

2021 BELGIAN GRAND PRIX

26 - 29 August 2021

From	The FIA Formula One Technical Delegate	Document	42
To	The Stewards	Date	29 August 2021
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Technical Delegate's Report

Before the race:

Pit-Stop equipment checks have been carried out with the Mercedes-AMG Petronas Formula One Team and Red Bull Racing team.

The uppermost rear wing element adjustable positions were checked on car numbers 11, 03, 05, 16, 10 and 63.

A front wing deflection test was carried out on car numbers 05 and 63.

A front wing flap deflection test was carried out on car numbers 05 and 63.

A fuel sample was taken from car numbers 44, 16 and 99 and analysed during the race.

An engine oil sample was taken from car numbers 16 and 99.

On the grid it was checked that all cars had fitted their tyres when the 5-Minutes signal was given.

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:

Number	Car	Driver
44	Mercedes	Lewis Hamilton
33	Red Bull Racing Honda	Max Verstappen

03	McLaren Mercedes	Daniel Ricciardo
05	Aston Martin Mercedes	Sebastian Vettel
31	Alpine Renault	Esteban Ocon
16	Ferrari	Charles Leclerc
55	Ferrari	Carlos Sainz
10	AlphaTauri Honda	Pierre Gasly
99	Alfa Romeo Racing Ferrari	Antonio Giovinazzi
47	Haas Ferrari	Mick Schumacher
63	Williams Mercedes	George Russell
06	Williams Mercedes	Nicholas Latifi

The steering wheel of all cars has been checked.

Car numbers 16, 55 and 06 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 in Article 3.3.1 of the 2021 Formula One Technical Regulations prescribed front wing section was checked on car numbers 16, 55 and 06.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 16, 55 and 06.

It was confirmed for car numbers 16, 55 and 06 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 numbers 16, 55 and 06.

The front and rear brake air duct dimensions were checked on car numbers 16, 55 and 06.

The session type has been confirmed for all cars.

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

It was checked that car numbers 44, 77, 33, 03, 04, 18, 05, 14, 31, 16, 55, 22, 10, 99, 09, 47, 63 and 06 did not exceed 80 km/h when leaving the formation grid prior to the start of the race.

It was verified on all cars that the MD5 checksum of the PCU8 (dash board display) used on the car matched the configuration lodged with the FiA prior to the qualifying session.

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

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.

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 car weights and the items checked were found to be in conformity with the 2021 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate