



2014 BELGIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	26
To	The FIA Stewards of the Meeting	Date	23 August 2014
		Time	17:54

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

The fuel flow of all cars was checked.

Before the qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Event belong to the gear ratios declared to the FIA technical delegate at or before the first Event of the 2014 Championship.

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

During the qualifying practice session:

Car numbers 13 and 99 were weighed.

The weight distribution was checked on car numbers 13 and 99.

Car numbers 13 and 99 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 tyre starting pressures of all cars during the qualifying sessions were checked.

Fuel samples were taken from car numbers 27 and 26.

After the qualifying practice session:

Car numbers 01, 03, 44, 06, 14, 07, 22, 20, 19 and 77 were weighed.

Car numbers 01, 03, 44, 06, 14, 07, 22, 20, 19 and 77 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, 03, 14, 07, 22 and 20.

The profile of the prescribed front wing section in Article 3.7.3 of the 2014 Formula One Technical Regulations was checked on car numbers 01, 44, 06, 14, 07, 22 and 77.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 01, 44, 06, 14, 07, 22 and 77.

It was confirmed for car numbers 01, 44, 06, 14, 07, 22 and 77 that any vertical cross section of bodywork normal to the car centre line and situated in the volumes defined in Article 3.8.4 form one tangent continuous curve on its external surface with a radius no less than 75mm.

The concave radius of sections of the two rear wing elements which are in contact with the external air stream was checked on car numbers 01, 44, 06, 14, 07, 22 and 77.

The front and rear brake air duct dimensions were checked on car numbers 01, 44, 06, 14, 07, 22 and 77.

The flatness of the reference plane was checked on car numbers 44, 06, 14, 07 and 77.

An asymmetric front floor deflection test was carried on car numbers 03, 20 and 19.

The pressure relief valve of the engine coolant header tank was checked on car numbers 03, 20 and 19.

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

The units locking status was checked on all cars.

The session type has been confirmed for all cars.

Software version checks have been carried out on all cars.

Chassis FIA checksum was checked on all cars taking part in the qualifying sessions.

Gear shift data checks have been carried out for car numbers 44, 06, 14, 07, 19 and 77.

The torque coordinator demands were checked on car numbers 03, 44, 14, 20 and 77.

The rear brakes pressure control was checked on all car numbers 03, 44, 14, 20 and 77.

During qualifying it was verified for car numbers 01, 06, 14, 13, 22 and 19 that the limits for electrical power and state of charge for the MGU-K and ES were not exceeded.

The maximum MGU-K torque was checked on car numbers 01, 06, 14, 13, 22 and 19.

The maximum MGU-H speed was checked on car numbers 01, 06, 14, 13, 22 and 19.

The ERS lap energy limit was checked on all cars.

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

The logged pressure within the engine cooling system during the qualifying sessions was checked on all cars.

The fuel pressure of all cars during the qualifying sessions was checked.

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

The fuel flow of all cars was checked.

The fuel temperature of all cars was checked.

Fuel samples were taken from car numbers 06 and 20.

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.

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

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

Team	FIA Standard ECU system version
Caterham	SR636
Ferrari	SR638
Force India	SR636
Lotus	SR636
Marussia	SR638
McLaren	SR636
Mercedes	SR636
Red Bull	SR636
Sauber	SR638
Toro Rosso	SR636
Williams	SR636

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