



2015 AUSTRALIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	35
To	The FIA Stewards of the Meeting	Date	15 March 2015
		Time	19:45

Before the race:

A fuel sample was taken from car numbers 20 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.

A front wing deflection test was carried out on car numbers 44, 19 and 05.

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:

Number	Car	Driver
44	Mercedes	Lewis Hamilton
06	Mercedes	Nico Rosberg
03	Red Bull Racing Renault	Daniel Ricciardo
19	Williams Mercedes	Felipe Massa
05	Ferrari	Sebastian Vettel
22	McLaren Honda	Jenson Button
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez
55	STR Renault	Carlos Sainz
09	Sauber Ferrari	Marcus Ericsson
12	Sauber Ferrari	Felipe Nasr

The steering wheel of all classified cars has been checked.

Car numbers 27, 11, 09 and 12 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 27, 11, 09 and 12.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 27, 11, 09 and 12.

It was confirmed for car numbers 27, 11, 09 and 12 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 27, 11, 09 and 12.

The front and rear brake air duct dimensions were checked on car numbers 27, 11, 09 and 12.

It was checked that no classified car exceeded 60 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 car number all cars.

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

The start data of car number 55 have been checked.

The ES state of charge on-track limits were checked on car numbers 06, 03 and 12.

The ES use during pit stops was checked on car numbers 06, 03 and 12.

The lap energy release and recovery limits were checked car numbers 06 and 12.

The MGU-K use at the race start was checked on car numbers 06 and 12.

The maximum MGU-K torque was checked on car numbers 06, 03 and 12.

The maximum MGU-K speed was checked on car numbers 06, 03 and 12.

The maximum MGU-H speed was checked on car numbers 06, 03 and 12.

The ERS lap energy limits were checked on car numbers 44, 06, 03, 19, 05, 22, 27, 11, 55, 09 and 12.

It was checked that car numbers 44, 06 and 05 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 44, 06 and 05 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 44, 06 and 05.

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

The fuel flow of all cars was checked.

The fuel consumption of car numbers 44, 06, 03, 19, 05, 22, 27, 11, 55, 09 and 12 was checked.

The fuel temperature of car numbers 44, 06, 03, 19, 05, 22, 27, 11, 55, 09 and 12 was checked.

A fuel sample was taken from car numbers 44 and 12.

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