



2014 AUSTRALIAN GRAND PRIX

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| From | The FIA Formula One Technical Delegate | Document | 39 |
| To | The FIA Stewards of the Meeting | Date | 15 March 2014 |
| | | Time | 21:51 |

During the third free practice session:

The tyre starting pressures of car numbers 01, 03, 44, 06, 14, 07, 08, 13, 22, 20, 27, 11, 99, 21, 25, 26, 19, 77, 17, 04, 10 and 09 during P3 were checked.

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:

Car numbers 10 was weighed.

The weight distribution was checked on car number 10.

Car number 10 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) Stepped bottom
- 9) Diffuser height
- 10) Diffuser width
- 11) Overall height
- 12) Overall width

Fuel samples were taken from car numbers 11 and 09.

After the qualifying practice session:

Car numbers 03, 44, 06, 14, 20, 27, 25, 26, 19 and 77 were weighed.

Car numbers 03, 44, 06, 14, 20, 27, 25, 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 profile of the prescribed front wing section in Article 3.7.3 of the 2014 Formula One Technical Regulations was checked on car numbers 03, 44, 06, 14, 20, 27, 25, 19 and 77.

It was confirmed for car numbers 03, 44, 06, 14, 20, 27, 25, 19 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 03, 44, 06, 14, 20, 27, 25, 19 and 77.

A front floor deflection test was carried on car numbers 03, 44, 14 and 20.

The front and rear brake air duct dimensions were checked on car numbers 03, 44, 06, 14, 20, 27, 25, 19 and 77.

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 parameter checksums were checked on all cars taking part in the qualifying sessions.

The torque control was checked on car numbers 01, 06, 14, 27 and 25.

The torque coordinator demands were checked on car numbers 01, 03, 06, 14, 20, 27 and 17.

The rear brake pressure control was checked on car numbers 01, 06, 20, 27 and 25.

It was verified on car numbers 03, 44, 14, 08, 27, 10 and 09 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 03, 44, 14, 08, 27, 10 and 09.

The maximum MGU-H speed was checked on car numbers 03, 44, 14, 08, 27, 10 and 09.

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

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

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

The fuel consumption of all cars was checked.

Fuel samples were taken from car numbers 03, 20 and 19.

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 | SR623 |
| Ferrari | SR623 |
| Force India | SR621+B610 |
| Lotus | SR623 |
| Marussia | SR623 |
| McLaren | SR621+B610 |
| Mercedes | SR621+B610 |
| Red Bull | SR623 |
| Sauber | SR623 |
| Toro Rosso | SR623 |
| Williams | SR621+B610 |

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