



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 DUTCH GRAND PRIX

29 - 31 August 2025

From The FIA Formula One Technical Delegate
To The Stewards

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The FIA Formula One Technical Delegate



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TECHNICAL DELEGATE'S REPORT

The following driver will be using a new internal combustion engine (ICE) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used ICE</i>
87	Haas Ferrari	Oliver Bearman	4

The internal combustion engine used by Oliver Bearman is the fifth (5th) of the four (4) new internal combustion engines allowed for the 2025 Championship season and this is **not** in conformity with Article 28.2 of the 2025 Formula One Sporting Regulations.

The following driver will be using a new turbocharger (TC) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used TC</i>
87	Haas Ferrari	Oliver Bearman	4

The turbocharger used by Oliver Bearman is the fifth (5th) of the four (4) new turbochargers allowed for the 2025 Championship season and this is **not** in conformity with Article 28.2 of the 2025 Formula One Sporting Regulations.

The following driver will be using a new motor generator unit-heat (MGU-H) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used MGU-H</i>
87	Haas Ferrari	Oliver Bearman	4

The motor generator unit-heat used by Oliver Bearman is the fifth (5th) of the four (4) new motor generator units-heat allowed for the 2025 Championship season and this is **not** in conformity with Article 28.2 of the 2025 Formula One Sporting Regulations.

The following driver will be using a new motor generator unit-kinetic (MGU-K) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used MGU-K</i>
87	Haas Ferrari	Oliver Bearman	4

The motor generator unit-kinetic used by Oliver Bearman is the fifth (5th) of the four (4) new motor generator units-kinetic allowed for the 2025 Championship season and this is **not** in conformity with Article 28.2 of the 2025 Formula One Sporting Regulations.

The following driver will be using a new control electronics (CE) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used CE</i>
87	Haas Ferrari	Oliver Bearman	2

The control electronics used by Oliver Bearman is the third (3rd) of the two (2) new control electronics allowed for the 2025 Championship season and this is **not** in conformity with Article 28.2 of the 2025 Formula One Sporting Regulations.

The following driver will be using a new exhaust system (EX) for the remainder of the Competition:

<i>Number</i>	<i>Car</i>	<i>Driver</i>	<i>Previously used EX</i>
87	Haas Ferrari	Oliver Bearman	5

The exhaust system used by the above drivers is one (1) of the eight (8) new exhaust systems allowed for the 2025 Championship season and this is in conformity with Article 28.2 of the 2025 Formula One Sporting Regulations.

All in this document listed PU elements have been replaced **without** the approval of the FIA technical delegate.

Therefore car number 87 should now be required to start the race from the pit lane according to Article 40.9 a) of the 2025 Formula One Sporting Regulations.

I am referring this matter to the stewards for their consideration.