



## 2016 BAHRAIN GRAND PRIX

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	38
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	03 April 2016
		<b>Time</b>	21:56

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### Technical Delegate's Report

#### Before the race:

The following parts have been replaced today after 16:55 and before the start of the race:

#### MRT Mercedes:

Car 94: Shroud

A front wing deflection test was carried out on car numbers 77, 03, 27 and 08.

A front wing flap deflection test was carried out on car numbers 77, 03, 27 and 08.

A fuel sample was taken from car numbers 77, 55 and 21 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 and minimum tyre starting pressure of the LHS rear tyre was checked on car numbers 47 and 21.

#### After the race:

The following cars were weighed:

<b>Number</b>	<b>Car</b>	<b>Driver</b>
44	Mercedes	Lewis Hamilton
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
26	Red Bull Racing TAG Heuer	Daniil Kvyat
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez
20	Renault	Kevin Magnussen
33	STR Ferrari	Max Verstappen
09	Sauber Ferrari	Marcus Ericsson
12	Sauber Ferrari	Felipe Nasr
47	McLaren Honda	Stoffel Vandoorne
94	MRT Mercedes	Pascal Wehrlein
88	MRT Mercedes	Rio Haryanto
08	Haas Ferrari	Romain Grosjean

The steering wheel of all classified cars has been checked.

Car numbers 06, 07, 77, 26, 33, 47 and 08 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 06, 07, 77, 26, 33, 47 and 08.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 06, 07, 77, 26, 33, 47 and 08.

It was confirmed for car numbers 06, 07, 77, 26, 33, 47 and 08 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, 07, 77, 26, 33, 47 and 08.

The front and rear brake air duct dimensions were checked on car numbers 06, 07, 77, 26, 33, 47 and 08.

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

start of the race.

Radio communication was checked on car numbers 44, 06, 07, 19, 77, 03, 26, 27, 11, 20, 33, 55, 09, 12, 47, 22, 94, 88, 08 and 21.

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 race start data of car numbers 06, 07, 77, 03, 33 and 08 have been checked.

The uppermost rear wing element's adjustable positions were checked on car numbers 06, 07, 03 and 08.

The ES use during the pit stops was checked on car numbers 07, 19, 26, 12 and 47.

The ES state of charge on-track limits were checked on car numbers 07, 19, 26, 12 and 47.

The lap energy release and recovery limits were checked on car numbers 07, 19, 26, 12 and 47.

The MGU-K use at the race start was checked on car numbers 07, 19, 26, 12 and 47.

The maximum MGU-K torque was checked on car numbers 07, 19, 26, 12 and 47.

The maximum MGU-K speed was checked on car numbers 07, 19, 26, 12 and 47.

The MGU-K power limits were checked on car numbers 07, 19, 26, 12 and 47.

The maximum MGU-H speed was checked on car numbers 07, 19, 26, 12 and 47.

It was checked that car numbers 06, 03, 47 and 08 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 06, 03, 47 and 08 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 06, 03, 47 and 08.

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

The fuel temperature of car numbers 44, 06, 07, 03, 26, 27, 11, 20, 33, 55, 09, 12, 47, 22, 94, 88, 08 and 21 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 47 and 08.

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**