



# 2024 SPANISH GRAND PRIX

## 21 - 23 June 2024

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	37
<b>To</b>	The Stewards	<b>Date</b>	22 June 2024
		<b>Time</b>	19:11

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### Technical Delegate's Report

#### Before the third free practice session:

A spare front corner of car numbers 23 and 02 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 conformance with the 2024 Formula One Technical Regulations.

#### During the third free practice session:

The tyre starting pressures all cars during P3 were checked.

The fuel pressure of all cars during the third free practice session was checked.

The logged pressure within the engine cooling system during the third free practice session was checked on all cars.

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 partial load 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 exhaust fluid mass flow of all cars was checked.

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 torque coordinator demands were checked on all cars.

The torque control 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 SECU custom software versions were checked on all cars.

### **Before the Qualifying practice session:**

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

### **During the Qualifying practice session:**

Car numbers 11, 63, 81, 04, 18, 14, 31, 02, 03, 22, 77, 24 and 27 were weighed.

The weight distribution was checked on car numbers 11, 63, 81, 04, 18, 14, 31, 02, 03, 22, 77, 24 and 27.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 14, 23, 22 and 77.

The uppermost rear wing element adjustable positions were checked on car numbers 14, 23, 22 and 77.

The tyre starting pressures of all cars during the qualifying sessions were checked.

## After the Qualifying practice session:

Car numbers 01, 11, 63, 44, 16, 55, 81, 04, 31 and 10 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 55, 04 and 10:

- 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
- Tail - TR Article 3.8.1
- 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 Endplate Body - TR Article 3.10.4
- Rear Wing Tip - TR Article 3.10.5
- Rear Wing Endplate - TR Article 3.10.7

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 01, 11, 63, 44, 16, 81, 31 and 10.

The uppermost rear wing element adjustable positions were checked on car numbers 01, 11, 63, 44, 16, 81, 31 and 10.

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 engine high rev limit bands were 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 partial load fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature was checked on all cars.

The exhaust fluid mass flow of all cars was checked.

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 torque coordinator demands were checked on all cars.

The torque control 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 steering wheel of all cars has been checked.

It was verified on all cars that the PCU dash board display configuration was not changed.

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

<b>Team</b>	<b>FIA Standard ECU system version</b>
Oracle Red Bull Racing	SR1606
Mercedes-AMG PETRONAS Formula One Team	SR1604
Scuderia Ferrari	SR1604
McLaren Formula 1 Team	SR1604
Aston Martin Aramco Formula One Team	SR1604
BWT Alpine F1 Team	SR1606
Williams Racing	SR1604
VISA Cash App RB Formula One Team	SR1606
Kick Sauber F1 Team	SR1604
MoneyGram Haas F1 Team	SR1604

All the above items were found to be in conformity with the 2024 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**