

2022 EMILIA ROMAGNA GRAND PRIX

21 - 24 April 2022

From	The FIA Formula One Technical Delegate	Document	40
To	The Stewards	Date	23 April 2022
		Time	21:15

Technical Delegate's Report

Before the second free practice session:

The floor of car number 10 was digitally scanned and the scanned data were compared with the team declared CAD drawings. Further the team declared CAD drawings were also compared with previously submitted versions and checked for compliance with the 2022 Formula One Technical Regulations.

During the second free practice session:

The tyre starting pressures of all cars during P2 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 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 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.

Chassis FIA checksum 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 torque coordinator demands were checked on all cars.

The torque 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.

After the second free practice session:

A fuel sample was taken from car number 14.

An engine oil sample was taken from car number 14.

Before the Sprint:

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 44, 01, 11, 16, 04, 22, 18, 23 and 20.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on all cars.

A fuel sample was taken from car number 06.

An engine oil sample was taken from car number 06.

After the Sprint:

The following cars were weighed:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
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63	Mercedes	George Russell
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
31	Alpine Renault	Esteban Ocon
10	AlphaTauri RBPT	Pierre Gasly
22	AlphaTauri RBPT	Yuki Tsunoda
18	Aston Martin Mercedes	Lance Stroll
05	Aston Martin Mercedes	Sebastian Vettel
23	Williams Mercedes	Alexander Albon
06	Williams Mercedes	Nicholas Latifi
77	Alfa Romeo Racing Ferrari	Valtteri Bottas
20	Haas Ferrari	Kevin Magnussen
47	Haas Ferrari	Mick Schumacher

The following aerodynamic component or bodywork areas were checked on car numbers 01, 55, 04 and 77:

- 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

The chassis identification transponders have been confirmed for car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 23, 06, 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, 16, 55, 03, 04, 14, 31, 10, 22, 18, 05, 23, 06, 77, 20 and 47.

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

The oil consumption was checked on all cars.

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.

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 brake temperature warnings were checked on all cars.

The steering wheel of all cars has been checked.

The race start data of all cars have been checked.

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

It was checked that no 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 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 tyres used by all drivers during the sessions today have been checked.

The tyre starting pressures of all cars were checked.

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

A fuel sample was taken from car number 04.

All the fuel samples have been checked for density and analysed by gas chromatography.

The results of 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 04.

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 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