

2021 ITALIAN GRAND PRIX

9 - 12 September 2021

From	The FIA Formula One Technical Delegate	Document	42
To	The Stewards	Date	11 September 2021
		Time	18:51

Technical Delegate's Report

Before the second free practice session:

The flatness of the reference plane was checked on car numbers 77, 11, 03, 18, 14, 55, 10, 88, 47 and 06.

During the second free practice session:

The tyre starting pressures of all cars during P2 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.

After the second free practice session:

It was checked that all cars did not exceed 15000 rpm during the second free practice session.

The fuel pressure of all cars during the second free practice session was checked.

The logged pressure within the engine cooling system during the second free practice session was 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 custom software versions were checked on all cars.

A fuel sample was taken from car number 63.

An engine oil sample was taken from car number 63.

The steering wheel of all cars has been checked.

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.

Before the sprint qualifying session:

A fuel sample was taken from car number 22.

An engine oil sample was taken from car number 22.

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, 05, 14, 31, 16, 55, 22, 10, 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:

The following cars were weighed:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
44	Mercedes	Lewis Hamilton
77	Mercedes	Valtteri Bottas
33	Red Bull Racing Honda	Max Verstappen

11	Red Bull Racing Honda	Sergio Perez
03	McLaren Mercedes	Daniel Ricciardo
04	McLaren Mercedes	Lando Norris
18	Aston Martin Mercedes	Lance Stroll
05	Aston Martin Mercedes	Sebastian Vettel
14	Alpine Renault	Fernando Alonso
31	Alpine Renault	Esteban Ocon
16	Ferrari	Charles Leclerc
55	Ferrari	Carlos Sainz
22	AlphaTauri Honda	Yuki Tsunoda
88	Alfa Romeo Racing Ferrari	Robert Kubica
99	Alfa Romeo Racing Ferrari	Antonio Giovinazzi
09	Haas Ferrari	Nikita Mazepin
47	Haas Ferrari	Mick Schumacher
63	Williams Mercedes	George Russell
06	Williams Mercedes	Nicholas Latifi

The steering wheel of all cars has been checked.

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 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 session type has been confirmed for all cars.

Chassis FIA checksum was checked on all cars.

The rear brakes pressure control was checked on car numbers 44, 77, 33, 11, 03, 04, 18, 05, 14, 31, 16, 55, 22, 88, 99, 09, 47, 63 and 06.

The brake temperature warnings were checked on car numbers 44, 77, 33, 11, 03, 04, 18, 05, 14, 31, 16, 55, 22, 88, 99, 09, 47, 63 and 06.

The race start data of all cars have been checked.

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

It was checked that no 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 77.

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 77.

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