

FACTFILE

#03 | CHINESE GRAND PRIX Shanghai 15/16/17 April 2016

TYRE USAGE



BRAKE WEAR



DOWNFORCE



LOWEST STARTING POSITION FOR A WINNER

5 **6** 7

AVERAGE STARTING POSITION FOR THE WINNER

2.17 RANKED #4

HIGHEST G-FORCE AT TURN 7 FOR 3.3 SEC.

3.9

RENAULT VICTORIES (Constructor only)

7

180 Since 1921, Shanghai has lost over 180cm in height due to growing skyscrapers and an ever-increasing population. Ironic considering Shanghai means 'on top of the sea.'

311 The Shanghai Maglev train has a top operational commercial speed of 431 km/h (268 mph), but it has been known to reach 501 km/h (311 mph). A current generation Formula 1 car in its lowest drag configuration with a long straight could probably hit 360 km/h (223mph), but it would obliterate the train though the corners.

1930 Noel Coward wrote a play in Shanghai. Private Lives was written in the Cathay Hotel (now Peace Hotel) in 1930.

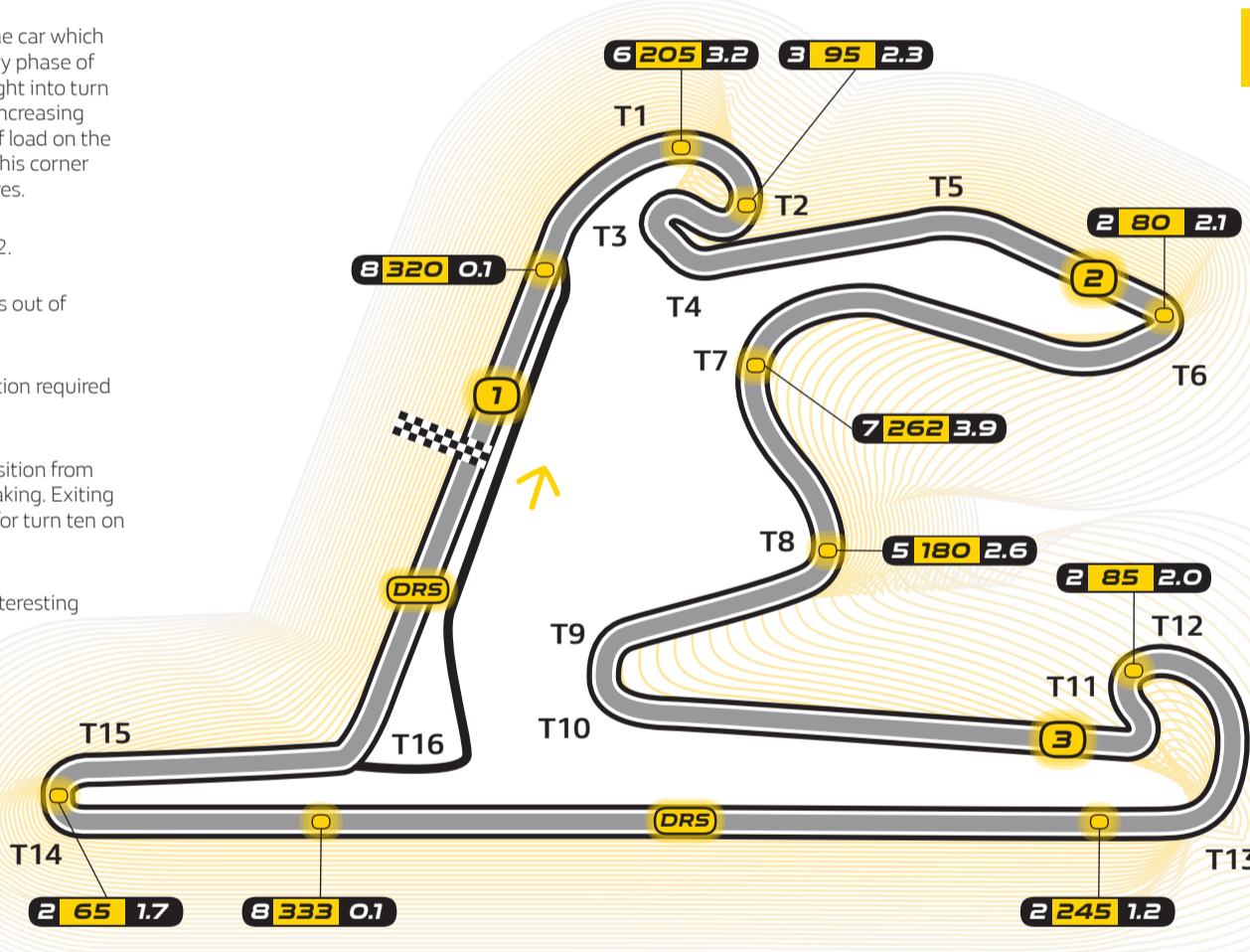
33%
SAFETY CAR PROBABILITY

7
WINNERS FROM POLE

333
TOP SPEED (KPH)

60
GEAR CHANGES PER LAP

- T01** This can be bumpy, it unsettles the car which makes braking difficult in the entry phase of the first corner. Turn 1 leads straight into turn 2 and can be viewed as a single, increasing radius corner which places a lot of load on the front tyres. Tyre management in this corner helps with the durability of the tyres.
- T02** Heavy braking at the end of turn 2.
- T03** There are heavy traction demands out of corners 3, 6 and 10.
- T07** Good high speed change of direction required here.
