



## 2015 ABU DHABI 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>	29 November 2015
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### Technical Delegate's Report

#### Before the race:

A fuel sample was taken from car numbers 22, 08 and 09 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 LHS and RHS rear tyre was checked on car numbers 07 and 11.

#### 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
03	Red Bull Racing Renault	Daniel Ricciardo
26	Red Bull Racing Renault	Daniil Kvyat
19	Williams Mercedes	Felipe Massa
77	Williams Mercedes	Valtteri Bottas
05	Ferrari	Sebastian Vettel
07	Ferrari	Kimi Räikkönen
14	McLaren Honda	Fernando Alonso
22	McLaren Honda	Jenson Button
27	Force India Mercedes	Nico Hülkenberg
11	Force India Mercedes	Sergio Perez
33	STR Renault	Max Verstappen
55	STR Renault	Carlos Sainz
08	Lotus Mercedes	Romain Grosjean
28	Manor Ferrari	Will Stevens
98	Manor Ferrari	Roberto Merhi

09	Sauber Ferrari	Marcus Ericsson
12	Sauber Ferrari	Felipe Nasr

The steering wheel of all classified cars has been checked.

Car numbers 05 and 08 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 05 and 08.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 05 and 08.

It was confirmed for car numbers 05 and 08 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 05 and 08.

A front wing flap deflection test was carried out on car numbers 05 and 08.

The LHS and RHS front wheel camber was checked on car numbers 05 and 08.

The LHS and RHS front wheel camber changes under load were checked on car numbers 05 and 08.

The front and rear brake air duct dimensions were checked on car numbers 05 and 08.

It was checked that no classified car exceeded 80 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 race start data of car numbers 03, 19, 55 and 08 have been checked.

The rear brake pressure control was checked for car numbers 03, 19, 55 and 08.

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 car numbers 44, 06, 03, 26, 19, 77, 05, 07, 27, 11 and 08 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 all cars during the race were checked.

A fuel sample was taken from car numbers 03 and 19.

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.

The power units of car numbers 44 and 05 will remain sealed. These units will be completely checked in the relevant PU manufacturer's factory and also compared with the PU elements delivered to the FIA in accordance with Appendix 4 of the 2015 Formula One Sporting Regulations. A report about the outcome of these checks will follow after these inspections.

**Jo Bauer**

**The FIA Formula One Technical Delegate**