



## 2016 BELGIAN GRAND PRIX

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| <b>From</b> | The FIA Formula One Technical Delegate | <b>Document</b> | 50             |
| <b>To</b>   | The FIA Stewards of the Meeting        | <b>Date</b>     | 28 August 2016 |
|             |  | <b>Time</b>     | 18:01          |

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### Technical Delegate's Report

#### Before the race:

A front wing deflection test was carried out on car numbers 33, 20, 12 and 08.

A front wing flap deflection test was carried out on car numbers 33, 20, 12 and 08.

A fuel sample was taken from car numbers 06, 07 and 21 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 tyre starting pressure of the front and rear tyres was checked on all cars.

On the grid the temperature the front and rear tyres was checked on car numbers 33, 11, 30 and 22.

#### After the race:

The following cars were weighed:

| <b>Number</b> | <b>Car</b>                | <b>Driver</b>    |
|---------------|---------------------------|------------------|
| 44            | Mercedes                  | Lewis Hamilton   |
| 06            | Mercedes                  | Nico Rosberg     |
| 05            | Ferrari                   | Sebastian Vettel |
| 07            | Ferrari                   | Kimi Räikkönen   |
| 19            | Williams Mercedes         | Felipe Massa     |
| 77            | Williams Mercedes         | Valtteri Bottas  |
| 03            | Red Bull Racing TAG Heuer | Daniel Ricciardo |
| 33            | Red Bull Racing TAG Heuer | Max Verstappen   |

|    |                      |                   |
|----|----------------------|-------------------|
| 27 | Force India Mercedes | Nico Hülkenberg   |
| 11 | Force India Mercedes | Sergio Perez      |
| 30 | Renault              | Jolyon Palmer     |
| 26 | STR Ferrari          | Daniil Kvyat      |
| 12 | Sauber Ferrari       | Felipe Nasr       |
| 14 | McLaren Honda        | Fernando Alonso   |
| 31 | MRT Mercedes         | Esteban Ocon      |
| 08 | Haas Ferrari         | Romain Grosjean   |
| 21 | Haas Ferrari         | Esteban Gutierrez |

The steering wheel of all classified cars has been checked.

Car numbers 44 and 14 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 2016 Formula One Technical Regulations was checked on car numbers 44 and 14.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44 and 14.

It was confirmed for car numbers 44 and 14 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 and 14.

The front and rear brake air duct dimensions were checked on car numbers 44 and 14.

The inclination, the diameter and the position of the last 150mm of the exhaust tailpipes were checked on car numbers 44 and 14.

The static camber of the front wheels was checked on car numbers 44 and 14.

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/016-16 have been carried out on all cars.

Single clutch paddle use for the race start has been checked on all cars.

The start data of car numbers 05, 07, 19, 03, 11, 14 and 08 have been checked.

The ES state of charge on-track limits were checked on car numbers 44, 06, 05, 07, 77, 03, 27, 11 and 14.

The lap energy release and recovery limits were checked on car numbers 44, 06, 05, 07, 77, 03, 27, 11 and 14.

The MGU-K power limits were checked on car numbers 44, 06, 05, 07, 77, 03, 27, 11 and 14.

The maximum MGU-K torque was checked on car numbers 44, 06, 05, 07, 77, 03, 27, 11 and 14.

The maximum MGU-K speed was checked on car numbers 44, 06, 05, 07, 77, 03, 27, 11 and 14.

The maximum MGU-H speed was checked on car numbers 44, 06, 05, 07, 77, 03, 27, 11 and 14.

The radio communications were checked on all cars.

It was checked that car numbers 06, 07, 03 and 14 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 06, 07, 03 and 14 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 06, 07, 03 and 14.

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 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 all cars during the race were checked.

A fuel sample was taken from car numbers 03 and 14.

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 2016 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**