

2022 CANADIAN GRAND PRIX

16 - 19 June 2022

From	The FIA Formula One Technical Delegate	Document	53
To	The Stewards	Date	18 June 2022
		Time	19:49

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

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 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.

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:

It was confirmed for all cars that the gear ratios used during the remainder of this Event belong to the gear ratios declared to the FIA technical delegate at or before the first Event of the 2022 Championship.

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

During the qualifying practice session:

Car number 77 was weighed.

The weight distribution was checked on car number 77.

The uppermost rear wing element adjustable positions were checked on car numbers 10, 05 and 23.

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

After the qualifying practice session:

Car numbers 63, 44, 01, 55, 03, 14, 31, 24, 20 and 47 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 55, 03, 31, 24 and 47:

- | | |
|----------------------------|---------------------|
| - 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 |
| - Sidepod | - TR Article 3.7.1 |
| - 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 Endplate | - TR Article 3.9.5 |
| - Rear Wing Profiles | - TR Article 3.10.1 |
| - 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 chassis identification transponders have been confirmed for the top ten cars.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 63, 44, 01, 55, 14, 31, 24, 20 and 47.

The uppermost rear wing element adjustable positions were checked on car numbers 63, 44, 01, 55, 14, 31, 24, 20 and 47.

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.

Torque sensor software version checks have been carried out all cars.

Torque sensor calibration checks have been carried out on all cars.

The torque coordinator demands were checked on car numbers 44, 01, 55, 03, 14, 10, 05, 23, 24 and 20.

The torque control was checked on car numbers 44, 01, 55, 03, 14, 10, 05, 23, 24 and 20.

The rear brakes pressure control was checked on car numbers 44, 01, 55, 03, 14, 10, 05, 23, 24 and 20.

Gear shift data checks have been carried out for car numbers 01, 55 and 14.

The custom software versions were checked on all cars.

The SECU software versions were checked on all cars.

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.

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.

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

Team	FIA Standard ECU system version
Mercedes-AMG Petronas Formula One Team	SR1414
Oracle Red Bull Racing	SR1415
Scuderia Ferrari	SR1414
McLaren F1 Team	SR1414
BWT Alpine F1 Team	SR1415
Scuderia AlphaTauri	SR1415
Aston Martin Aramco Cognizant Formula One Team	SR1414
Williams Racing	SR1414
Alfa Romeo F1 Team ORLEN	SR1414
Haas F1 Team	SR1414

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