



2015 BELGIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	38
To	The FIA Stewards of the Meeting	Date	22 August 2015
		Time	18:30

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

The fuel flow of all cars was checked.

Before the qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Event belong to the gear ratios declared to the FIA technical delegate at or before the first Event of the 2015 Championship or were re-nominated.

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

During the qualifying practice session:

Car numbers 27, 33, 55, 13 and 12 were weighed.

The weight distribution was checked on car numbers 27, 33, 55, 13 and 12.

Car number 12 was 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) Stepped bottom

- 9) Diffuser height
- 10) Diffuser width
- 11) Overall height
- 12) Overall width

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

The instantaneous fuel flow of all cars was checked.

The fuel system pressure of all cars was checked.

Fuel samples were taken from car numbers 22 and 09.

After the qualifying practice session:

Car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13 were weighed.

Car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13 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) Stepped bottom
- 9) Diffuser height
- 10) Diffuser width
- 11) Overall height
- 12) Overall width

The chassis identification transponders have been confirmed for car numbers 44, 06, 03, 19, 05, 11, 55, 08 and 13.

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 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13.

It was confirmed for car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13 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 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13.

The upper rear floor surface was been checked on car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13.

The front and rear brake air duct dimensions were checked on car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13.

The inclination, the diameter and the position of the last 150mm of the exhaust tailpipe were checked on car numbers 44, 06, 03, 19, 77, 05, 11, 55, 08 and 13.

A horizontal rear wing deflection test was carried out on car number 08.

A rear floor deflection test was carried on car number 08.

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.

Torque sensor software version checks have been carried out on all cars.

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

Gear shift data checks have been carried out for car numbers 05, 08 and 13.

The use of DRS was checked on car numbers 44, 03, 77 and 12.

The torque coordinator demands were checked on car numbers 44, 03 and 08.

The torque control was checked on car numbers 44, 03 and 08.

The rear brakes pressure control was checked on all car numbers 44, 03 and 08.

The ES state of charge on-track limits was checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-H speed was checked on all cars.

The MGU-K power limits were checked on all cars.

The ERS lap energy limits were checked on all cars.

It was checked that all cars did not exceed 15000 rpm during the qualifying practice session.

The fuel pressure of all cars during the qualifying session was checked.

The logged pressure within the engine cooling system during the qualifying session was checked on all cars.

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

The fuel temperature of all cars was checked.

Fuel samples were taken from car numbers 44 and 11.

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

The results of 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.

The following software versions have been used by the teams during the qualifying sessions:

Team	FIA Standard ECU system version
Ferrari	SR716
Force India	SR716
Lotus	SR717
McLaren	SR716
Manor	SR716
Mercedes	SR717
Red Bull	SR716
Sauber	SR716
Toro Rosso	SR716
Williams	SR717

All the above items were found to be in conformity with the 2015 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate