

2018 CHINESE GRAND PRIX

12 - 15 April 2018

From	The FIA Formula One Technical Delegate	Document	32
To	The Stewards	Date	15 April 2018
		Time	18:01

Technical Delegate's Report

Before the race:

The following part has been replaced today after 13:05 and before the start of the race:

Sauber Ferrari:

Car 16: Pitot sensor

A front wing deflection test was carried out on car numbers 11, 27 and 08.

A front wing flap deflection test was carried out on car numbers 11, 27 and 08.

A fuel sample was taken from car numbers 44 and 28 and analysed during the race.

An engine oil sample was taken from car numbers 44 and 33.

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 44, 11, 55 and 20.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on all cars.

After the race:

The following cars were weighed:

Number	Car	Driver
44	Mercedes	Lewis Hamilton
77	Mercedes	Valtteri Bottas
05	Ferrari	Sebastian Vettel
07	Ferrari	Kimi Räikkönen
03	RBR TAG Heuer	Daniel Ricciardo
33	RBR TAG Heuer	Max Verstappen
31	Force India Mercedes	Esteban Ocon
18	Williams Mercedes	Lance Stroll
27	Renault	Nico Hülkenberg
10	Toro Rosso Honda	Pierre Gasly
20	Haas Ferrari	Kevin Magnussen
14	McLaren Renault	Fernando Alonso
09	Sauber Ferrari	Marcus Ericsson

The steering wheel of all cars has been checked.

Car numbers 20 and 14 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 2018 Formula One Technical Regulations was checked on car numbers 20 and 14.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 20 and 14.

It was confirmed for car numbers 20 and 14 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 20 and 14.

The front and rear brake air duct dimensions were checked on car numbers 20 and 14.

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 checksums were checked on all cars.

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

The race start data of all cars have been checked.

The plenum temperature was checked on all cars.

The oil consumption was checked on car numbers 44, 77, 05, 07, 03, 33, 27, 55, 20 and 14.

The brake temperature warnings were checked on car numbers 11, 35, 10, 14 and 09.

The ES state of charge on-track limits were checked on car numbers 44, 07, 33 and 11.

The lap energy release and recovery limits were checked on car numbers 44, 07, 33 and 11.

The MGU-K power limits were checked on car numbers 44, 07, 33 and 11.

The maximum MGU-K torque was checked on car numbers 44, 07, 33 and 11.

The maximum MGU-H speed was checked on car numbers 44, 07, 33 and 11.

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 all cars was checked.

Fuel flow meter calibration checksums were checked on all cars.

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

A fuel sample was taken from car number 03.

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.

An engine oil sample was taken from car number 07.

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 car weights and the items checked were found to be in conformity with the 2018 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate