



2017 AUSTRALIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	42
To	The FIA Stewards of the Meeting	Date	26 March 2017
		Time	19:25

Technical Delegate's Report

Before the race:

The following parts have been replaced today after 14:55 and before the start of the race:

Renault:

Car 30: Front wing flap adjuster screw

A front floor deflection test was carried on car numbers 44, 77, 33, 05 and 55.

The flatness of the reference plane and the step plane and their position to each other was checked on car numbers 44, 77, 33, 05 and 55.

A fuel sample was taken from car numbers 33, 26 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 nine 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 77, 11 and 26.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on car numbers 44, 77, 33, 05, 07, 11, 31, 19, 18, 14, 02, 26, 55, 08, 20, 27, 30, 09 and 36.

After the race:

The following cars were weighed:

Number Car

Driver

44	Mercedes	Lewis Hamilton
77	Mercedes	Valtteri Bottas
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
19	Williams Mercedes	Felipe Massa
02	McLaren Honda	Stoffel Vandoorne
26	Toro Rosso	Daniil Kvyat
55	Toro Rosso	Carlos Sainz
27	Renault	Nico Hülkenberg
36	Sauber Ferrari	Antonio Giovinazzi

The steering wheel of car numbers 44, 33, 05, 07, 31, 02, 26, 55 and 27 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 maximum 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 on car numbers 11 and 31.

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

It was confirmed for car number 19 that a 1.0 litre fuel sample could be taken after the race.

It was checked that no classified car exceeded 60 km/h when leaving the formation grid prior to the start of the race.

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

Clutch paddle linearity checks have been completed on cars 44, 03, 05, 07, 11, 18, 02, 55, 20, 30 and 36.

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 of car numbers 44, 77, 33, 05, 11, 14, 26, 55 and 27 have been checked.

The ES state of charge on-track limits were checked on car numbers 44 and 05.

The lap energy release and recovery limits were checked on car numbers 44 and 05.

The MGU-K power limits were checked on car numbers 44 and 05.

The maximum MGU-K torque was checked on car numbers 44 and 05.

The maximum MGU-K speed was checked on car numbers 44 and 05.

The maximum MGU-H speed was checked on car numbers 44 and 05.

The ERS lap energy limits were checked on car numbers 44 and 05.

It was checked that car numbers 44, 33, 05 and 02 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 44, 33, 05 and 02 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 44, 33, 05 and 02.

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.

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