Before the Race:

Correction of the car number for the following parts which have been replaced today before 11:55:

Car 55: Intercooler assembly
        Intercooler oil pump and associated seals

The following parts have been replaced today after 11:55 and before the start of the race:

Mercedes:

Car 63: RHS front brake drum deflector

The RHS front corner of car numbers 03 and 22 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 conformance with the 2023 Formula One Technical Regulations.

A central floor deflection test was carried on car number 55.

A front floor deflection test was carried on car numbers 10, 04 and 14.

A declared fuel mass check was carried out on car number 01.

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 11, 16, 63, 31, 81, 77, 18, 14, 27, 03 and 23.
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>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>
<tr>
<td>18</td>
<td>Aston Martin</td>
<td>Lance Stroll</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 steering wheel of all classified cars has been checked.

The following aerodynamic component or bodywork areas were checked on car numbers 63, 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
The engine high rev limit bands were checked on all cars.

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 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 race.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out 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 brake temperature warnings were checked on all cars.

The race start data of all cars have been checked (also re-start after red flag).

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.
The FIA Formula One Technical Delegate