

## 2022 MEXICAN GRAND PRIX

27 - 30 October 2022

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	25
<b>To</b>	The Stewards	<b>Date</b>	29 October 2022
		<b>Time</b>	18:25

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### Technical Delegate's Report

#### During the third free practice session:

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

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 fuel temperature of all cars was checked.

The plenum temperature 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.

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.

**After the third free practice session:**

An engine oil sample was taken from car number 01.

**Before the qualifying practice session:**

A fuel sample was taken from car numbers 05 and 47.

An engine oil sample was taken from car numbers 05 and 47.

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 numbers 44, 11, 16, 04, 18, 06, 24, 20 and 47 were weighed.

The weight distribution was checked on car numbers 44, 11, 16, 04, 18, 06, 24, 20 and 47.

The uppermost rear wing element adjustable positions were checked on car numbers 03, 22, 23, 24 and 47.

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

**After the qualifying practice session:**

Car numbers 63, 44, 01, 11, 16, 55, 04, 14, 31 and 77 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 44, 01, 55 and 77:

- 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
- 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 uppermost rear wing element adjustable positions were checked on car numbers 63, 11, 55, 04, 14 and 77.

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

The plenum temperature 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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

Gear shift data checks have been carried out for car numbers 44 and 01.

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 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.

A fuel sample was taken from car numbers 63, 16 and 77.

All the fuel samples have been checked for density and analysed by gas chromatography.

The results of fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

Further the density change of the fuel samples taken today was within the permitted limits.

An engine oil sample was taken from car number 16.

The engine oil samples have been analysed by FTIR spectroscopy and viscometry.

The results of the FTIR analyses show that the sampled oils were consistent with reference engine oil samples which had been approved for use by the relevant competitors prior to the Event.

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>
Mercedes-AMG Petronas Formula One Team	SR1417
Oracle Red Bull Racing	SR1417
Scuderia Ferrari	SR1417
McLaren F1 Team	SR1417
BWT Alpine F1 Team	SR1417
Scuderia AlphaTauri	SR1417
Aston Martin Aramco Cognizant Formula One	SR1417

Team

Williams Racing

SR1417

Alfa Romeo F1 Team ORLEN

SR1417

Haas F1 Team

SR1417

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**