2023 BELGIAN GRAND PRIX
28 - 30 July 2023

Technical Delegate’s Report

Before the Sprint:

A fuel sample was taken from car number 77 and analysed during the Sprint.

An engine oil sample was taken from car number 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 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>01</td>
<td>Red Bull Racing RBPT</td>
<td>Max Verstappen</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>63</td>
<td>Mercedes</td>
<td>George Russell</td>
</tr>
<tr>
<td>44</td>
<td>Mercedes</td>
<td>Lewis Hamilton</td>
</tr>
<tr>
<td>31</td>
<td>Alpine Renault</td>
<td>Esteban Ocon</td>
</tr>
<tr>
<td>10</td>
<td>Alpine Renault</td>
<td>Pierre Gasly</td>
</tr>
<tr>
<td>81</td>
<td>McLaren Mercedes</td>
<td>Oscar Piastri</td>
</tr>
<tr>
<td>04</td>
<td>McLaren Mercedes</td>
<td>Lando Norris</td>
</tr>
<tr>
<td>77</td>
<td>Alfa Romeo Racing</td>
<td>Valtteri Bottas</td>
</tr>
<tr>
<td>24</td>
<td>Alfa Romeo Racing</td>
<td>Zhou Guanyu</td>
</tr>
</tbody>
</table>

From The FIA Formula One Technical Delegate
To The Stewards
Document 50
Date 29 July 2023
Time 20:43
The steering wheel of all cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 27, 03 and 23:

- 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
- Mirror Housing - TR Article 3.6.4
- Sidepod - TR Article 3.7.1
- Coke Panel - TR Article 3.7.2
- Engine Cover - TR Article 3.7.3
- Front Wing Profiles - TR Article 3.9.1
- 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 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 engine high rev limit bands were 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 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 MGU-K power model was checked on all cars.

The ES power model 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 brake temperature warnings were 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 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 01.

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

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

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

An engine oil sample was taken from car number 01.

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 Competition.

All car weights and the items checked were found to be in conformity with the 2023 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate