



2017 BAHRAIN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	38
To	The FIA Stewards of the Meeting	Date	16 April 2017
		Time	21:45

Technical Delegate's Report

Before the race:

The following parts/parameters have been replaced/changed today after 16:55 and before the start of the race:

Ferrari:

Car 07: Nose loom

Toro Rosso:

Car 55: Disable front brake master cylinder displacement signal due to failure

A front floor deflection test was carried out on car numbers 19, 14, 08 and 94.

The flatness of the reference plane and the step plane and their position to each other was checked on car numbers 19, 14, 08 and 94.

Clutch paddle linearity checks have been carried out on cars 44, 03, 07, 11, 18, 14, 26, 20, 30 and 09.

A fuel sample was taken from car numbers 07, 14 and 08 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 it was checked that the top ten cars had fitted the tyres which they had used when doing their fastest lap in Q2.

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 03, 55 and 08.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on car numbers 44, 03, 33, 05, 07, 11, 31, 19, 18, 14, 26, 55, 08, 20, 27, 30, 09 and 94.

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
05	Ferrari	Sebastian Vettel
07	Ferrari	Kimi Räikkönen
11	Force India Mercedes	Sergio Perez
31	Force India Mercedes	Esteban Ocon
19	Williams Mercedes	Felipe Massa
14	McLaren Honda	Fernando Alonso
02	McLaren Honda	Stoffel Vandoorne
26	Toro Rosso	Daniil Kvyat
08	Haas Ferrari	Romain Grosjean
27	Renault	Nico Hülkenberg
30	Renault	Jolyon Palmer
94	Sauber Ferrari	Pascal Wehrlein

The steering wheel of all classified cars has been checked.

Car numbers 11 and 31 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 and 31.

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

It was confirmed for car numbers 11 and 31 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 and 31.

A front wing flap deflection test was carried out on car numbers 11 and 31.

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

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, 19, 08 and 27 have been checked.

The ES state of charge on-track limits were checked on car numbers 05, 14 and 08.

The lap energy release and recovery limits were checked on car numbers 05, 14 and 08.

The MGU-K power limits were checked on car numbers 14 and 08.

The maximum MGU-K torque was checked on car numbers 05, 14 and 08.

The maximum MGU-K speed was checked on car numbers 05, 14 and 08 .

The maximum MGU-H speed was checked on car numbers 05, 14 and 08.

It was verified on car numbers 05, 14 and 08 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 fuel temperature of all cars was checked.

The instantaneous fuel flow of car numbers all cars was checked.

The total 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 05.

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