- T09** Braking into turn 9 is tricky – transition from high speed corners into heavy braking. Exiting is important as it sets the car up for turn ten on to the following straight.
- T13** Turn 13 is banked providing an interesting challenge for the drivers.
- T14** After one of the most high-speed sections of the season, the cars have to slow for turn 14 at the end of the long straight. Although this is one of a few heavy braking areas around the track, these are well spread over a lap so the brakes have sufficient time to cool – it's not a harsh track on braking.



TELEMETRY

FUEL EFFECT

0.35
SEC/10KG
(2015 average: 0.33sec/10kg)

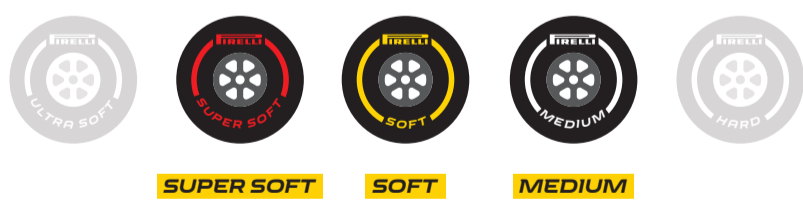
FUEL CONSUMPTION

1.78
KG/LAP
(2015 average: 1.89kg/lap)

FULL THROTTLE

48
% OF LAP
(2015 average: 53.5% of lap)

TYRE SELECTION



1:32.238s
LAP RECORD (MICHAEL SCHUMACHER, 2004)

23
NO. OF OVERTAKES (2015)

RENAULT IN BAHRAIN*

STARTS	WINS	PODIUMS
56	2	8
POLES	F. LAPS	TOTAL POINTS
5	3	219

* As a Constructor and Engine Supplier

5.451
CIRCUIT LENGTH (KM)

305.066
RACE DISTANCE (KM)

56
NUMBER OF LAPS

#12
LONGEST LAP

A TRIP DOWN MEMORY LANE

The 2005 Chinese Grand Prix, the race of that season, was won by the newly crowned World Champion, Fernando Alonso, driving for Renault. His win meant Renault won the Constructors' Championship. It was the final race to be won by a car with a six-speed gearbox.

19
SHOWERS
Friday 15th April 2016
Free Practice 1 10:00 - 11:30
Free Practice 2 14:00 - 15:30

19
CLOUDY
Saturday 16th April 2016
Free Practice 3 12:00 - 13:00
Qualifying 15:00

20
CLOUDY
Sunday 17th April 2016
Race Start 14:00