



## 2014 BRITISH GRAND PRIX

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	61
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	06 July 2014
		<b>Time</b>	17:44

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### Before the race:

The following parts have been replaced today after 11:55 and before the start of the race:

### Lotus Renault:

Car 13: RHS front drum outer donut

An asymmetric front wing deflection test was carried out on car numbers 01, 06, 08 and 27.

A fuel sample was taken from car numbers 20, 99 and 04 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.

### After the race:

The following cars were weighed:

<b>Number</b>	<b>Car</b>	<b>Driver</b>
01	Red Bull Racing Renault	Sebastian Vettel
03	Red Bull Racing Renault	Daniel Ricciardo
44	Mercedes	Lewis Hamilton
14	Ferrari	Fernando Alonso
08	Lotus Renault	Romain Grosjean
13	Lotus Renault	Pastor Maldonado
22	McLaren Mercedes	Jenson Button
20	McLaren Mercedes	Kevin Magnussen
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez
		Mendoza
99	Sauber Ferrari	Adrian Sutil
25	Toro Rosso Renault	Jean-Eric Vergne

26	Toro Rosso Renault	Daniil Kvyat
77	Williams Mercedes	Valtteri Bottas
17	Marussia Ferrari	Jules Bianchi
04	Marussia Ferrari	Max Chilton
10	Caterham Renault	Kamui Kobayashi

The steering wheel of all classified cars has been checked.

Car numbers 14 and 77 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 3.7.3 of the 2014 Formula One Technical Regulations was checked on car numbers 14 and 77.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 14 and 77.

It was confirmed for car numbers 14 and 77 that any vertical cross section of bodywork normal to the car centre line and situated in the volumes defined in Article 3.8.4 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 14 and 77.

The front and rear brake air duct dimensions were checked on car numbers 14 and 77.

It was confirmed for car number 25 that the front wing/nose assembly, which got replaced on the grid during the race suspension was not heavier in weight than the one originally fitted on the car.

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.

The start data of car numbers 44, 06, 14 and 27 have been checked.

The torque coordinator demands were checked on car numbers 03, 44, 14, 25 and 77.

The torque control was checked on car numbers 03, 44, 14 and 77.

The rear brakes pressure control was checked on all car numbers 03, 44, 14, 25 and 77.

During the race it was verified for car numbers 03, 44, 14, 22, 77 and 10 that the limits for electrical power and state of charge for the MGU-K and ES were not exceeded.

The maximum MGU-K torque was checked on car numbers 03, 44, 14, 22, 77 and 10.

The maximum MGU-H speed was checked on car numbers 03, 44, 14, 22, 77 and 10.

It was checked on car numbers 03, 44, 14, 22, 77 and 10 that the MGU-K was not used below 100 km/h at the start.

It was checked on car numbers 03, 44, 14, 22, 77 and 10 that the ES was not charged while the car was stationary in the pits.

It was checked that car numbers 03, 44, 14 and 77 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 03, 44, 14 and 77 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 03, 44, 14 and 77.

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 flow of all cars was checked.

The fuel consumption of all cars was checked.

A fuel sample was taken from car numbers 44, 14 and 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.

All car weights and the items checked were found to be in conformity with the 2014 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**