



## 2016 BRAZILIAN GRAND PRIX

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	36
<b>To</b>	The FIA Stewards of the Meeting	<b>Date</b>	13 November 2016
		<b>Time</b>	19:07

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### Technical Delegate's Report

#### Before the race:

A fuel sample was taken from car numbers 06, 30 and 22 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 all cars had fitted wet tyres.

#### 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
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
20	Renault	Kevin Magnussen
26	STR Ferrari	Daniil Kvyat
55	STR Ferrari	Carlos Sainz
12	Sauber Ferrari	Felipe Nasr
14	McLaren Honda	Fernando Alonso
22	McLaren Honda	Jenson Button
94	MRT Mercedes	Pascal Wehrlein
31	MRT Mercedes	Esteban Ocon

The steering wheel of car numbers 44, 06, 05, 77, 03, 33, 27, 20, 26, 55, 12 and 22 has been checked.

Car numbers 55 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) 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 55 and 12.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 55 and 12.

It was confirmed for car numbers 55 and 12 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 55 and 12.

The front and rear brake air duct dimensions were checked on car numbers 55 and 12.

It was checked that car numbers 44, 06, 05, 77, 03, 33, 27, 11, 20, 30, 55, 14, 22, 94 and 31 did not exceed 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.

The ES state of charge on-track limits were checked on car numbers 44, 05, 03 and 12.

The lap energy release and recovery limits were checked on car numbers 44, 05, 03, 33 and 12.

The MGU-K power limits were checked on car numbers 44, 05, 03 and 12.

The maximum MGU-K torque was checked on car numbers 44, 05, 03 and 12.

The maximum MGU-K speed was checked on car numbers 44, 05, 03 and 12.

The maximum MGU-H speed was checked on car numbers 44, 05, 03 and 12.

The ERS lap energy limits were checked on car numbers 27 and 11.

It was checked that car numbers 44, 33, 55 and 14 did not exceed 15000 rpm during the race.

The fuel pressure of car numbers 44, 33, 55 and 14 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 44, 33, 55 and 14.

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

The fuel temperature of all cars 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 55 and 12.

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**