

2019 AUSTRIAN GRAND PRIX

27 - 30 June 2019

From	The FIA Formula One Technical Delegate	Document	13
To	The Stewards	Date	28 June 2019
		Time	18:57

Technical Delegate's Report

Before the first free practice session:

An engine oil sample was taken from car number 18.

During the first free practice session:

The tyre starting pressures of all cars during P1 were checked.

The instantaneous fuel mass flow of all cars was checked.

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

The fuel temperature of all cars was checked.

The plenum temperature of all cars was checked.

After the first free practice session:

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

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

The logged pressure within the engine cooling system during the first free practice session was checked on all cars.

A fuel sample was taken from car number 03.

Before the second free practice session:

An engine oil sample was taken from car number 03.

During the second free practice session:

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

The plenum temperature of all cars was checked.

The instantaneous fuel mass flow of car numbers 44, 77, 05, 16, 33, 10, 03, 27, 08, 20, 55, 04, 11, 18, 07, 99, 23, 63 and 88 was checked.

The fuel temperature of car numbers 44, 77, 05, 16, 33, 10, 03, 27, 08, 20, 55, 04, 11, 18, 07, 26, 23, 63 and 88 was checked.

The temperature of the fuel intended for immediate use in car number 99, measured at 15:08hrs with FiA approved and sealed sensor, was more than thirteen degrees centigrade below the ambient temperature recorded by the FIA appointed weather service provider one hour before the second free practice session (30 °C), this not being in compliance with Article 6.5.2 of the 2019 Formula One Technical Regulations. I am referring this matter to the stewards for their consideration.

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

The custom software versions were checked on all cars.

After the second free practice session:

Car numbers 03 and 88 were weighed.

Car numbers 03 and 88 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) Overall height
- 10) 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 88.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 03 and 88.

The IVT temperatures were checked on all cars.

The ES state of charge on-track limits were checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The lap energy release and recovery limits were checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The MGU-K power limits were checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The maximum MGU-K speed was checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The maximum MGU-K torque was checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The maximum MGU-H speed was checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The MGU-K power model was checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The ES power model was checked on car numbers 44, 05, 16, 03, 27, 20, 55, 04, 11, 99, 26, 23 and 63.

The custom software versions were checked on all cars.

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

A fuel sample was taken from car number 11.

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.

Apart from the fuel temperature of car number 99 during P2 (see above), 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