

2022 MIAMI GRAND PRIX

5 - 8 May 2022

From	The FIA Formula One Technical Delegate	Document	44
To	The Stewards	Date	07 May 2022
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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 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.

After the third free practice session:

An engine oil sample was taken from car number 77.

Before the qualifying practice session:

A fuel sample was taken from car numbers 22 and 47.

An engine oil sample was taken from car numbers 22 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 63, 44, 11, 03, 04, 14, 22, 18, 23, 06, 24 and 47 were weighed.

The weight distribution was checked on car numbers 63, 44, 11, 03, 04, 14, 22, 18, 23, 06, 24 and 47.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 03 and 24.

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

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

After the qualifying practice session:

Car numbers 44, 01, 11, 16, 55, 04, 10, 22, 18 and 77 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 44, 01, 16 and 22:

- 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
- Engine Cover - TR Article 3.7.3
- Front Wing Endplate body - TR Article 3.9.2
- 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 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 car numbers 44, 01, 11, 16, 55, 04, 10, 22, 18 and 77.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44, 01, 11, 16, 55, 04, 10, 22 and 18.

The uppermost rear wing element adjustable positions were checked on car numbers 44, 01, 11, 16, 55, 04, 10, 22 and 18.

The engine high rev limit bands were checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

The plenum temperature was checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

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 on car number 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

Torque sensor calibration checks have been carried out on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

The torque coordinator demands were checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

The torque control was checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

The rear brakes pressure control was checked on car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

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.

Customer 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 car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47.

The instantaneous fuel mass flow of car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47 was checked.

The fuel temperature of car numbers 63, 44, 01, 11, 16, 55, 03, 04, 14, 10, 22, 18, 05, 23, 06, 77, 24, 20 and 47 was checked.

A fuel sample was taken from car numbers 44, 11 and 55.

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 11.

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

Team	FIA Standard ECU system version
Mercedes-AMG Petronas Formula One Team	SR1412
Oracle Red Bull Racing	SR1414
Scuderia Ferrari	SR1413
McLaren F1 Team	SR1412
BWT Alpine F1 Team	SR1413
Scuderia AlphaTauri	SR1414
Aston Martin Aramco Cognizant Formula One Team	SR1412
Williams Racing	SR1412
Alfa Romeo F1 Team ORLEN	SR1413
Haas F1 Team	SR1413

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