



## 2015 BRITISH GRAND PRIX

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	43
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	05 July 2015
		<b>Time</b>	16:57

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### **Before the race:**

An asymmetric front wing deflection test was carried out on car numbers 26, 07, 27 and 55.

A front wing flap deflection test was carried out on car numbers 26, 27 and 55.

A fuel sample was taken from car numbers 44, 03 and 27 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.

### **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
26	Red Bull Racing Renault	Daniil Kvyat
19	Williams Mercedes	Felipe Massa
77	Williams Mercedes	Valtteri Bottas
05	Ferrari	Sebastian Vettel
07	Ferrari	Kimi Räikkönen
14	McLaren Honda	Fernando Alonso
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez
28	Manor Ferrari	Will Stevens
98	Manor Ferrari	Roberto Merhi
09	Sauber Ferrari	Marcus Ericsson

The steering wheel of all classified cars has been checked.

Car numbers 14 and 11 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 2015 Formula One Technical Regulations was checked on car numbers 14 and 11.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 14 and 11.

It was confirmed for car numbers 14 and 11 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 14 and 11.

The front and rear brake air duct dimensions were checked on car numbers 14 and 11.

The fuel system downstream the FiA fuel flow meter was checked on car numbers 44, 26, 77 and 05.

It was checked that car numbers 44, 06, 26, 19, 77, 05, 07, 14, 11, 28, 98 and 09 did not exceed 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.

The start data of car numbers 44, 26, 19, 77, 05, 07, 27 and 27 have been checked.

The ES state of charge on-track limits was checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

The ES use during pit stops was checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

The lap energy release and recovery limits were checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

The MGU-K use at the race start was checked on car numbers 44, 06, 03, 26, 19, 77, 05, 07, 14, 22, 27, 11, 33, 55, 08, 13, 28, 98 and 09.

The maximum MGU-K torque was checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

The maximum MGU-K speed was checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

The MGU-K power limits were checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

The maximum MGU-H speed was checked on car numbers 44, 06, 26, 19, 77, 05, 07, 27 and 11.

It was checked that car numbers 26, 19 and 05 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 26, 19 and 05 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 26, 19 and 05.

The tyre starting pressures of all cars during the race were checked.

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

The fuel temperature of all cars was checked.

The fuel flow of all cars was checked.

The fuel consumption of all cars was checked.

A fuel sample was taken from car numbers 19, 14 and 11.

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 2015 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**