



# 2024 CHINESE GRAND PRIX

## 19 - 21 April 2024

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|-------------|--|-----------------|---------------|
| <b>From</b> | The FIA Formula One Technical Delegate | <b>Document</b> | 39            |
| <b>To</b>   | The Stewards                           | <b>Date</b>     | 20 April 2024 |
|             |  | <b>Time</b>     | 12:48         |

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### Technical Delegate's Report

#### Before the Sprint:

The following part has been replaced today after 08:55 and before the start of the Sprint:

#### Haas Ferrari:

Car 27: Steering wheel

Clutch paddle linearity checks have been carried out on car number 04.

An angled and vertical rear wing deflection test was carried out on car number 14.

A rear wing flap deflection test was carried out on car number 14.

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 11, 44, 16, 04, 14, 10 and 20.

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

#### After the Sprint:

The following cars were weighed:

**Number Car**

**Driver**

|    |                                 |                    |
|----|---------------------------------|--------------------|
| 01 | Red Bull Racing<br>Honda RBPT   | Max Verstappen     |
| 11 | Red Bull Racing<br>Honda RBPT   | Sergio Perez       |
| 63 | Mercedes                        | George Russell     |
| 44 | Mercedes                        | Lewis Hamilton     |
| 16 | Ferrari                         | Charles Leclerc    |
| 55 | Ferrari                         | Carlos Sainz       |
| 81 | McLaren Mercedes                | Oscar Piastri      |
| 04 | McLaren Mercedes                | Lando Norris       |
| 18 | Aston Martin Aramco<br>Mercedes | Lance Stroll       |
| 14 | Aston Martin Aramco<br>Mercedes | Fernando Alonso    |
| 31 | Alpine Renault                  | Esteban Ocon       |
| 10 | Alpine Renault                  | Pierre Gasly       |
| 23 | Williams Mercedes               | Alexander Albon    |
| 02 | Williams Mercedes               | Logan Sargeant     |
| 03 | RB Honda RBPT                   | Daniel Ricciardo   |
| 22 | RB Honda RBPT                   | Yuki Tsunoda       |
| 77 | Kick Sauber Ferrari             | Valtteri Bottas    |
| 24 | Kick Sauber Ferrari             | Zhou Guanyu        |
| 20 | Haas Ferrari                    | Kevin<br>Magnussen |
| 27 | Haas Ferrari                    | Nico Hülkenberg    |

The following aerodynamic component or bodywork areas were checked on car number 55:

- 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 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

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

The logged pressure within the engine cooling system during the Sprint 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 oil consumption was 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 use at the Sprint 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.

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 Sprint.

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 Sprint start data of all cars have been checked.

Single clutch paddle use for the Sprint 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 Sprint.

It was verified on all cars that the PCU dash display configuration was not changed during Parc Fermé.

Custom software version checks have been carried out 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 tyre starting pressures of all cars during the Sprint were checked.

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

All car weights and the items checked were found to be in conformity with the 2024 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**