



2013 JAPANESE GRAND PRIX

From	The FIA Formula 1 Technical Delegate	Document	37
To	All Teams, All Officials	Date	12 October 2013
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Technical Report

After the third free practice session:

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

Before the qualifying practice session:

It was confirmed for all cars that the nominated gear ratios for use during the remainder of this Event belong to the 30 numerical change gear ratio pairs declared to the FIA technical delegate at or before the first Event of the 2013 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 01, 12, 14, 20 and 21 were weighed.

The weight distribution was checked on car numbers 01, 12, 14, 20 and 21.

Car numbers 12 and 21 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

Fuel samples were taken from car numbers 14 and 23.

After the qualifying practice session:

Car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11 were weighed.

Car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 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

The chassis identification transponders have been confirmed for car numbers 01, 03, 04, 05, 07, 08, 09, 10 and 11.

The profile of the prescribed front wing section in Article 3.7.3 of the 2013 Formula One Technical Regulations was checked on car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 01, 03, 05, 07 and 09.

It was confirmed for car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11 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 three rear wing elements which are in contact with the external air stream was checked on car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11.

An asymmetric front floor deflection test was carried on car numbers 02, 04, 08, 10 and 11.

The front and rear brake air duct dimensions were checked on car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11.

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

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 01, 02, 03, 04, 07, 08 and 10.

The maximum throttle target was checked for car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11.

The driver torque demand map gradients were checked on car numbers 01, 02, 03, 04, 05, 07, 08, 09, 10 and 11.

The base ignition map range was checked on all cars.

The cylinder ignition offsets range was checked on all cars.

It was checked that all cars did not exceed 18000 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 session was checked.

The tyre starting pressures of all cars during the qualifying sessions were checked.

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

Fuel samples were taken from car numbers 04, 05 and 08.

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:

Team	FIA Standard ECU system version
Caterham	SR254
Ferrari	SR254
Force India	SR248
Lotus	SR254
Marussia	SR245
McLaren	SR254
Mercedes	SR254
Red Bull	SR254
Sauber	SR254
Toro Rosso	SR254
Williams	SR254

All the above items were found to be in conformity with the 2013 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula 1 Technical Delegate