

2024 QATAR GRAND PRIX

29 November - 01 December

From	The FIA Formula One Technical Delegate	Document	37
To	The Stewards	Date	30 November 2024
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Technical Delegate's Report

Before the Sprint:

A fuel sample was taken from car number 23 and analysed during the Sprint.

An engine oil sample was taken from car number 23.

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 63, 55, 81, 04, 10, 23, 30, 77 and 20.

On the grid the temperature and 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:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
01	Red Bull Racing Honda RBPT	Max Verstappen
11	Red Bull Racing Honda RBPT	Sergio Perez
63	Mercedes	George Russell
44	Mercedes	Lewis Hamilton
16	Ferrari	Charles Leclerc
55	Ferrari	Carlos Sainz
81	McLaren Mercedes	Oscar Piastri

04	McLaren Mercedes	Lando Norris
18	Aston Martin Aramco Mercedes	Lance Stroll
14	Aston Martin Aramco Mercedes	Fernando Alonso
31	Alpine Renault	Esteban Ocon
10	Alpine Renault	Pierre Gasly
23	Williams Mercedes	Alexander Albon
43	Williams Mercedes	Franco Colapinto
30	RB Honda RBPT	Liam Lawson
22	RB Honda RBPT	Yuki Tsunoda
77	Kick Sauber Ferrari	Valtteri Bottas
24	Kick Sauber Ferrari	Zhou Guanyu
20	Haas Ferrari	Kevin Magnussen
27	Haas Ferrari	Nico Hülkenberg

The following aerodynamic component or bodywork areas were checked on car number 20:

- Floor Body - TR Article 3.5.1
- Floor Fences - TR Article 3.5.2
- Floor Edge Wing - TR Article 3.5.3
- Bib - TR Article 3.5.4
- 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
- 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

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.

The engine high rev limit bands were 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 partial load fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature was checked on all cars.

The oil consumption was checked on all cars.

The exhaust fluid mass flow of all cars was checked.

The IVT temperatures were checked on all cars.

The ES state of charge on-track limits were checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

The lap energy release and recovery limits were checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

The MGU-K power limits were checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

The maximum MGU-K speed was checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

The maximum MGU-K torque was checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

The maximum MGU-H speed was checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

The MGU-K use at the Sprint start was checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27.

It was checked on car numbers 01, 11, 16, 55, 63, 44, 04, 20 and 27 that the ES was not charged while the car was stationary in the pits.

The session type has been confirmed for all cars.

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

The rear brakes pressure control was checked on all cars.

The brake temperature warnings were checked on all cars.

The steering wheel of all cars has been checked.

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 classified 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.

A fuel sample was taken from car number 10.

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.

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 2024 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate