



# 2015 JAPANESE GRAND PRIX

---

<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	11
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	25 September 2015
		<b>Time</b>	16:52

---

## Technical Delegate's Report

### **During the first free practice session:**

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

The instantaneous fuel flow 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 09.

### **During the second free practice session:**

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

The instantaneous fuel flow of all cars was checked.

### **After the second free practice session:**

Car number 14 was weighed.

Car number 14 was 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 front and rear brake air duct dimensions were checked on car number 14.

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

A fuel sample was taken from car number 27.

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.

All the above items were found to be in conformity with the 2015 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**