

2024 CHINESE GRAND PRIX

19 - 21 April 2024

From	The FIA Formula One Technical Delegate	Document	51
To	The Stewards	Date	20 April 2024
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Technical Delegate's Report

Before the Qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Competition belong to the gear ratios declared to the FIA technical delegate at or before the first Competition of the 2024 Championship.

The thickness of the brake discs of car numbers 01, 11, 63, 44, 16, 55, 14, 31, 10, 23, 02, 03, 22, 77, 24, 20 and 27 was checked.

During the Qualifying practice session:

Car numbers 11, 63, 44, 16, 04, 18, 14, 02, 22, 20 and 27 were weighed.

The weight distribution was checked on car numbers 11, 63, 44, 16, 04, 18, 14, 02, 22, 20 and 27.

The uppermost rear wing element adjustable positions were checked on car numbers 18, 31, 10, 23, 02, 03, 22 and 20.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 18, 31, 10, 23, 02, 03, 22 and 20.

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

After the Qualifying practice session:

Car numbers 01, 11, 63, 16, 55, 81, 04, 14, 77 and 27 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 63, 14 and 27:

- 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 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 uppermost rear wing element adjustable positions were checked on car numbers 63 and 27.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 63 and 27.

The fuel pressure of all cars during the qualifying session was checked.

The logged pressure within the engine cooling system during the qualifying session 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 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 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.

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

The torque coordinator demands were checked on all cars.

The torque control 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 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 car numbers and .

SECU software version checks have been carried out on car numbers and .

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

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

Team	FIA Standard ECU system version
Oracle Red Bull Racing	SR1603
Mercedes-AMG PETRONAS Formula One	SR1603

Team	
Scuderia Ferrari	SR1603
McLaren Formula 1 Team	SR1603
Aston Martin Aramco Formula One Team	SR1603
BWT Alpine F1 Team	SR1604
Williams Racing	SR1603
VISA Cash App RB Formula One Team	SR1603
Stake F1 Team Kick Sauber	SR1603
MoneyGram Haas F1 Team	SR1603

All the above items were found to be in conformity with the 2024 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate