



2024 AUSTRALIAN GRAND PRIX

22 - 24 March 2024

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FIA FORMULA 1 WORLD CHAMPIONSHIP



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TECHNICAL DELEGATE'S REPORT

Before the Race:

The front wing flap adjustable range of car number 20 was digitally scanned and checked.

The front wing of car number 20 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.

A symmetric and asymmetric front wing deflection test was carried out on car numbers 22, 77 and 20.

A front wing flap deflection test was carried out on car numbers 16, 22, 77 and 20.

A front floor deflection test was carried on car numbers 10, 22, 77 and 20.

Clutch paddle linearity checks have been carried out on cars 63, 55 and 77.

A fuel sample was taken from car numbers 55, 10 and 24.

An engine oil sample was taken from car numbers 10 and 24.

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, 16, 55, 81, 04, 18, 14 and 10.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

After the Race:

The following cars were weighed:

Number	Car	Driver
11	Red Bull Racing Honda RBPT	Sergio Perez
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
23	Williams Mercedes	Alexander Albon
03	VISA Cash App RB Honda RBPT	Daniel Ricciardo
22	VISA Cash App RB Honda RBPT	Yuki Tsunoda
77	Kick Sauber Ferrari	Valtteri Bottas
24	Kick Sauber Ferrari	Zhou Guanyu
20	Haas Ferrari	Kevin Magnussen
27	Haas Ferrari	Nico Hülkenberg

The following aerodynamic component or bodywork areas were checked on car numbers 18, 22 and 27:

- 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 car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 during the race was checked.

The logged pressure within the engine cooling system during the race was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The engine high rev limit bands were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

Fuel flow meter calibration checksums were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The instantaneous fuel mass flow of car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 was checked.

The partial load fuel mass flow of car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 was checked.

The fuel temperature of car 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 was checked.

The plenum temperature was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The oil consumption was checked on car numbers 11, 16, 55, 81, 04, 18, 14, 22, 20 and 27.

The exhaust fluid mass flow of car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 was checked.

The IVT temperatures were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The ES state of charge on-track limits were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The lap energy release and recovery limits were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The MGU-K power limits were checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The maximum MGU-K speed was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The maximum MGU-K torque was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The maximum MGU-H speed was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

The MGU-K use at the race start was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

It was checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 that the ES was not charged while the car was stationary in the pits.

The torque coordinator demands were checked on car numbers 11, 16, 55, 81, 04, 18, 14, 22, 20 and 27.

The torque control was checked on car numbers 11, 16, 55, 81, 04, 18, 14, 22, 20 and 27.

The session type has been confirmed for car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

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, 23, 03, 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, 23, 03, 22, 77, 24, 20 and 27.

The steering wheel of car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 has been checked.

The race start data of car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 have been checked.

Single clutch paddle use for the race start has been checked on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27.

It was checked that car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 did not exceed 80 km/h when leaving the formation grid prior to the start of the race.

It was verified on car numbers 01, 11, 63, 44, 16, 55, 81, 04, 18, 14, 31, 10, 23, 03, 22, 77, 24, 20 and 27 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 22.

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 55.

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.

Manuel Leal
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