

2018 ABU DHABI GRAND PRIX

22 - 25 November

From	The FIA Formula One Technical Delegate	Document	41
To	The Stewards	Date	25 November 2018
		Time	20:55

Technical Delegate's Report

Before the race:

A front floor deflection test was carried on car numbers 05, 03, 08 and 16.

The flatness of the reference and step plane and their position to each other was checked on car numbers 05, 03, 08 and 16.

A fuel sample was taken from car numbers 55, 28 and 20 and analysed during the race.

An engine oil sample was taken from car numbers 55 and 18.

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, 77, 05, 18 and 09.

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
03	RBR TAG Heuer	Daniel Ricciardo
33	RBR TAG Heuer	Max Verstappen
11	Force India Mercedes	Sergio Perez
18	Williams Mercedes	Lance Stroll
55	Renault	Carlos Sainz
08	Haas Ferrari	Romain Grosjean
20	Haas Ferrari	Kevin Magnussen
14	McLaren Renault	Fernando Alonso
09	Sauber Ferrari	Marcus Ericsson
16	Sauber Ferrari	Charles Leclerc

The steering wheel of all classified cars has been checked.

Car numbers 11, 55 and 20 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 in Article 3.3.2 of the 2018 Formula One Technical Regulations prescribed front wing section was checked on car numbers 11, 55 and 20.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 11, 55 and 20.

It was confirmed for car numbers 11, 55 and 20 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, 55 and 20.

The front and rear brake air duct dimensions were checked on car numbers 11, 55 and 20.

It was confirmed for car numbers 05 and 33 that the minimum weight of 733 kg was respected at all times during the race.

It was checked that no classified car exceeded 80 km/h when leaving the formation grid prior to the

start of the race.

The race start data of car numbers 05, 55 and 20 have been checked.

The plenum temperature was checked on all cars.

It was verified on all cars 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 tyre starting pressures of all cars during the race were checked.

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

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous fuel flow of all cars was checked.

The total fuel mass consumed by all cars the race was checked.

The fuel temperature of all cars was checked.

A fuel sample was taken from car number 77.

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 77.

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