo Fisichella
03	McLaren Mercedes	Kimi Räikkönen
04	McLaren Mercedes	Pedro de la Rosa
05	Ferrari	Michael Schumacher
11	Honda	Rubens Barrichello
12	Honda	Jenson Button
15	Red Bull Racing Ferrari	Robert Doornbos
16	BMW	Nick Heidfeld
17	BMW	Robert Kubica

Car numbers 01, 03 and 11 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, 03 and 11.

The distance between adjacent rear wing aerofoil sections was checked on all cars taking part in Q3.

The chassis identification transponders have been confirmed for all cars.

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

Hardware identification checks have been carried out on car numbers 01 and 05.

Gear shift data checks have been carried out for car numbers 01, 05, 11 and 12.

The fuel pressure of car number 16 during the qualifying session was checked.

It was checked that car numbers 20 and 21 did not exceed 17000 rpm during the qualifying practice session.

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

Fuel samples were taken from car numbers 01, 03 and 11.

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.

All the above items were found to be in conformity with 2006 FIA Formula One Technical Regulations.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **17.50**

Date : **30 September 2006**

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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate  
To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

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

#### **Renault:**

Car 01: Front pitot sensor  
Car 02: RHS fuel scavenge pump  
Fuel filter  
Triaccelerometer

#### **McLaren Mercedes:**

Car 03: RHS rear view mirror  
LHS exit duct gold foil  
RHS rear tyre pressure sensor  
LHS rear brake bleed nipple  
Car 04: RHS rear wing endplate  
LHS exit duct gold foil

#### **Ferrari:**

Car 05: RHS bodywork winglet

#### **Toyota:**

Car 07: Clutch spider seals

#### **Williams Cosworth:**

Car 09: Exhaust exit panel fasteners  
RHS rear view mirror  
Car 10: Exhaust exit panel fasteners  
LHS rear pushrod load cell

**Honda:**

Car 11: Refuel connector  
Two rear outer brake bleed nipples  
RHS front pushrod load cell

Car 12: RHS front pushrod load cell  
Pitot tube  
RHS rear view mirror

**Red Bull Racing Ferrari:**

Car 15: Rear laser  
Bolt in the tank hatch  
Gearshift actuator (forward gears)  
Clutch actuator  
Reverse gear actuator  
Flap actuator  
Hydraulic manifold  
Pump pack  
Secondary manifold  
Cooler assemblies

**BMW:**

Car 16: Both rear wheel nuts  
Gearbox pressure sensor

**MF1 Toyota:**

Car 18: CDS battery

Car 19: Clutch assembly

**STR Cosworth:**

Car 20: LHS front wheel speed sensor

Car 21: LHS front and rear rims  
LHS rod end  
RLB  
V cassette  
Drum potentiometers

**Aguri Honda:**

Car 22:           RHS rear brake temperature sensor  
                  Steering position sensor

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 117 of the 2006 Formula One Sporting Regulations.

Jo Bauer  
FIA Formula One Technical Delegate

Time           : **12.30**

Date           : **01 October 2006**

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## 2006 CHINESE GRAND PRIX

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From : The FIA Formula One Technical Delegate

To : The Stewards of the Meeting

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### TECHNICAL DELEGATE'S REPORT

#### **Before the race:**

Car numbers 01, 04, 10, 15 and 16 have been weighed.

A fuel sample was taken from the refuelling rig of car numbers 20 and 23 and analysed during the race.

On the grid it was checked that all cars had fitted their tyres when the 3-Minutes board was shown.

On the grid the steering wheel of car number 06 was replaced, this being done with the approval of the FIA technical delegate and being in accordance with Article 117 of the 2006 Formula One Sporting Regulations.

#### **After the race:**

The following cars were weighed:

<i><b>Number</b></i>	<i><b>Car</b></i>	<i><b>Driver</b></i>
01	Renault	Fernando Alonso
02	Renault	Giancarlo Fisichella
04	McLaren Mercedes	Pedro de la Rosa
05	Ferrari	Michael Schumacher
09	Williams Cosworth	Mark Webber
10	Williams Cosworth	Nico Rosberg
11	Honda	Rubens Barrichello
12	Honda	Jenson Button
14	Red Bull Racing Ferrari	David Coulthard
15	Red Bull Racing Ferrari	Robert Doornbos
17	BMW	Robert Kubica
19	MF1 Toyota	Christijan Albers
20	STR Cosworth	Vitantonio Liuzzi
21	STR Cosworth	Scott Speed
22	Aguri Honda	Takuma Sato
23	Aguri Honda	Sakon Yamamoto

The number of fasteners being flush with the skid block was checked on all these cars weighed after the race.

The steering wheel of all the classified cars has been checked.

Car numbers 01, 02, 04, 05, 09, 11 and 12 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 checks have been carried out for car numbers 01, 02, 04, 05 and 12.

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

Software version checks have been carried out for car numbers 04 and 12.

The fuel pressure sensor calibration of car number 01 was checked.

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

The data loggers of the refuelling rigs of car numbers 01, 05 and 12 have been checked.

A fuel sample was taken from car numbers 05 and 16.

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 2006 FIA Formula One Technical Regulations.

Jo Bauer  
FIA Formula One Technical Delegate

Time : **17.40**

Date : **01 October 2006**

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