



## 2014 SINGAPORE GRAND PRIX

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	20
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	21 September 2014
		<b>Time</b>	00:54

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### **During the third free practice session:**

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

The fuel flow of car numbers 01, 03, 44, 06, 14, 07, 08, 13, 22, 20, 27, 11, 99, 25, 26, 19, 77, 17, 04, 10 and 09 was checked.

### **Before the qualifying practice session:**

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 2014 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 21 and 09 were weighed.

The weight distribution was checked on car numbers 21 and 09.

Car numbers 21 and 09 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) Stepped bottom
- 9) Diffuser height
- 10) Diffuser width

- 11) Overall height
- 12) Overall width

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

Fuel samples were taken from car numbers 13 and 11.

**After the qualifying practice session:**

Car numbers 01, 03, 44, 06, 14, 07, 20, 26, 19 and 77 were weighed.

Car numbers 01, 03, 44, 06, 14, 07, 20, 26, 19 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) Stepped bottom
- 9) Diffuser height
- 10) Diffuser width
- 11) Overall height
- 12) Overall width

The chassis identification transponders have been confirmed for car numbers 01, 03, 44, 06, 14, 07, 20 and 77.

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 01, 03, 44, 06, 14, 07, 20, 26, 19 and 77.

It was confirmed for car numbers 01, 03, 44, 06, 14, 07, 20, 26, 19 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 01, 03, 44, 06, 14, 07, 20, 26, 19 and 77.

An asymmetric front floor deflection test was carried on car numbers 27, 21 and 26.

The front and rear brake air duct dimensions were checked on car numbers 01, 03, 44, 06, 14, 07, 20, 26, 19 and 77.

The suspension system of car numbers 03, 44, 17, 27, 21 and 26 was checked.

The pressure relief valve of the engine coolant header tank was checked on car numbers 27, 21 and 26.

It was confirmed for all drivers taking part in the qualifying session that they have used their sealed power unit.

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 qualifying sessions.

Gear shift data checks have been carried out for car numbers 06, 14, 07 and 77.

The change of the ES state of charge was checked on car numbers 03, 44, 14, 08, 99, 19 and 10.

The energy flow between the ES and MGU-K was checked on car numbers 03, 44, 14, 08, 99, 19 and 10.

The maximum MGU-K power was checked on car numbers 03, 44, 14, 08, 99, 19 and 10.

The maximum MGU-K torque was checked on car numbers 03, 44, 14, 08, 99, 19 and 10.

The maximum MGU-K speed was checked on car numbers 03, 44, 14, 08, 99, 19 and 10.

The maximum MGU-H speed was checked on car numbers 03, 44, 14, 08, 99, 19 and 10.

The ERS lap energy limits were checked on all cars.

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

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

The fuel flow of all cars was checked.

The fuel temperature of all cars was checked.

Fuel samples were taken from car numbers 03, 20 and 26.

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.

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

<b>Team</b>	<b>FIA Standard ECU system version</b>
Caterham	SR640 (B627)
Ferrari	SR639 (B628)
Force India	SR640 (B622)
Lotus	SR640 (B627)
Marussia	SR639 (B626)
McLaren	SR640 (B622)
Mercedes	SR640 (B622)
Red Bull	SR640 (B627)
Sauber	SR639 (B628)
Toro Rosso	SR640 (B627)
Williams	SR640 (B622)

All the above items were found to be in conformity with the 2014 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**