FIA FORMULA 1 WORLD CHAMPIONSHIP

2025 DUTCH GRAND PRIX

29 - 31 August 2025

From	The FIA Formula One Technical Delegate	**Document**	34
To	The Stewards	**Date**	30 August 2025
		Time	18:45

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

The fuel pressure of all cars during the third free practice session was checked.

The logged pressure within the engine cooling system during the third free practice session was checked on all cars.

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

The fuel flow meter calibration checksum was 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 of all cars was checked.

The exhaust fluid mass flow of all cars was checked.

The IVT code and calibration checksums were 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 MGU-K power model was checked on all cars.

The ES power model was checked on all cars.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

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

Torque sensor calibration checks have been carried out on all cars .

The SECU custom software versions were checked on all cars .

Before the Qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Competition belong to the gear ratios declared to the FIA technical delegate at or before the first Competition of the 2025 Championship.

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

During the Qualifying practice session:

Car numbers 04, 16, 44, 01, 63, 14, 10, 43, 31, 87 and 23 were weighed.

The weight distribution was checked on car numbers 04, 16, 44, 01, 63, 14, 10, 43, 31, 87 and 23.

The uppermost rear wing element adjustable positions were checked on car numbers 22, 31, 23 and 27.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 22, 31, 23 and 27.

The tyre starting pressures of all cars during the qualifying sessions were checked.

After the Qualifying practice session:

Car numbers 81, 04, 16, 44, 01, 63, 14, 06, 30 and 55 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 01, 14 and 55:

- 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
- 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
- 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 qualifying session was checked.

The logged pressure within the engine cooling system during the qualifying session 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 exhaust fluid mass flow of all cars was checked.

The IVT code and calibration checksums were 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 MGU-K power model was checked on all cars.

The ES power model was checked on all cars.

The torque coordinator demands were checked on all cars.

The torque control 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 qualifying sessions.

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

Clutch torque sensor calibration checks have been carried out on all cars.

The rear brakes pressure control was checked on car numbers 81, 04, 16, 44, 01, 63, 14, 06, 30 and 55.

The steering wheel of all cars has been checked.

It was verified on all cars that the PCU dash board display configuration was not changed.

Custom software version checks have been carried out on all cars.

SECU software version checks have been carried out on all cars.

The tyres cold pressure was checked on car numbers 04, 16, 63 and 30.

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

The following SECU software versions have been used by the teams during the qualifying sessions:

Team	FIA Standard ECU system version
McLaren Formula 1 Team	SR1704
Scuderia Ferrari HP	SR1706
Oracle Red Bull Racing	SR1705 + B215
Mercedes-AMG PETRONAS Formula One Team	SR1705
Aston Martin Aramco Formula One Team	SR1705
BWT Alpine Formula One Team	SR1707
MoneyGram Haas F1 Team	SR1706
VISA Cash App Racing Bulls Formula One Team	SR1705 + B215
Atlassian Williams Racing	SR1705
Kick Sauber F1 Team	SR1706

All the above items were found to be in conformity with the 2025 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate