

2022 SPANISH GRAND PRIX

19 - 22 May 2022

From	The FIA Formula One Technical Delegate	Document	44
To	The Stewards	Date	21 May 2022
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Technical Delegate's Report

During the third free practice session:

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

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 IVT code and calibration checksums were 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.

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

Torque sensor calibration checks have been carried out 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 44, 01, 11, 55, 31, 10, 18, 23, 06 and 24 were weighed.

The weight distribution was checked on car numbers 44, 01, 11, 55, 31, 10, 18, 23, 06 and 24.

The uppermost rear wing element adjustable positions were checked on car numbers 22, 18, 06 and 24.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 22, 18, 06 and 24.

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, 03, 77, 20 and 47 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 63, 11, 55, 77 and 20:

- | | |
|----------------------------|--------------------|
| - 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 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 chassis identification transponders have been confirmed for car numbers 63, 44, 01, 11, 16, 55, 03, 77, 20 and 47.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 63, 44, 01, 11, 55, 03, 77, 20 and 47.

The uppermost rear wing element adjustable positions were checked on car numbers 63, 44, 01, 11, 55, 03, 77, 20 and 47.

The ICE coolant header tank PRV was checked on car numbers 44, 01 and 16.

The plenum temperature was checked on all cars.

The IVT code and calibration checksums were 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 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 during the qualifying session.

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.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

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

Team	FIA Standard ECU system version
Mercedes-AMG Petronas Formula One Team	SR1414
Oracle Red Bull Racing	SR1414
Scuderia Ferrari	SR1413
McLaren F1 Team	SR1414
BWT Alpine F1 Team	SR1414
Scuderia AlphaTauri	SR1414
Aston Martin Aramco Cognizant Formula One Team	SR1414
Williams Racing	SR1414
Alfa Romeo F1 Team ORLEN	SR1413
Haas F1 Team	SR1413

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