

2018 SPANISH GRAND PRIX

10 - 13 May 2018

From	The FIA Formula One Technical Delegate	Document	12
To	The Stewards	Date	11 May 2018
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Technical Delegate's Report

Before the first free practice session:

An engine oil sample was taken from car number 55.

During the first free practice session:

The tyre starting pressures of all cars during P1 were checked.

The instantaneous fuel flow of all cars was checked.

The fuel temperature of all cars was checked.

After the first free practice session:

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

The fuel pressure of all cars during the first free practice session was checked.

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

A fuel sample was taken from car number 11.

Before the second free practice session:

An engine oil sample was taken from car number 16.

During the second free practice session:

The tyre starting pressures of all cars during P2 were checked.

The instantaneous fuel flow of all cars was checked.

After the second free practice session:

Car numbers 44 and 02 were weighed.

Car numbers 44 and 02 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) Overall height
- 10) Overall width

The profile of the in Article 3.3.2 of the 2018 Formula One Technical Regulations prescribed front wing section was checked on car numbers 44 and 02.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44 and 02.

The front and rear brake air duct dimensions were checked on car numbers 44 and 02.

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

A fuel sample was taken from car number 27.

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 engine oil samples have been analysed by FTIR spectroscopy and viscometry.

The results of the FTIR analyses show that the sampled oils were consistent with reference engine oil samples which had been approved for use by the relevant competitors prior to the Event.

All the above items were found to be in conformity with the 2018 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate