

2023 ITALIAN GRAND PRIX

01 - 03 September 2022

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| From | The FIA Formula One Technical Delegate | Document | 42 |
| To | The Stewards | Date | 03 September 2023 |
| | | Time | 18:20 |

Technical Delegate's Report

Before the race:

The following parts have been replaced today after 12:55 and before the start of the race:

Red Bull Racing RBPT:

Car 11: Driver's drink bag

AlphaTauri RBPT:

Car 40: LHS rear view mirror

The front wing and the front wing flap adjustable positions of car number 23 were 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 conformance with the 2023 Formula One Technical Regulations.

A symmetric front wing deflection test was carried out on car numbers 01, 55, 44 and 10.

An asymmetric front wing deflection test was carried out on car numbers 01, 55 and 44.

A front wing flap deflection test was carried out on car numbers 01, 55, 44 and 10.

Clutch paddle linearity checks have been carried out on cars 01, 16, 63, 81 and 22.

On the grid it was checked that all cars had fitted their tyres and the tyre heating blankets were disconnected 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 01, 11, 16, 55, 63, 44, 31, 10, 81, 77, 24, 18, 14, 27, 40, 22, 23 and 02.

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 |
|---------------|------------------------------|--------------------|
| 01 | Red Bull Racing RBPT | Max Verstappen |
| 11 | Red Bull Racing RBPT | Sergio Perez |
| 16 | Ferrari | Charles Leclerc |
| 55 | Ferrari | Carlos Sainz |
| 63 | Mercedes | George Russell |
| 44 | Mercedes | Lewis Hamilton |
| 10 | Alpine Renault | Pierre Gasly |
| 81 | McLaren Mercedes | Oscar Piastri |
| 04 | McLaren Mercedes | Lando Norris |
| 77 | Alfa Romeo Racing Ferrari | Valtteri Bottas |
| 24 | Alfa Romeo Racing Ferrari | Zhou Guanyu |
| 18 | Aston Martin Mercedes | Lance Stroll |
| 14 | Aston Martin Mercedes | Fernando Alonso |
| 20 | Haas Ferrari | Kevin Magnussen |
| 27 | Haas Ferrari | Nico Hülkenberg |
| 40 | AlphaTauri RBPT | Liam Lawson |
| 23 | Williams Mercedes | Alexander Albon |
| 02 | Williams Mercedes | Logan Sargeant |

The steering wheel of all cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 55, 77 and 14:

- 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 Profiles - TR Article 3.9.1
- 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

A physical floor and a plank wear inspection was carried out on car numbers 16 and 63.

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

The oil consumption was checked on car numbers 01, 11, 16, 55, 63, 44, 04, 77, 14, 23 and 23.

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 MGU-K power model was checked on all cars.

The ES power model 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 race.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The brake temperature warnings were checked on all cars.

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 all cars.

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

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 tyre starting pressures of all cars during the race were checked.

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

The fuel pressure of all cars during the race was checked.

The logged pressure within the engine cooling system during the race was 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 fuel temperature of all cars was checked.

All car weights and the items checked were found to be in conformity with the 2023 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate