

## 2023 ITALIAN GRAND PRIX

01 - 03 September 2022

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	17
<b>To</b>	The Stewards	<b>Date</b>	01 September 2023
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### Technical Delegate's Report

#### **Before the first free practice session:**

The exhaust system components of all cars were checked against the declaration submitted by the relevant team before the start of the Competition.

A symmetric and asymmetric front wing deflection test was carried out on car numbers 24, 40 and 23.

A front wing flap deflection test was carried out on car numbers 24, 40 and 23.

#### **During the first free practice session:**

The tyre starting pressures of all cars during P1 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 first free practice session:**

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

The logged pressure within the engine cooling system during the first free practice session was 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 custom software versions were checked on all cars.

### **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:**

Car number 55 was weighed.

The inclination, the diameter and the position of the last 150mm of the exhaust tailpipe were checked on car number 23.

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 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 MGU-K power model was checked on all cars.

The ES power model was checked on all cars.

The custom software versions were checked on all cars.

The SECU software versions were checked on all cars.

Chassis FIA checksum was checked on all cars.

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

All the above items were found to be in conformity with the 2023 FIA Formula One Technical Regulations.

**Jo Bauer**

## The FIA Formula One Technical Delegate