



## 2017 ITALIAN GRAND PRIX

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	50
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	03 September 2017
		<b>Time</b>	17:33

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### Technical Delegate's Report

#### Before the race:

A front wing deflection test was carried out on car numbers 44, 33, 18 and 02.

Clutch paddle linearity checks have been carried out on car numbers 77, 11, 14, 55 and 27.

A fuel sample was taken from car numbers 07, 14 and 30 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 the temperature of the LHS and RHS front and rear tyre was checked on car numbers 03, 31, 18 and 14.

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:

<b>Number</b>	<b>Car</b>	<b>Driver</b>
44	Mercedes	Lewis Hamilton
77	Mercedes	Valtteri Bottas
03	RBR TAG Heuer	Daniel Ricciardo
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
18	Williams Mercedes	Lance Stroll
14	McLaren Honda	Fernando Alonso
26	Toro Rosso	Daniil Kvyat

20	Haas Ferrari	Kevin Magnussen
27	Renault	Nico Hülkenberg
94	Sauber Ferrari	Pascal Wehrlein

The steering wheel of all classified cars has been checked.

Car number 11 was 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 number 11.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car number 11.

It was confirmed for car number 11 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 number 11.

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

The LHS and RHS front and rear camber was checked and compared with the submitted set-up sheets on car number 11.

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.

Single clutch paddle use for the race start has been checked on all cars.

The race start data of all cars have been checked.

The ES state of charge on-track limits were checked on car numbers 44, 77, 03 and 07.

The lap energy release and recovery limits were checked on car numbers 44, 77, 03 and 07.

The MGU-K power limits were checked on car numbers 44, 77, 03 and 07.

The maximum MGU-K torque was checked on car numbers 44, 77, 03 and 07.

The maximum MGU-K speed was checked on car numbers 44, 77, 03 and 07.

The maximum MGU-H speed was checked on car numbers 44, 77, 03 and 07.

It was checked on car numbers 44, 77, 03 and 07 that the MGU-K was not used below 100 km/h at the start.

It was checked on car numbers 44, 77, 03 and 07 that the ES was not charged while the car was stationary in the pits.

The radio communications during the formation lap were checked on all cars.

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 temperature of all cars was checked.

The instantaneous fuel flow of all classified cars was checked.

Fuel flow meter calibration checksums were checked on all classified cars.

The total fuel mass used by every classified car during the race was checked.

Fuel system pressures of car numbers 44, 77, 03 and 07 during the race were checked.

A fuel sample was taken from car numbers 44.

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**