



2014 AUSTRALIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	55
To	The FIA Stewards of the Meeting	Date	16 March 2014
		Time	22:32

Before the race:

The following parts have been replaced today after 15:55 and before the start of the race:

Mercedes:

Car 44: Steering wheel

Lotus Renault:

Car 08: LHS and RHS front brake drum bypass ducts

Sauber Ferrari:

Car 21: QD on ERS water line

Caterham Renault:

Car 09: Steering wheel

A front wing deflection test was carried out on car numbers 03, 44 and 14.

A fuel sample was taken from car numbers 07, 08 and 04 and analysed during the race.

On the grid it was checked that all cars had fitted their tyres when the "3-Minutes" signal was given.

After the race:

The following cars were weighed:

Number	Car	Driver
03	Red Bull Racing Renault	Daniel Ricciardo
06	Mercedes	Nico Rosberg

14	Ferrari	Fernando Alonso
07	Ferrari	Kimi Räikkönen
22	McLaren Mercedes	Jenson Button
20	McLaren Mercedes	Kevin Magnussen
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez Mendoza
99	Sauber Ferrari	Adrian Sutil
21	Sauber Ferrari	Esteban Gutierrez
25	Toro Rosso Renault	Jean-Eric Vergne
26	Toro Rosso Renault	Daniil Kvyat
77	Williams Mercedes	Valtteri Bottas
04	Marussia Ferrari	Max Chilton

The steering wheel of all classified cars has been checked.

Car numbers 07 and 22 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) 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 2014 Formula One Technical Regulations was checked on car numbers 07 and 22.

It was confirmed for car numbers 07 and 22 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 07 and 22.

The front and rear brake air duct dimensions were checked on car numbers 07 and 22.

It was checked that no classified car exceeded 60 km/h when leaving the formation grid prior to the start of the race.

It was verified for car numbers 03, 06, 20 and 77 that the MGU-K was not used at the race start until the car reached 100 km/h.

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 checksums were checked on all cars taking part in the race.

The start data of car numbers 06, 14 and 07 have been checked.

It was verified for car numbers 03, 06, 20 and 77 that the ES was not charged while the car was stationary in the pit stop.

After the race it was verified that the limits for electrical power and state of charge for the MGU-K and ES were not exceeded on car numbers 03, 06, 20 and 77.

The maximum MGU-K torque was checked on car numbers 03, 06, 20 and 77.

The maximum MGU-H speed was checked on car numbers 03, 06, 20 and 77.

It was checked that car numbers 03, 06 and 20 did not exceed 15000 rpm during the race.

The fuel temperature of car numbers 01, 03, 44, 06, 14, 07, 08, 13, 22, 20, 27, 99, 21, 25, 26, 19, 77, 17, 04, 10 and 09 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 03, 06 and 20.

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

A fuel sample was taken from car numbers 06 and 77.

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 2014 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate