

2019 MEXICAN GRAND PRIX

24 - 27 October 2019

From	The FIA Formula One Technical Delegate	Document	25
To	The Stewards	Date	26 October 2019
		Time	16:51

Technical Delegate's Report

Before the third free practice session:

An engine oil sample was taken from car number 18.

During the third free practice session:

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

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.

Before the qualifying practice session:

An engine oil sample was taken from car numbers 05 and 99.

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 2019 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 44, 77, 05, 33, 03, 27, 20, 55 and 18 were weighed.

The weight distribution was checked on car numbers 44, 77, 05, 33, 03, 27, 20, 55 and 18.

Car numbers 03 and 18 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 profile of the in Article 3.3.1 of the 2019 Formula One Technical Regulations prescribed front wing section was checked on car numbers 03 and 18.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 03 and 18.

It was confirmed for car numbers 03 and 18 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 03 and 18.

The front and rear brake air duct dimensions were checked on car numbers 03 and 18.

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

Fuel samples were taken from car numbers 20 and 99.

After the qualifying practice session:

Car numbers 44, 05, 16, 33, 23, 55, 04, 26 and 10 were weighed.

Car numbers 44, 05, 16, 33, 23, 55, 04, 26 and 10 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 44, 05, 16, 33, 23, 55, 04 and 26.

The profile of the prescribed front wing section in Article 3.3.1 of the 2019 Formula One Technical Regulations was checked on car numbers 44, 05, 16, 33, 23, 55, 04, 26 and 10.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44, 05, 16, 33, 23, 55, 04, 26 and 10.

It was confirmed for car numbers 44, 05, 16, 33, 23, 55, 04, 26 and 10 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 44, 05, 16, 33, 23, 55, 04, 26 and 10.

The front and rear brake air duct dimensions were checked on car numbers 44, 05, 16, 33, 23, 55, 04, 26 and 10.

A rear floor deflection test was carried on car number 44.

The uppermost rear wing element adjustable positions were checked on car 44, 05, 16, 33, 23, 55, 04, 26 and 10.

The plenum temperature was checked on all cars.

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

The IVT temperatures 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 MGU-K power model was checked on car numbers 05, 16, 03, 27, 08, 20, 55, 04, 07 and 99.

The ES power model was checked on car numbers 05, 16, 03, 27, 08, 20, 55, 04, 07 and 99.

The TAG320 locked status 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.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The rear brakes pressure control was checked on all cars.

Gear shift data checks have been carried out for car number 16.

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 car numbers all cars was checked.

The fuel temperature of all cars was checked.

Fuel samples were taken from car numbers 16, 04 and 10.

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 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.

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

Team	FIA Standard ECU system version
Mercedes AMG Petronas Motorsport	SR1118
Scuderia Ferrari Mission Winnow	SR1118
Aston Martin Red Bull Racing	SR1118
Renault F1 Team	SR1118
Haas F1 Team	SR1118
McLaren F1 Team	SR1118
SportPesa Racing Point F1 Team	SR1118
Alfa Romeo Racing	SR1118
Red Bull Toro Rosso Honda	SR1118
ROKiT Williams Racing	SR1118

All the above items were found to be in conformity with the 2019 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate