

2022 DUTCH GRAND PRIX

01 - 04 September 2022

From	The FIA Formula One Technical Delegate	Document	42
To	The Stewards	Date	03 September 2022
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Technical Delegate's Report

Before the third free practice session:

The exhaust system components of all cars were checked against the declaration submitted by the relevant team before the Event.

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

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

The fuel flow meter calibration checksum was checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature of all cars was checked.

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.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

The SECU custom software versions were checked on all cars.

Before the qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Event belong to the gear ratios declared to the FIA technical delegate at or before the first Event of the 2022 Championship.

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

During the qualifying practice session:

Car numbers 63, 01, 11, 55, 14, 31, 10, 05, 23, 06 and 24 were weighed.

The weight distribution was checked on car numbers 63, 01, 11, 55, 14, 31, 10, 05, 23, 06 and 24.

The uppermost rear wing element adjustable positions were checked on car numbers 31, 10 and 77.

The tyre starting pressures of all cars during the qualifying sessions were checked.

After the qualifying practice session:

Car numbers 63, 44, 01, 11, 16, 55, 04, 22, 18 and 47 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 63, 01, 55 and 47:

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|----------------------------|--------------------|
| - 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 |
| - Sidepod | - TR Article 3.7.1 |
| - Coke Panel | - TR Article 3.7.2 |
| - Engine Cover | - TR Article 3.7.3 |
| - 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 rear beam wing deflection test was carried out on car number 05.

The uppermost rear wing element adjustable positions were checked on car numbers 44, 01, 11, 16, 55, 04 and 22.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 01 and 55

The engine high rev limit band was checked on all cars.

The plenum temperature was 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 qualifying sessions.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

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 steering wheel of all cars has been checked.

It was verified on all cars that the PCU dash board display configuration was not changed.

Custom software version checks have been carried out on all cars.

SECU software version checks have been carried out on all cars.

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

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous fuel mass flow of all cars was 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.

The fuel temperature of all cars was checked.

The following SECU software versions have been used by the teams during the qualifying sessions:

Team	FIA Standard ECU system version
Mercedes-AMG Petronas Formula One Team	SR 1416
Oracle Red Bull Racing	SR 1416
Scuderia Ferrari	SR 1416
McLaren F1 Team	SR 1416
BWT Alpine F1 Team	SR 1416
Scuderia AlphaTauri	SR 1416
Aston Martin Aramco Cognizant Formula One Team	SR 1416
Williams Racing	SR 1416
Alfa Romeo F1 Team ORLEN	SR 1416
Haas F1 Team	SR 1416

All the above items were found to be in conformity with the 2022 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate