



2015 UNITED STATES GRAND PRIX

From	The FIA Formula One Technical Delegate	Document	26
To	The FIA Stewards of the Meeting	Date	25 October 2015
		Time	11:45

Technical Delegate's Report

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.

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

During the qualifying practice session:

Car numbers 77 and 12 were weighed.

The weight distribution was checked on car numbers 77 and 12.

Car numbers 77 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) 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 fuel temperature of car numbers 03, 26, 14, 22, 27, 11, 33, 55, 08, 13, 28, 53, 09 and 12 was checked.

The instantaneous fuel flow of all cars was checked.

Fuel samples were taken from car numbers 22 and 28.

After the qualifying practice session:

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 qualifying sessions.

The ES state of charge on-track limits were checked on car numbers 06, 03, 22 and 11.

The lap energy release and recovery limits were checked on car numbers 06, 03, 22 and 11.

The maximum MGU-K torque was checked on car numbers 06, 03, 22 and 11.

The maximum MGU-K speed was checked on car numbers 06, 03, 22 and 11.

The maximum MGU-H speed was checked on car numbers 06, 03, 22 and 11.

The ERS lap energy limits were checked on car numbers 03, 26, 14, 22, 27, 11, 33, 55, 08, 13, 28, 53, 09 and 12.

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.

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	SR720
Force India	SR720
Lotus	SR720
McLaren	SR720
Manor	SR720
Mercedes	SR720
Red Bull	SR720
Sauber	SR720
Toro Rosso	SR719
Williams	SR720

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