

2021 MONACO GRAND PRIX

19 - 23 May 2021

From	The FIA Formula One Technical Delegate	Document	28
To	The Stewards	Date	22 May 2021
		Time	18:36

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

The engine high rev limit bands were checked on all cars.

The fuel flow meter calibration checksum was checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature of all cars was checked.

The IVT code and calibration checksums were checked on all cars.

The IVT temperatures were checked on all cars.

The ES state of charge on-track limits were checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The MGU-K power limits were checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-H speed was checked on all cars.

After the third free practice session:

An engine oil sample was taken from car number 09.

Before the qualifying practice session:

A fuel sample was taken from car numbers 05 and 07.

An engine oil sample was taken from car numbers 31 and 07.

It was confirmed for all cars that the gear ratios used during the remainder of this Event belong to the gear ratios declared to the FIA technical delegate at or before the first Event of the 2021 Championship.

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

During the qualifying practice session:

Car numbers 03, 18, 31, 16, 22, 07, 09 and 06 were weighed.

The weight distribution was checked on car numbers 03, 18, 31, 16, 22, 07, 09 and 06.

The tyre starting pressures of all cars during the qualifying sessions were checked.

The uppermost rear wing element adjustable positions were checked on car numbers 03, 18, 14, 10, 07 and 06.

After the qualifying practice session:

Car numbers 44, 77, 33, 11, 04, 05, 55, 10 and 99 were weighed.

The chassis identification transponders have been confirmed for car numbers 44, 77, 33, 11, 04, 05, 16, 55, 10 and 99.

The front and rear brake air duct dimensions were checked on car numbers 44, 77, 33, 11, 04, 05, 16, 55, 10 and 99.

The compliance of the front and rear air ducts with Articles 11.4, 11.5 and 11.6 of the 2021 Formula One Technical Regulations has been checked on car numbers 44, 33, 04, 05, 55, 10 and 99.

The engine high rev limit bands were checked on all cars.

The plenum temperature was checked on all cars.

The IVT code and calibration checksums were checked on all cars.

The IVT temperatures were checked on all cars.

The ES state of charge on-track limits were checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The MGU-K power limits were checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-H speed was checked on all cars.

The session type has been confirmed for all cars.

Chassis FIA checksum was checked on all cars taking part in the qualifying sessions.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The rear brakes pressure control was checked on all cars.

Gear shift data checks have been carried out for car numbers 77 and 16.

The steering wheel of all cars has been checked.

It was verified on all cars that the PCU dash board display configuration was not changed during the qualifying session.

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

The fuel pressure of all cars during the qualifying session was checked.

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

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

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

Fuel samples were taken from car numbers 44, 11 and 10.

All the fuel samples have been checked for density and analysed by gas chromatography.

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.

An engine oil sample was taken from car number 11.

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.

The following SECU software versions have been used by the teams during the qualifying sessions:

Team	FIA Standard ECU system version
Mercedes-AMG Petronas Formula One Team	SR1309
Red Bull Racing	SR1309
McLaren F1 Team	SR1309
Aston Martin Cognizant Formula One Team	SR1309
Alpine F1 Team	SR1309
Scuderia Ferrari Mission Winnow	SR1309
Scuderia AlphaTauri Honda	SR1309
Alfa Romeo Racing ORLEN	SR1309
Uralkali Haas F1 Team	SR1309
Williams Racing	SR1309

All the above items were found to be in conformity with the 2021 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate