



## 2015 SINGAPORE 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>	20 September 2015
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### Technical Delegate's Report

#### Before the race:

An asymmetric front wing deflection test was carried out on car numbers 77 and 05.

A front wing flap deflection test was carried out on car numbers 77 and 05.

A fuel sample was taken from car numbers 27, 55 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 and minimum tyre starting pressure of the RHS front and rear tyre was checked on car numbers 03, 26, 05 and 07.

#### After the race:

The following cars were weighed:

<b>Number</b>	<b>Car</b>	<b>Driver</b>
06	Mercedes	Nico Rosberg
03	Red Bull Racing Renault	Daniel Ricciardo
26	Red Bull Racing Renault	Daniil Kvyat
77	Williams Mercedes	Valtteri Bottas
05	Ferrari	Sebastian Vettel
07	Ferrari	Kimi Räikkönen
11	Force India Mercedes	Sergio Perez
33	STR Renault	Max Verstappen
55	STR Renault	Carlos Sainz
08	Lotus Mercedes	Romain Grosjean
13	Lotus Mercedes	Pastor Maldonado
28	Manor Ferrari	Will Stevens

53	Manor Ferrari	Alexander Rossi
09	Sauber Ferrari	Marcus Ericsson
12	Sauber Ferrari	Felipe Nasr

The steering wheel of all classified cars has been checked.

Car numbers 11, 55 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 11, 55 and 12.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 11, 55 and 12.

It was confirmed for car numbers 11, 55 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 11, 55 and 12.

The front and rear brake air duct dimensions were checked on car numbers 11, 55 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 all cars.

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

Clutch bite point checks according to TD/017-15 have been carried out on all cars.

The start data of car numbers 03, 26, 77 and 12 have been checked.

The ERS lap energy limits were checked on all cars for the first three laps of the race.

It was checked that car numbers 06, 03, 07 and 33 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 06, 03, 07 and 33 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 06, 03, 07 and 33.

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 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 car numbers 06, 03, 26 and 77 during the race were checked.

A fuel sample was taken from car numbers 06 and 05.

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**