

2022 BRITISH GRAND PRIX

30 June - 03 July 2022

From	The FIA Formula One Technical Delegate	Document	40
To	The Stewards	Date	03 July 2022
		Time	20:05

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: Headrest

Clutch paddle linearity checks have been carried out on cars 16 and 55.

A front wing deflection test was carried out on car numbers 44, 55 and 04.

A front wing flap deflection test was carried out on car numbers 44, 55 and 05.

A fuel sample was taken from car numbers 31, 22 and 47 and analysed during the race.

An engine oil sample was taken from car numbers 31 and 47 .

On the grid it was checked that all cars had fitted their tyres 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, 44, 01, 11, 16, 55, 04, 14, 10, 18 and 06.

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:

The following cars were weighed:

Number	Car	Driver
44	Mercedes	Lewis Hamilton
01	Red Bull Racing RBPT	Max Verstappen
11	Red Bull Racing RBPT	Sergio Perez
16	Ferrari	Charles Leclerc
55	Ferrari	Carlos Sainz
03	McLaren Mercedes	Daniel Ricciardo
04	McLaren Mercedes	Lando Norris
14	Alpine Renault	Fernando Alonso
22	AlphaTauri RBPT	Yuki Tsunoda
18	Aston Martin Mercedes	Lance Stroll
05	Aston Martin Mercedes	Sebastian Vettel
06	Williams Mercedes	Nicholas Latifi
20	Haas Ferrari	Kevin Magnussen
47	Haas Ferrari	Mick Schumacher

The overall width was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 22, 18, 05, 06, 20 and 47.

The steering wheel of all classified cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 11, 16, 05 and 47:

- | | |
|----------------------------|---------------------|
| - Floor Body | - TR Article 3.5.1 |
| - Floor Fences | - TR Article 3.5.2 |
| - Floor Edge Wing | - TR Article 3.5.3 |
| - Mid Chassis | - TR Article 3.6.3 |
| - 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 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 number 16.

It was confirmed for car number 06 that after the race there was enough fuel on board the car for a 1 litre fuel sample.

The oil consumption was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The plenum temperature was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The IVT code and calibration checksums were checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The IVT temperatures were checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The ES state of charge on-track limits were checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The lap energy release and recovery limits were checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The MGU-K power limits were checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The maximum MGU-K speed was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The maximum MGU-K torque was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The maximum MGU-H speed was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The session type has been confirmed for car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

Chassis FIA checksum was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The torque coordinator demands were checked on car numbers 44, 11, 55, 31, 18 and 47.

The torque control was checked on car numbers 44, 11, 55, 31, 18 and 47.

The brake temperature warnings were checked on car numbers 44, 11, 16, 55, 03, 04, 14, 22, 18, 05, 06, 20 and 47.

The race start data of all cars have been checked.

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

The MGU-K use at the race start was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

It was checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47 that the ES was not charged while the car was stationary in the pits.

It was checked that no classified car 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.

Fuel flow meter calibration checksums were checked on car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47.

The instantaneous fuel mass flow of car numbers 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47 was checked.

The fuel temperature of car 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 06, 77, 20 and 47 was checked.

A fuel sample was taken from car number 11.

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 Event.

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

An engine oil sample was taken from car number 11.

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 Event.

All car weights and the items checked were found to be in conformity with the 2022 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate