



## 2014 CANADIAN GRAND PRIX

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|-------------|----------------------------------------|-----------------|--------------|
| <b>From</b> | The FIA Formula One Technical Delegate | <b>Document</b> | 46           |
| <b>To</b>   | The FIA Stewards of the Meeting        | <b>Date</b>     | 08 June 2014 |
|             |                                        | <b>Time</b>     | 18:05        |

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### Before the race:

The following parts have been replaced today after 12:50 and before the start of the race:

#### Mercedes:

Car 06: Telemetry antenna

#### Ferrari:

Car 14: Pitot tube

#### McLaren Mercedes:

Car 22: RHS rear brake duct drum

A front wing deflection test was carried out on car numbers 01, 06, 14 and 77.

A fuel sample was taken from car numbers 44, 27 and 09 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:

| <b>Number</b> | <b>Car</b>              | <b>Driver</b>    |
|---------------|-------------------------|------------------|
| 01            | Red Bull Racing Renault | Sebastian Vettel |
| 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   |
| 99 | Sauber Ferrari       | Adrian Sutil      |
| 21 | Sauber Ferrari       | Esteban Gutierrez |
| 25 | Toro Rosso Renault   | Jean-Eric Vergne  |
| 77 | Williams Mercedes    | Valtteri Bottas   |

The steering wheel of car numbers 01, 03, 06, 14, 07, 22, 20, 27, 99, 21, 25 and 77 has been checked.

Car numbers 20 and 27 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 20 and 27.

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

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 06, 14, 07, 22, 20, 27, 99, 21, 25 and 77.

It was confirmed for car numbers 20 and 27 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 20 and 27.

The front and rear brake air duct dimensions were checked on car numbers 20 and 27.

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 start data of car numbers 01, 06, 14, 07, 27 and 77 have been checked.

The rear brakes pressure control was checked on car numbers 01, 27 and 77.

During the race it was verified for car numbers 03, 06, 14, 22 and 99 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, 06, 14, 22 and 99.

The maximum MGU-H speed was checked on car numbers 03, 06, 14, 22 and 99.

It was checked on car numbers 03, 06, 14, 22 and 99 that the MGU-K was not used below 100 km/h at the start.

It was checked on car numbers 03, 06, 14, 22 and 99 that the ES was not charged while the car was stationary in the pits.

It was checked that car numbers 01, 14 and 22 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 01, 14 and 22 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 01, 14 and 22.

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

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

The fuel flow and total consumption of all cars was checked.

A fuel sample was taken from car numbers 14 and 22.

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**