



2014 UNITED STATES GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	19
To	The FIA Stewards of the Meeting	Date	31 October 2014
		Time	16:49

During the first free practice session:

The tyre starting pressures of all cars were checked.

After the first free practice session:

It was checked that all cars did not exceed 15000 rpm during the first free practice session.

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

The logged pressure within the engine cooling system during the first free practice session was checked on all cars.

The fuel flow of car numbers 01, 03, 44, 06, 14, 08, 13, 99, 21, 25, 26, 19 and 77 was checked.

A fuel sample was taken from car number 27.

During the second free practice session:

The tyre starting pressures of all cars during P2 were checked.

After the second free practice session:

Car numbers 07, 21 and 19 were weighed.

Car numbers 07, 21 and 19 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 front and rear brake air duct dimensions were checked on car numbers 07, 21 and 19.

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

The fuel flow of car numbers 01, 03, 44, 06, 14, 07, 08, 11, 22, 20, 99, 21, 25, 26, 19 and 77 was checked.

A fuel sample was taken from car number 26.

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.

Further the density change of the fuel samples taken today was within the permitted limits.

All the above items were found to be in conformity with the 2014 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate