2016 HUNGARIAN GRAND PRIX

From	The FIA Formula One Technical Delegate	**Document**	26
To	The FIA Stewards of the Meeting	**Date**	23 July 2016
		Time	19:03

Technical Delegate's Report

During the third free practice session:

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

The instantaneous 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 2016 Championship.

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

During the qualifying practice session:

Car number 11 was weighed.

The weight distribution was checked on car number 11.

Car number 11 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.

A fuel sample was taken from car number 08.

After the qualifying practice session:

Car numbers 44, 06, 05, 77, 03, 33, 27, 55, 14 and 22 were weighed.

Car numbers 44, 06, 05, 77, 03, 33, 27, 55, 14 and 22 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, 77, 33, 27, 14 and 22.

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 44, 06, 05, 77, 03, 33, 27, 55, 14 and 22.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44, 06, 05, 77, 03, 33, 27, 55 and 22.

It was confirmed for car numbers 44, 06, 05, 77, 03, 33, 27, 55, 14 and 22 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, 05, 77, 03, 33, 27, 55, 14 and 22.

The front and rear brake air duct dimensions were checked on car numbers 44, 06, 05, 77, 03, 33, 27, 55, 14 and 22.

A front floor deflection test was carried on car numbers 06, 05, 03 and 55.

The uppermost rear wing element adjustable positions were checked on car numbers 06, 05, 03 and 55.

Gear shift data checks have been carried out for car number 05.

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

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

The MGU-K power 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 radio communications 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 instantaneous fuel flow of all cars was checked.

Fuel system pressures of all cars during the qualifying sessions were checked.

Fuel samples were taken from car numbers 44 and 55.

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
Mercedes	SR814
Ferrari	SR814
Williams	SR814
Red Bull	SR814
Force India	SR814
Renault	SR814
Toro Rosso	SR814
Sauber	SR814
McLaren	SR814
Manor	SR814
Haas	SR814

All the above items were found to be in conformity with the 2016 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate