



2014 GERMAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	40
To	The FIA Stewards of the Meeting	Date	20 July 2014
		Time	17:49

Before the race:

The following parts have been replaced today after 12:55 and before the start of the race:

Mercedes:

Car 44: Radio antenna

Williams Mercedes:

Car 19: Fuel hatch seal

A fuel sample was taken from car numbers 27, 25 and 10 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:

Number	Car	Driver
01	Red Bull Racing Renault	Sebastian Vettel
03	Red Bull Racing Renault	Daniel Ricciardo
44	Mercedes	Lewis Hamilton
06	Mercedes	Nico Rosberg
14	Ferrari	Fernando Alonso
07	Ferrari	Kimi Räikkönen
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
21	Sauber Ferrari	Esteban Gutierrez
25	Toro Rosso Renault	Jean-Eric Vergne
77	Williams Mercedes	Valtteri Bottas
17	Marussia Ferrari	Jules Bianchi
04	Marussia Ferrari	Max Chilton
10	Caterham Renault	Kamui Kobayashi
09	Caterham Renault	Marcus Ericsson

The steering wheel of all classified cars has been checked.

Car numbers 44 and 22 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 44 and 22.

The minimum and maximum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 22 and 20.

It was confirmed for car numbers 44 and 22 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 44 and 22.

The front and rear brake air duct dimensions were checked on car numbers 44 and 22.

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 01, 06, 14 and 77 have been checked.

During the race it was verified for car numbers 01, 06, 14, 22, 11, 21, 77 and 09 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 01, 06, 14, 22, 11, 21, 77 and 09.

The maximum MGU-H speed was checked on car numbers 01, 06, 14, 22, 11, 21, 77 and 09.

It was checked on car numbers 01, 06, 14, 22, 11, 21, 77 and 09 that the MGU-K was not used below 100 km/h at the start.

It was checked on car numbers 01, 06, 14, 22, 11, 21, 77 and 09 that the ES was not charged while the car was stationary in the pits.

It was checked that car numbers 06, 14 and 77 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 06, 14 and 77 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 06, 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.

The fuel temperature of all cars was checked.

A fuel sample was taken from car numbers 01 and 06.

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