



2017 CHINESE GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	40
To	The FIA Stewards of the Meeting	Date	09 April 2017
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Technical Delegate's Report

Before the race:

A front floor deflection test was carried out on car numbers 44, 05, 11 and 27.

The flatness of the reference plane and the step plane and their position to each other was checked on car numbers 44, 05, 11 and 27.

Clutch paddle linearity checks have been carried out on cars 77, 33, 05, 07, 31, 19, 02, 26, 08, 27 and 09.

A fuel sample was taken from car numbers 31, 02 and 26 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.

On the grid minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on car numbers 44, 03, 33, 05, 07, 19, 14, 02, 26, 55, 08, 27 and 30.

After the race:

The following cars were weighed:

Number	Car	Driver
44	Mercedes	Lewis Hamilton
77	Mercedes	Valtteri Bottas
03	RBR TAG Heuer	Daniel Ricciardo
33	RBR TAG Heuer	Max Verstappen
05	Ferrari	Sebastian Vettel
07	Ferrari	Kimi Räikkönen
11	Force India Mercedes	Sergio Perez
31	Force India Mercedes	Esteban Ocon
55	Toro Rosso	Carlos Sainz
08	Haas Ferrari	Romain Grosjean
20	Haas Ferrari	Kevin Magnussen

The steering wheel of all classified cars has been checked.

Car numbers 33, 31, 55 and 20 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 3.3.2 of the 2017 Formula One Technical Regulations was checked on car numbers 33, 31, 55 and 20.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 33, 31, 55 and 20.

It was confirmed for car numbers 33, 31, 55 and 20 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 33, 31, 55 and 20.

The front and rear brake air duct dimensions were checked on car numbers 33, 31, 55 and 20.

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.

Single clutch paddle use for the race start has been checked on all cars.

The race start data of car numbers 44, 77, 03, 33, 05, 07, 11, 31, 19, 14, 02, 26, 08 and 27 have been checked.

The ES state of charge on-track limits were checked on car numbers 33, 19 and 55.

The lap energy release and recovery limits were checked on car numbers 33, 19 and 55.

The MGU-K power limits were checked on car numbers 33, 19 and 55.

The maximum MGU-K torque was checked on car numbers 33, 19 and 55.

The maximum MGU-K speed was checked on car numbers 33, 19 and 55.

The maximum MGU-H speed was checked on car numbers 33, 19 and 55.

It was verified on car numbers 19 and 55 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.

The radio communications during the formation lap were checked on car numbers 11, 31, 19 and 18.

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 temperature of car numbers 33, 05, 07, 11, 14 and 20 was checked.

The instantaneous fuel flow of all cars was checked.

The total race fuel mass used by every classified car during the race was checked.

Fuel system pressures of all cars during the race were checked.

A fuel sample was taken from car number 44.

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 2017 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate