

2023 DUTCH GRAND PRIX

25 - 27 August 2023

From	The FIA Formula One Technical Delegate	Document	52
To	The Stewards	Date	27 August 2023
		Time	12:00

Technical Delegate's Report

The following driver will use a new internal combustion engine (ICE) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used ICE</i>
20	Haas Ferrari	Kevin Magnussen	4

The internal combustion engine used Kevin Magnussen is the fifth of the four new internal combustion engines allowed for the 2023 Championship season and this is **not** in conformity with Article 28.2 of the 2023 Formula One Sporting Regulations.

The following driver will use a new turbocharger (TC) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used TC</i>
20	Haas Ferrari	Kevin Magnussen	4

The turbocharger used by Kevin Magnussen is the fifth of the four new turbochargers allowed for the 2023 Championship season and this is **not** in conformity with Article 28.2 of the 2023 Formula One Sporting Regulations.

The following drivers will use a new motor generator unit-heat (MGU-H) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used MGU-H</i>
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20	Haas Ferrari	Kevin Magnussen	4
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The motor generator unit-heat used by Kevin Magnussen is the fifth of the four new motor generator units-heat allowed for the 2023 Championship season and this is **not** in conformity with Article 28.2 of the 2023 Formula One Sporting Regulations.

The following driver will use a new energy store (ES) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used ES</i>
20	Haas Ferrari	Kevin Magnussen	2

The motor generator unit-kinetic used by Kevin Magnussen is the third of the two energy stores allowed for the 2023 Championship season and this is **not** in conformity with Article 28.2 of the 2023 Formula One Sporting Regulations.

The following driver will use a new control electronics (CE) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used CE</i>
20	Haas Ferrari	Kevin Magnussen	2

The control electronics used by Kevin Magnussen is the third of the two new control electronics allowed for the 2023 Championship season and this is **not** in conformity with Article 28.2 of the 2023 Formula One Sporting Regulations.

The following driver will use a new exhaust system (EX) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used EX</i>
20	Haas Ferrari	Kevin Magnussen	5

The exhaust system used by Kevin Magnussen is one of the eight new exhaust systems allowed for the 2023 Championship season and this is in conformity with Article 28.2 of the 2023 Formula One Sporting Regulations.

The following driver will use a new gearbox case and cassette (GBX C & C) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used GBX C & C</i>
20	Haas Ferrari	Kevin Magnussen	4

The gearbox case and cassette used Kevin Magnussen is the fifth of the four new gearbox cases and cassettes allowed for the 2023 Championship season and this is **not** in conformity with Article 29.2 of the 2023 Formula One Sporting Regulations.

The following driver will use a new gearbox driveline, gear change components and auxiliary components (GBX DL) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used GBX DL</i>
20	Haas Ferrari	Kevin Magnussen	4

The gearbox driveline, gear change components and auxiliary components used by Kevin Magnussen is the fifth of the four new gearbox drivelines, gear change components and auxiliary components allowed for the 2023 Championship season and this is **not** in conformity with Article 29.2 of the 2023 Formula One Sporting Regulations.

All PU elements and RNCs have been replaced without the approval of the FIA technical delegate and this is **not** in accordance with Article 40.3 of the 2023 Formula One Sporting Regulations.

Jo Bauer

The FIA Formula One Technical Delegate