2014 MALAYSIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	**Document**	51
To	The FIA Stewards of the Meeting	**Date**	30 March 2014
		Time	20:00

Before the race:

An asymmetric front wing deflection test was carried out on car numbers 44, 20, 27 and 25.

The following parts have been replaced today after 14:55 and before the start of the race:

McLaren Mercedes:

Car 22: Steering wheel

A fuel sample was taken from car numbers 22, 21 and 77 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*
01	Red Bull Racing Renault	Sebastian Vettel
44	Mercedes	Lewis Hamilton
06	Mercedes	Nico Rosberg
14	Ferrari	Fernando Alonso
07	Ferrari	Kimi Räikkönen
08	Lotus Renault	Romain Grosjean
22	McLaren Mercedes	Jenson Button
20	McLaren Mercedes	Kevin Magnussen
27	Force India Mercedes	Nico Hülkenberg
26	Toro Rosso Renault	Daniil Kvyat
19	Williams Mercedes	Felipe Massa
77	Williams Mercedes	Valtteri Bottas
04	Marussia Ferrari	Max Chilton
10	Caterham Renault	Kamui Kobayashi
09	Caterham Renault	Marcus Ericsson

The steering wheel of all classified cars has been checked.

Car numbers 26, 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) 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 26, 19 and 77.

It was confirmed for car numbers 26, 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 26, 19 and 77.

The front and rear brake air duct dimensions were checked on car numbers 26, 19 and 77.

The exhaust exit dimensions were checked on car numbers 44, 06, 14, 07, 27, 25, 19 and 77.

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

It was checked on car numbers 01, 03, 44, 06, 14 and 07 that the MGU-K was not used 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 checksum was checked on all cars taking part in the race.

The start data of car number 19 have been checked.

During 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 44, 06 and 27.

It was checked on car numbers 01, 03, 44, 06, 14 and 07 that the ES was not charged while the car was stationary in the pits.

The maximum MGU-K torque was checked on car numbers 44, 06 and 27.

The maximum MGU-H speed was checked on car numbers 44, 06 and 27.

It was checked that car numbers 01, 44 and 14 did not exceed 15000 rpm during the race.

The logged pressure within the engine cooling system during the race was checked on car numbers 01, 44 and 14.

The fuel flow of all classified cars was checked.

The fuel temperature was checked on all cars.

A fuel sample was taken from car numbers 01 and 27.

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

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