Before the Race:

The following parts have been replaced today after 19:55 and before the start of the race:

**Red Bull Racing RBPT:**

- Car 01: Circlip of the DRS actuator pin

A vertical rear wing mainplane deflection test was carried out on car numbers 77 and 20.

An angled rear wing mainplane deflection test was carried out on car numbers 77 and 20.

On the grid it was checked that all cars had fitted their tyres and the tyre heating blankets were disconnected, 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 01, 16, 55, 63, 44, 31, 10, 81, 04, 77, 24, 14, 20, 27, 03, 23 and 02.

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:

<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>Car Number</td>
<td>Team/Constructor</td>
<td>Driver Name</td>
</tr>
<tr>
<td>------------</td>
<td>------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>11</td>
<td>Red Bull Racing RBPT</td>
<td>Sergio Perez</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>77</td>
<td>Alfa Romeo Racing</td>
<td>Valtteri Bottas</td>
</tr>
<tr>
<td>24</td>
<td>Ferrari</td>
<td>Zhou Guanyu</td>
</tr>
<tr>
<td>18</td>
<td>Aston Martin</td>
<td>Lance Stroll</td>
</tr>
<tr>
<td>14</td>
<td>Aston Martin</td>
<td>Fernando Alonso</td>
</tr>
<tr>
<td>20</td>
<td>Haas Ferrari</td>
<td>Kevin Magnussen</td>
</tr>
<tr>
<td>27</td>
<td>Haas Ferrari</td>
<td>Nico Hülkenberg</td>
</tr>
<tr>
<td>03</td>
<td>AlphaTauri RBPT</td>
<td>Daniel Ricciardo</td>
</tr>
<tr>
<td>22</td>
<td>AlphaTauri RBPT</td>
<td>Yuki Tsunoda</td>
</tr>
<tr>
<td>23</td>
<td>Williams Mercedes</td>
<td>Alexander Albon</td>
</tr>
<tr>
<td>02</td>
<td>Williams Mercedes</td>
<td>Logan Sargeant</td>
</tr>
</tbody>
</table>

The following aerodynamic component or bodywork areas were checked on car numbers 11, 44 and 18:

- 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
The aerodynamic seal between the LHS and RHS front and rear wheel cover and wheel rim was checked on car numbers 01, 16 and 44.

The engine high rev limit bands were checked on all cars.

The oil consumption was checked on car numbers 01, 11, 16, 55, 63, 44, 31, 81, 18 and 14.

The plenum temperature 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 torque coordinator demands were checked on car numbers 01, 11, 16, 55, 63, 44, 31, 81, 18 and 14.

The torque control was checked on car numbers 01, 11, 16, 55, 63, 44, 31, 81, 18 and 14.

The rear brakes pressure control was checked on all cars.

The brake temperature warnings were checked on all cars.

The steering wheel of all cars has been checked.

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.

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 race were checked.

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

The fuel pressure of all cars during the race was checked.

The logged pressure within the engine cooling system during the race 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.

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