



2016 BELGIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	36
To	The FIA Stewards of the Meeting	Date	27 August 2016
		Time	18:04

Technical Delegate's Report

During the third free practice session:

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

The instantaneous fuel flow of all cars was checked.

Before the qualifying practice session:

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 2016 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 06, 05, 77, 55, 31 and 08 were weighed.

The weight distribution was checked on car numbers 06, 05, 77, 55, 31 and 08.

Car numbers 55 and 31 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 tyre starting pressures of all cars during the qualifying sessions were checked.

Fuel samples were taken from car numbers 30 and 12.

After the qualifying practice session:

Car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22 were weighed.

Car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22 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 06, 05, 07, 77, 03, 33, 27, 11 and 22.

The profile of the prescribed front wing section in Article 3.7.3 of the 2016 Formula One Technical Regulations was checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22.

It was confirmed for car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22 that any vertical cross section of bodywork normal to the car centre line and situated in the volumes defined in Article 3.8.4 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 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22.

The front and rear brake air duct dimensions were checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22.

The inclination, the diameter and the position of the last 150mm of the exhaust tailpipes were checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22.

The static camber of the front wheels was checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11 and 22.

The units locking status was checked on all cars.

The session type has been confirmed for all cars.

Software version checks have been carried out on all cars.

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

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

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

Gear shift data checks have been carried out for car numbers 05, 07, 19 and 33.

The torque coordinator demands were checked on car numbers 06, 07, 03, 33, 27, 14 and 22.

The torque control was checked on car numbers 06, 07, 03, 33, 27, 14 and 22.

The rear brakes pressure control was checked on all car numbers 06, 07, 03, 33, 27, 14 and 22.

The ES state of charge on-track limits were checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11, 30, 26, 55, 09, 12, 22, 94, 31, 08 and 21.

The lap energy release and recovery limits were checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11, 30, 26, 55, 09, 12, 22, 94, 31, 08 and 21.

The MGU-K power limits were checked on car numbers 06, 05, 07, 77, 33, 27, 11, 30, 26, 55, 09, 12, 22, 94, 31, 08 and 21.

The maximum MGU-K torque was checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11, 30, 26, 55, 09, 12, 22, 94, 31, 08 and 21.

The maximum MGU-K speed was checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11, 30, 26, 55, 09, 12, 22, 94, 31, 08 and 21.

The maximum MGU-H speed was checked on car numbers 06, 05, 07, 19, 77, 03, 33, 27, 11, 30, 26, 55, 09, 12, 22, 94, 31, 08 and 21.

The ERS lap energy limits were checked on all cars.

The fuel temperature of all cars was checked.

The instantaneous fuel flow of all cars was checked.

Fuel system pressures of all cars during the qualifying sessions were checked.

Fuel samples were taken from car numbers 77 and 11.

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

Team	FIA Standard ECU system version
Mercedes	SR815
Ferrari	SR815
Williams	SR815
Red Bull	SR815
Force India	SR815
Renault	SR815
Toro Rosso	SR815
Sauber	SR815
McLaren	SR815
Manor	SR815
Haas	SR815

All the above items were found to be in conformity with the 2016 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate