



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 MEXICO CITY GRAND PRIX

24 - 26 October 2025

From	The FIA Formula One Technical Delegate	Document	40
To	The Stewards	Date	26 October 2025
		Time	17:29

Technical Delegate's Report

Before the Race:

The following parts have been replaced today after 12:55 and before the start of the race:

Kick Sauber Ferrari:

Car 27: Steering wheel

An angled rear wing main plane deflection test was carried out on car number 55.

An rear wing main plane tip deflection test was carried out on car number 55.

The front wing of car number 27 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 2025 Formula One Technical Regulations.

The front wing flap adjustable range of car number 27 was digitally checked.

The size of the front wing gurneys was checked on car numbers 81, 04, 16, 44, 31, 87, 23, 55, 27 and 05.

The size of the rear wing gurney was checked on all cars.

A front floor deflection test was carried on car numbers 10, 55 and 27.

The pressure relief valve of the ICE coolant header tank was checked on car numbers 63, 87 and 06.

The uppermost rear wing element adjustable positions were checked on car number 06.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 06.

Clutch paddle linearity checks have been carried out on cars 04, 16, 10, 31 and 27.

A fuel sample was taken from car numbers 22, 14 and 05 and analysed during the race.

An engine oil sample was taken from car numbers 22 and 05.

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 81, 44, 01, 12, 14, 43, 31, 06, 23 and 05.

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:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
81	McLaren Mercedes	Oscar Piastrì
04	McLaren Mercedes	Lando Norris
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
01	Red Bull Racing Honda RBPT	Max Verstappen
22	Red Bull Racing Honda RBPT	Yuki Tsunoda
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
18	Aston Martin Aramco Mercedes	Lance Stroll
10	Alpine Renault	Pierre Gasly
43	Alpine Renault	Franco Colapinto
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
06	Racing Bulls Honda RBPT	Isack Hadjar
23	Williams Mercedes	Alexander Albon
05	Kick Sauber Ferrari	Gabriel Bortoleto

The following aerodynamic component or bodywork areas were checked on car numbers 04, 16 and 63:

- 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 all cars.

The oil consumption of car number 12 was physically verified.

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 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 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 race.

The rear brakes pressure control was checked on all cars.

The brake temperature warnings were checked on all cars.

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 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 aerodynamic oscillations metrics were checked on all cars.

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 44 .

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 44.

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 2025 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate