

2023 QATAR GRAND PRIX

06 - 08 October 2023

From	The FIA Formula One Technical Delegate	Document	56
To	The Stewards	Date	08 October 2023
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Technical Delegate's Report

Before the Sprint:

On the grid it was checked that all cars had fitted their tyres and the tyre heating blankets were disconnected, when the 5-Minutes signal was given.

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 01, 11, 16, 55, 63, 44, 31, 10, 81, 04, 14, 27 and 40.

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

After the Sprint:

The following cars were weighed:

Number	Car	Driver
01	Red Bull Racing RBPT	Max Verstappen
55	Ferrari	Carlos Sainz
63	Mercedes	George Russell
44	Mercedes	Lewis Hamilton
10	Alpine Renault	Pierre Gasly
81	McLaren Mercedes	Oscar Piastri
04	McLaren Mercedes	Lando Norris
77	Alfa Romeo Racing	Valtteri Bottas
	Ferrari	
24	Alfa Romeo Racing	Zhou Guanyu
	Ferrari	
18	Aston Martin	Lance Stroll

14	Mercedes Aston Martin	Fernando Alonso
20	Mercedes Haas Ferrari	Kevin Magnussen
22	AlphaTauri RBPT	Yuki Tsunoda
23	Williams Mercedes	Alexander Albon

The steering wheel of all cars has been checked.

The following aerodynamic component or bodywork areas were checked on car number 14:

- Floor Body - TR Article 3.5.1
- 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
- Tail - TR Article 3.8.1
- 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
- Pylons - TR Article 3.10.2
- Rear Wing Beam - TR Article 3.10.3
- 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

A floor edge deflection test was carried on car number 22.

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

The oil consumption was 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 MGU-K power model was checked on all cars.

The ES power model 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 Sprint.

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 Sprint start data of all cars have been checked.

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

It was checked that no car exceeded 80 km/h when leaving the formation grid prior to the start of the Sprint.

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 Sprint were checked.

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

The fuel pressure of all cars during the Sprint was checked.

The logged pressure within the engine cooling system during the Sprint 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.

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