

## 2022 CANADIAN GRAND PRIX

16 - 19 June 2022

---

<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	75
<b>To</b>	The Stewards	<b>Date</b>	19 June 2022
		<b>Time</b>	18:53

---

### Technical Delegate's Report

#### Before the race:

The following parts have been replaced today after 11:55 and before the start of the race:

#### McLaren Mercedes:

Car 04: Headrest receptacle

A front floor deflection test was carried on car numbers 01, 16, 03 and 18.

The flatness of the reference plane was checked on car numbers 01, 16, 03 and 18.

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, 16, 55, 03, 31, 22, 05, 23, 06, 24, 20 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 race:

The following cars were weighed:

<b>Number</b>	<b>Car</b>	<b>Driver</b>
63	Mercedes	George Russell
44	Mercedes	Lewis Hamilton

01	Red Bull Racing RBPT	Max Verstappen
16	Ferrari	Charles Leclerc
55	Ferrari	Carlos Sainz
03	McLaren Mercedes	Daniel Ricciardo
04	McLaren Mercedes	Lando Norris
14	Alpine Renault	Fernando Alonso
31	Alpine Renault	Esteban Ocon
10	AlphaTauri RBPT	Pierre Gasly
18	Aston Martin Mercedes	Lance Stroll
05	Aston Martin Mercedes	Sebastian Vettel
23	Williams Mercedes	Alexander Albon
06	Williams Mercedes	Nicholas Latifi
77	Alfa Romeo Racing Ferrari	Valtteri Bottas
24	Alfa Romeo Racing Ferrari	Zhou Guanyu
20	Haas Ferrari	Kevin Magnussen

The steering wheel of all classified cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 63, 16, 14, 18 and 77:

- Floor Body - TR Article 3.5.1
- Floor Fences - TR Article 3.5.2
- Floor Edge Wing - TR Article 3.5.3
- Forward Chassis - TR Article 3.6.2
- Mid Chassis - TR Article 3.6.3
- 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
- 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 16, 03 and 04.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 16, 03 and 04.

The minimum plank thickness was checked on car numbers 44, 01 and 55.

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 race.

The brake temperature warnings were checked on car numbers 63, 44, 01, 16, 55, 03, 04, 14, 31, 10, 18, 05, 23 and 06.

The race start data of all cars have been checked.

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

The MGU-K use at the race 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.

It was checked that no car exceeded 80 km/h when leaving the formation grid prior to the start of the race.

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

The tyres used by all drivers during the race 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.

All car weights and the items checked were found to be in conformity with the 2022 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula One Technical Delegate**