

# 2023 SPANISH GRAND PRIX

## 02 - 04 June 2023

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	52
<b>To</b>	The Stewards	<b>Date</b>	04 June 2023
		<b>Time</b>	18:50

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### Technical Delegate's Report

#### Before the race:

The following parts have been replaced today after 12:55 and before the start of the race:

#### McLaren Mercedes:

Car 04:        RHS rear brake duct cascade

#### AlphaTauri RBPT:

Car 21:        Seat belt  
                 Driver's drink system valve

Components of all cars were checked and compared with the information supplied by the relevant team ~~Used~~ Inventory Incremental List (UIIL).

The front wing flap adjustable range of car number 63 was digitally scanned and the scanned data were compared with the team declared CAD drawings.

An asymmetric front wing deflection test was carried out on car numbers 18, 27, 21 and 23.

A front wing flap deflection test was carried out on car numbers 18, 27, 21 and 23.

A fuel sample was taken from car numbers 11, 55 and 20 and analysed during the race.

An engine oil sample was taken from car numbers 31 and 77.

On the grid it was checked that all cars had fitted their tyres when the        5-Minutes        signal was gi

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 01, 11, 55, 63, 44, 31, 10, 04, 77, 24, 18, 14, 20, 27, 21, 22 and 23.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on all cars.

### **After the race:**

All cars and drivers were weighed:

The steering wheel of all cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 24, 22 and 23:

- |                            |                     |
|----------------------------|---------------------|
| - Floor Body               | - TR Article 3.5.1  |
| - Floor Fences             | - TR Article 3.5.2  |
| - Floor Edge Wing          | - TR Article 3.5.3  |
| - Nose                     | - TR Article 3.6.1  |
| - Forward Chassis          | - TR Article 3.6.2  |
| - Mid Chassis              | - TR Article 3.6.3  |
| - Mirror Housing           | - TR Article 3.6.4  |
| - Sidepod                  | - TR Article 3.7.1  |
| - Coke Panel               | - TR Article 3.7.2  |
| - Engine Cover             | - TR Article 3.7.3  |
| - Front Wing Profiles      | - TR Article 3.9.1  |
| - Front Wing Endplate body | - TR Article 3.9.2  |
| - Front Wing Tip           | - TR Article 3.9.3  |
| - Front Wing Diveplane     | - TR Article 3.9.4  |
| - Front Wing Endplate      | - TR Article 3.9.5  |
| - Rear Wing Profiles       | - TR Article 3.10.1 |
| - Rear Wing Endplate Body  | - TR Article 3.10.4 |
| - Rear Wing Tip            | - TR Article 3.10.5 |
| - Rear Wing Endplate       | - TR Article 3.10.7 |

The plank and skid wear was checked on car numbers 44 and 27.

The engine high rev limit bands were checked on all cars.

The plenum temperature was checked on all cars.

The IVT temperatures were checked on all cars.

The ES state of charge on-track limits were checked on all cars.

The lap energy release and recovery limits were checked on all cars.

The MGU-K power limits were checked on all cars.

The maximum MGU-K speed was checked on all cars.

The maximum MGU-K torque was checked on all cars.

The maximum MGU-H speed was checked on all cars.

The session type has been confirmed for all cars.

Chassis FIA checksum was checked on all cars taking part in the race.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The rear brakes pressure control was checked on all cars.

The brake temperature warnings were checked on all cars.

The race start data of all cars have been checked.

The MGU-K use at the race start was checked on all cars.

It was checked on all cars that the ES was not charged while the car was stationary in the pits.

It was checked that car numbers 01, 11, 55, 63, 44, 31, 10, 81, 04, 77, 24, 18, 14, 20, 27, 21, 22, 23 and 23 exceeded 80 km/h when leaving the formation grid prior to the start of the race.

It was verified on all cars that the PCU dash display configuration was not changed during Parc Fermé.

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 pressure of all cars during the race was checked.

The logged pressure within the engine cooling system during the race was checked on all cars.

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

A fuel sample was taken from car number 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 Competition.

Further the density change of the fuel samples taken today was within the permitted limits.

An engine oil sample was taken from car number 14.

The engine oil samples have been analysed by FTIR spectroscopy and viscometry.

The results of the FTIR analyses show that the sampled oils were consistent with reference engine oil samples which had been approved for use by the relevant competitors prior to the Competition.

All car weights and the items checked were found to be in conformity with the 2023 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**