

2021 BRITISH GRAND PRIX

15 - 18 July 2020

From	The FIA Formula One Technical Delegate	Document	35
To	The Stewards	Date	17 July 2021
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Technical Delegate's Report

Before the second free practice session:

A fuel sample was taken from car number 10.

An engine oil sample was taken from car number 10.

During the second free practice session:

The tyre starting pressures of all cars during P2 were checked.

The engine high rev limit bands were checked on all cars.

The fuel flow meter calibration checksum was checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature of all cars was checked.

The IVT code and calibration checksums were checked on all cars.

The ES state of charge on-track limits were checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The MGU-K power limits were checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-H speed was checked on all cars.

The SECU custom software versions were checked on all cars.

The steering wheel of all cars has been checked.

It was verified on all cars that the PCU dash board display configuration was not changed.

Before the sprint qualifying session:

A fuel sample was taken from car number 18.

An engine oil sample was taken from car number 18.

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 44, 77, 33, 11, 03, 04, 18, 14, 31, 16, 55, 22, 10, 07, 99, 09, 47, 63 and 06.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on all cars.

After the sprint qualifying session:

Car numbers 44, 77, 33, 11, 03, 04, 18, 05, 14, 31, 16, 55, 22, 10, 07, 99, 09, 47, 63 and 06 were weighed.

A front floor deflection test was carried on car numbers 04, 14 and 10.

The flatness of the reference and step plane and their position to each other was checked on car numbers 04, 14 and 10.

The engine high rev limit bands were checked on all cars.

The plenum temperature was checked on all cars.

The IVT code and calibration checksums were checked on all cars.

The ES state of charge on-track limits were checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The MGU-K power limits were checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-H speed was checked on all cars.

The session type has been confirmed for all cars.

Chassis FIA checksum was checked on all cars taking part in the qualifying sessions.

The torque coordinator demands were checked on car numbers 44, 33, 04, 18, 14, 16, 10, 07, 09 and 06.

The torque control was checked on car numbers 44, 33, 04, 18, 14, 16, 10, 07, 09 and 06.

The rear brakes pressure control was checked on car numbers 44, 33, 04, 18, 14, 16, 10, 07, 09 and 06.

The brake temperature warnings were checked on car numbers 44, 33, 04, 18, 14, 16, 10, 07, 09 and 06.

The steering wheel of all cars has been checked.

The race start data of all cars have been checked.

The MGU-K use at the race start was checked on all cars.

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

It was verified on all cars that the PCU dash board display configuration was not changed.

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

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

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

A fuel sample was taken from car number 14.

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.

An engine oil sample was taken from car number 14.

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 the above items were found to be in conformity with the 2021 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate