Before the race:

The front wing of car number 10 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.

The uppermost rear wing element adjustable positions were checked on car numbers 11, 10 and 27.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 11, 10 and 27.

A front floor deflection test was carried on car numbers 01 and 14.

The inclination, the diameter and the position of the last 150mm of the exhaust tailpipes were checked on car numbers 01, 01, 14 and 02.

A fuel sample was taken from car numbers 01, 44 and 21 and analysed during the race.

An engine oil sample was taken from car numbers 44 and 21.

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 01, 11, 16, 55, 63, 44, 31, 81, 04, 24, 18, 14, 27, 22, 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>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>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>14</td>
<td>Aston Martin</td>
<td>Fernando Alonso</td>
</tr>
<tr>
<td>20</td>
<td>Haas Ferrari</td>
<td>Kevin</td>
</tr>
<tr>
<td>27</td>
<td>Haas Ferrari</td>
<td>Nico Hülkenberg</td>
</tr>
<tr>
<td>21</td>
<td>AlphaTauri RBPT</td>
<td>Nyck de Vries</td>
</tr>
<tr>
<td>22</td>
<td>AlphaTauri RBPT</td>
<td>Yuki Tsunoda</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 44, 31 and 22:

- 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
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, 10, 14 and 20.

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 session type has been confirmed for all cars.

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

The torque coordinator demands were checked on car numbers 01, 11, 16, 55, 63, 44, 31, 10, 14 and 20.

The torque control was checked on car numbers 01, 11, 16, 55, 63, 44, 31, 10, 14 and 20.

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.

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 20.

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*