# 2013 JAPANESE GRAND PRIX

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| **From** | The FIA Formula 1 Technical Delegate | **Document** | 53 |
| **To** | All Teams, All Officials | **Date** | 13 October 2013 |
| | | **Time** | 18:38 |

## Technical Report

**Before the race:**

The following parts have been replaced today after 13:55 and before the start of the race:

**Mercedes:**

Car 9: Steering wheel

A RHS front wing deflection test was carried out on car numbers 02, 10, 17 and 19.

A fuel sample was taken from car numbers 12, 15 and 18 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.

**After the race:**

The following cars were weighed:

| *Number* | *Car* | *Driver* |
|---|---|---|
| 01 | Red Bull Racing Renault | Sebastian Vettel |
| 02 | Red Bull Racing Renault | Mark Webber |
| 03 | Ferrari | Fernando Alonso |
| 04 | Ferrari | Felipe Massa |
| 05 | McLaren Mercedes | Jenson Button |
| 06 | McLaren Mercedes | Sergio Perez Mendoza |
| 07 | Lotus Renault | Kimi Räikkönen |
| 08 | Lotus Renault | Romain Grosjean |
| 09 | Mercedes | Nico Rosberg |
| 11 | Sauber Ferrari | Nico Hülkenberg |
| 12 | Sauber Ferrari | Esteban Gutierrez |

| | | |
|---|---|---|
| 14 | Force India Mercedes | Paul Di Resta |
| 15 | Force India Mercedes | Adrian Sutil |
| 16 | Williams Renault | Pastor Maldonado |
| 17 | Williams Renault | Valtteri Bottas |
| 18 | Toro Rosso Ferrari | Jean-Eric Vergne |
| 19 | Toro Rosso Ferrari | Daniel Ricciardo |
| 20 | Caterham Renault | Charles Pic |
| 23 | Marussia Cosworth | Max Chilton |

The steering wheel of all classified cars has been checked.

Car number 12 was 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

The profile of the prescribed front wing section in Article 3.7.3 of the 2013 Formula One Technical Regulations was checked on car number 12.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car number 12.

It was confirmed for car number 12 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 number 12.

The front and rear brake air duct dimensions were checked on car number 12.

It was confirmed for car numbers 08, 09 and 12 that a one litre sample of fuel could be taken after the race.

It was checked that no classified car exceeded 80 km/h when leaving the formation grid prior to the start

of the race.

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 race.

The legality monitoring events were checked on car numbers 01, 03, 05, 08, 09 and 11.

The start data of car numbers 01, 03, 04, 07, 08, 15 and 18 have been checked.

It was checked that car numbers 01, 02, 03 and 08 did not exceed 18000 rpm during the race.

The fuel pressure of car numbers 01, 02, 03 and 08 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 01, 02, 03 and 08.

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

A fuel sample was taken from car numbers 02 and 09.

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 2013 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula 1 Technical Delegate**