



2016 MALAYSIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	38
To	The FIA Stewards of the Meeting	Date	02 October 2016
		Time	19:37

Technical Delegate's Report

Before the race:

A front floor deflection test was carried on car numbers 44, 05, 33 and 27.

The flatness of the reference and step plane and their position to each other was checked on car numbers 44, 05 and 27.

A fuel sample was taken from car numbers 27, 22 and 08 and analysed during the race.

On the grid it was checked that all cars had fitted their tyres when the "3-Minutes" signal was given.

On the grid it was checked that the top ten cars had fitted the tyres which they had used when doing their fastest lap in Q2.

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 07, 26 and 31.

On the grid minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on all cars.

After the race:

The following cars were weighed:

Number	Car	Driver
06	Mercedes	Nico Rosberg
07	Ferrari	Kimi Räikkönen
19	Williams Mercedes	Felipe Massa
77	Williams Mercedes	Valtteri Bottas
03	Red Bull Racing TAG Heuer	Daniel Ricciardo

33	Red Bull Racing TAG Heuer	Max Verstappen
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez
30	Renault	Jolyon Palmer
26	STR Ferrari	Daniil Kvyat
55	STR Ferrari	Carlos Sainz
09	Sauber Ferrari	Marcus Ericsson
14	McLaren Honda	Fernando Alonso
22	McLaren Honda	Jenson Button
94	MRT Mercedes	Pascal Wehrlein
31	MRT Mercedes	Esteban Ocon

The steering wheel of all classified cars has been checked.

Car numbers 77, 30 and 14 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) Skidblock thickness
- 9) Stepped bottom
- 10) Diffuser height
- 11) Diffuser area
- 12) Overall height
- 13) Overall width

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 77, 30 and 14.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 77, 30 and 14.

It was confirmed for car numbers 77, 30 and 14 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 77, 30 and 14.

The front and rear brake air duct dimensions were checked on car numbers 77, 30 and 14.

It was checked that no classified car exceeded 80 km/h when leaving the formation grid prior to the start of the race.

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.

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

Clutch bite point checks according to TD/016-16 have been carried out on all cars.

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

The start data of car numbers 06, 07, 77, 03, 33, 27, 30, 55, 09 and 14 have been checked.

It was checked that car numbers 06, 07, 03 and 14 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 06, 07, 03 and 14 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 06, 07, 03 and 14.

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

The fuel temperature of all cars was checked.

The instantaneous fuel flow of all cars was checked.

The total fuel mass used by every classified car during the race was checked.

Fuel system pressures of all cars during the race were checked.

A fuel sample was taken from car numbers 07 and 30.

The fuel samples have been checked for density and analysed by gas chromatography.

The results of all the 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 car weights and the items checked were found to be in conformity with the 2016 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate