2017 CHINESE GRAND PRIX

From	The FIA Formula One Technical Delegate	**Document**	23
To	The FIA Stewards of the Meeting	**Date**	08 April 2017
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Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of car numbers 44, 77, 03, 33, 05, 07, 11, 31, 18, 14, 02, 26, 55, 08, 20, 27, 30, 09 and 36 during P3 were checked.

The instantaneous fuel flow of car numbers 44, 77, 03, 33, 05, 07, 11, 31, 19, 18, 14, 02, 26, 55, 08, 20, 27, 30 and 09 was checked.

Before the qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Event belong to the gear ratios declared to the FIA technical delegate at or before the first Event of the 2017 Championship.

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

During the qualifying practice session:

Car numbers 44, 33, 05, 18, 14 and 30 were weighed.

The weight distribution was checked on car numbers 44, 33, 05, 18, 14 and 30.

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

Fuel samples were taken from car numbers 30 and 09.

After the qualifying practice session:

Car numbers 44, 77, 03, 05, 07, 11, 19, 18, 26 and 27 were weighed.

Car numbers 44, 77, 03, 05, 07, 11, 19, 18, 26 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) Stepped bottom
9) Diffuser height
10) Diffuser width
11) Overall height
12) Overall width

The chassis identification transponders have been confirmed for the top ten cars.

The profile of the prescribed front wing section in Article 3.3.2 of the 2017 Formula One Technical Regulations was checked on car numbers 44, 77, 03, 05, 07, 11, 19, 18, 26 and 27.

The minmum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44, 77, 03, 05, 07, 11, 19, 18, 26 and 27.

It was confirmed for car numbers 44, 77, 03, 05, 07, 11, 19, 18, 26 and 27 that any vertical cross section of bodywork normal to the car centre line and situated in the volumes defined in Article 3.5.7 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 44, 77, 03, 05, 07, 11, 19, 18, 26 and 27.

A horizontal rear wing deflection test was carried out on car numbers 05, 03 and 27.

The uppermost rear wing element adjustable positions were checked on car numbers 44, 03, 05 and 27.

The front and rear brake air duct dimensions were checked on car numbers 44, 77, 03, 05, 07, 11, 19, 18, 26 and 27.

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.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

Chassis FIA checksum was checked on all cars taking part in the qualifying sessions.

Gear shift data checks have been carried out for car numbers 05, 07 and 27.

The torque coordinator demands were checked on car numbers 44, 03, 05, 11, 14, 02, 26 and 08.

The torque control was checked on car numbers 44, 03, 05, 11, 14, 26 and 08.

The rear brakes pressure control was checked on all car numbers 44, 03, 05, 11, 14, 02, 26 and 08.

The ES state of charge on-track limits were checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The MGU-K power limits were checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-H speed was checked on all cars.

The ERS lap energy limits were checked on all cars.

It was verified on car numbers 44, 05 and 19 that the MD5 checksum of the PCU8 (dash board display) used on the car matched the configuration lodged with the FiA prior to the qualifying session.

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

The fuel pressure of all cars during the qualifying session was checked.

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

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

The fuel temperature of all cars was checked.

The instantaneous fuel flow of all cars was checked.

Fuel system pressures of all cars during the qualifying sessions were checked.

Fuel samples were taken from car numbers 03, 07 and 18.

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**
Mercedes	SR905
Red Bull	SR905
Ferrari	SR905
Force India	SR905
Williams	SR905
McLaren	SR905
Toro Rosso	SR905
Haas	SR905
Renault	SR905
Sauber	SR905

All the above items were found to be in conformity with the 2017 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate