



2024 JAPANESE GRAND PRIX

05 - 07 April 2024

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| From | The FIA Formula One Technical Delegate | Document | 51 |
| To | The Stewards | Date | 07 April 2024 |
| | | Time | 17:40 |

Technical Delegate's Report

Before the Race:

The following part has been replaced today after 11:55 and before the start of the race:

VISA Cash App RB Honda RBPT:

Car 03: Driver's drink bag

The floor of car number 31 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 2024 Formula One Technical Regulations.

Clutch paddle linearity checks have been carried out on cars 01, 81 and 14.

An outboard floor deflection test was carried on car number 31.

A symmetric and asymmetric front wing deflection test was carried out on car numbers 55, 63, 31 and 77.

A front wing flap deflection test was carried out on car numbers 55, 63, 31 and 77.

A fuel sample was taken from car numbers 55, 81 and 23 and analysed during the race.

An engine oil sample was taken from car numbers 81 and 23.

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, 11, 63, 55, 81, 14, 23, 77 and 27.

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:

| Number | Car | Driver |
|---------------|---------------------------------|--------------------|
| 01 | Red Bull Racing Honda RBPT | Max Verstappen |
| 11 | Red Bull Racing Honda RBPT | Sergio Perez |
| 63 | Mercedes | George Russell |
| 44 | Mercedes | Lewis Hamilton |
| 16 | Ferrari | Charles Leclerc |
| 55 | Ferrari | Carlos Sainz |
| 81 | McLaren Mercedes | Oscar Piastri |
| 04 | McLaren Mercedes | Lando Norris |
| 18 | Aston Martin Aramco Mercedes | Lance Stroll |
| 14 | Aston Martin Aramco Mercedes | Fernando Alonso |
| 31 | Alpine Renault | Esteban Ocon |
| 10 | Alpine Renault | Pierre Gasly |
| 02 | Williams Mercedes | Logan Sargeant |
| 22 | RB Honda RBPT | Yuki Tsunoda |
| 77 | Kick Sauber Ferrari | Valtteri Bottas |
| 20 | Haas Ferrari | Kevin Magnussen |
| 27 | Haas Ferrari | Nico Hülkenberg |

The following aerodynamic component or bodywork areas were checked on car numbers 16, 81 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
- Tail - TR Article 3.8.1
- 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
- Pylons - TR Article 3.10.2
- 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 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.

The engine high rev limit bands were 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 partial load fuel mass flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature was checked on all cars.

The oil consumption was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 14 and 22.

The exhaust fluid mass flow of car numbers 01, 11, 63, 44, 16, 55, 81, 04, 14 and 22 was checked.

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 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.

The torque coordinator demands were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 14 and 22.

The torque control was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 14 and 22.

The session type has been confirmed for all cars.

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

The rear brakes pressure control was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 02, 22, 77, 24, 20 and 27.

The brake temperature warnings were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 02, 22, 77, 24, 20 and 27.

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.

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.

A fuel sample was taken from car number 16.

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 14.

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 2024 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate