



2017 SINGAPORE GRAND PRIX

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| From | The FIA Formula One Technical Delegate | Document | 37 |
| To | The FIA Stewards of the Meeting | Date | 18 September 2017 |
| | | Time | 00:05 |

Technical Delegate's Report

Before the race:

A front floor deflection test was carried on car numbers 14, 08 and 27.

A fuel sample was taken from car numbers 03, 05 and 31 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 |
|---------------|----------------------|-------------------|
| 44 | Mercedes | Lewis Hamilton |
| 77 | Mercedes | Valtteri Bottas |
| 03 | RBR TAG Heuer | Daniel Ricciardo |
| 11 | Force India Mercedes | Sergio Perez |
| 31 | Force India Mercedes | Esteban Ocon |
| 18 | Williams Mercedes | Lance Stroll |
| 02 | McLaren Honda | Stoffel Vandoorne |
| 55 | Toro Rosso | Carlos Sainz |
| 08 | Haas Ferrari | Romain Grosjean |
| 30 | Renault | Jolyon Palmer |
| 94 | Sauber Ferrari | Pascal Wehrlein |

The steering wheel of all classified cars has been checked.

Car numbers 11, 31, 18, 08 and 30 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 11, 31, 18, 08 and 30.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 11, 31, 18, 08 and 30.

It was confirmed for car numbers 11, 31, 18, 08 and 30 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 11, 31, 18, 08 and 30.

The front and rear brake air duct dimensions were checked on car numbers 11, 31, 18, 08 and 30.

It was checked that no classified car exceeded 60 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 start data of car numbers 44, 77, 03, 33, 05, 07, 31, 19, 18, 02, 26, 55, 08, 20, 27, 30 and 09 have been checked.

The ES state of charge on-track limits were checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

The lap energy release and recovery limits were checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

The MGU-K power limits were checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

The maximum MGU-K torque was checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

The maximum MGU-K speed was checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

The maximum MGU-H speed was checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

It was checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94 that the MGU-K was not used below 100 km/h at the start.

It was checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94 that the ES was not charged while the car was stationary in the pits.

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 all cars was checked.

The instantaneous fuel flow of car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94 was checked.

Fuel flow meter calibration checksums were checked on car numbers 44, 77, 03, 11, 31, 19, 18, 02, 55, 08, 30 and 94.

Fuel system pressures of car numbers 77 and 02 during the race were checked.

A fuel sample was taken from car number 55.

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