

2022 SPANISH GRAND PRIX

19 - 22 May 2022

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| From | The FIA Formula One Technical Delegate | Document | 60 |
| To | The Stewards | Date | 22 May 2022 |
| | | Time | 19:46 |

Technical Delegate's Report

Before the race:

The LHS front wheel bodywork of car number 05 was digitally scanned and the scanned data were compared with the team declared CAD drawings. Further the team declared CAD drawings were also compared with previously submitted versions and checked for compliance with the 2022 Formula One Technical Regulations.

A symmetric and asymmetric front wing deflection test was carried out on car numbers 63, 01 and 77.

A front wing flap deflection test was carried out on car numbers 63, 01 and 77.

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, 44, 01, 11, 16, 55, 18, 05, 23, 06, 77, 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:

| Number | Car | Driver |
|---------------|----------------------|----------------|
| 63 | Mercedes | George Russell |
| 44 | Mercedes | Lewis Hamilton |
| 01 | Red Bull Racing RBPT | Max Verstappen |
| 11 | Red Bull Racing RBPT | Sergio Perez |

| | | |
|----|---------------------------|------------------|
| 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 |
| 22 | AlphaTauri RBPT | Yuki Tsunoda |
| 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 |
| 20 | Haas Ferrari | Kevin Magnussen |
| 47 | Haas Ferrari | Mick Schumacher |

The steering wheel of all classified cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 44, 01, 04 and 31:

- 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 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 overall width was checked on car numbers 63, 44, 01, 11, 55, 03, 04, 14, 31, 10, 22, 18, 05, 23, 06, 77, 20 and 47.

The oil consumption was checked on all cars.

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 session type has been confirmed for all cars.

Chassis FIA checksum was checked on all cars taking part in the race.

The rear brakes pressure control was checked on all cars.

The brake temperature warnings were checked on all cars.

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.

The tyres used by all drivers during the race today have been checked.

Fuel flow meter calibration checksums were checked on all cars.

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