During the second free practice session:

The tyre starting pressures of all cars during P2 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.

After the second free practice session:

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

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

The custom software versions were checked on all cars.

A fuel sample was taken from car number 03.

An engine oil sample was taken from car number 03.

Before the Sprint:
A fuel sample was taken from car number 05.

An engine oil sample was taken from car number 05.

On the grid it was checked that all cars had fitted their tyres 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 63, 01, 11, 16, 55, 03, 14, 31, 22, 23, and 47.

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:

<table>
<thead>
<tr>
<th>Number</th>
<th>Car</th>
<th>Driver</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>Mercedes</td>
<td>George Russell</td>
</tr>
<tr>
<td>44</td>
<td>Mercedes</td>
<td>Lewis Hamilton</td>
</tr>
<tr>
<td>01</td>
<td>Red Bull Racing RBPT</td>
<td>Max Verstappen</td>
</tr>
<tr>
<td>11</td>
<td>Red Bull Racing RBPT</td>
<td>Sergio Perez</td>
</tr>
<tr>
<td>16</td>
<td>Ferrari</td>
<td>Charles Leclerc</td>
</tr>
<tr>
<td>55</td>
<td>Ferrari</td>
<td>Carlos Sainz</td>
</tr>
<tr>
<td>03</td>
<td>McLaren Mercedes</td>
<td>Daniel Ricciardo</td>
</tr>
<tr>
<td>04</td>
<td>McLaren Mercedes</td>
<td>Lando Norris</td>
</tr>
<tr>
<td>10</td>
<td>AlphaTauri RBPT</td>
<td>Pierre Gasly</td>
</tr>
<tr>
<td>22</td>
<td>AlphaTauri RBPT</td>
<td>Yuki Tsunoda</td>
</tr>
<tr>
<td>18</td>
<td>Aston Martin Mercedes</td>
<td>Lance Stroll</td>
</tr>
<tr>
<td>05</td>
<td>Aston Martin Mercedes</td>
<td>Sebastian Vettel</td>
</tr>
<tr>
<td>23</td>
<td>Williams Mercedes</td>
<td>Alexander Albon</td>
</tr>
<tr>
<td>06</td>
<td>Williams Mercedes</td>
<td>Nicholas Latifi</td>
</tr>
<tr>
<td>77</td>
<td>Alfa Romeo Racing Ferrari</td>
<td>Valtteri Bottas</td>
</tr>
<tr>
<td>24</td>
<td>Alfa Romeo Racing Ferrari</td>
<td>Zhou Guanyu</td>
</tr>
<tr>
<td>20</td>
<td>Haas Ferrari</td>
<td>Kevin Magnussen</td>
</tr>
<tr>
<td>47</td>
<td>Haas Ferrari</td>
<td>Mick Schumacher</td>
</tr>
</tbody>
</table>

The steering wheel of all cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 63, 11, 55 and 20:

- Floor Body - TR Article 3.5.1
- Floor Fences - TR Article 3.5.2
The chassis transponders of car numbers 63, 44, 01, 11, 16, 55, 03, 04, 31, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47 were checked.

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

The oil consumption of all cars was checked.

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 Sprint.

The torque coordinator demands were checked on all cars.
The torque control was checked on all cars.

The rear brakes pressure control was checked on all cars.

The Sprint start data of all cars have been checked.

Single clutch paddle use for the Sprint start has been checked on all cars.

The MGU-K use at the Sprint start was checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 31, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

It was checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 31, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47 that the ES was not charged while the car was stationary in the pits.

It was checked that car numbers 63, 44, 01, 11, 16, 55, 03, 04, 31, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47 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.

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.

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.

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 number 16.

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 20.

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.

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