FIA FORMULA 1 WORLD CHAMPIONSHIP

2025 QATAR GRAND PRIX

28 - 30 November 2025

From	The FIA Formula One Technical Delegate	**Document**	68
To	The Stewards	**Date**	30 November 2025
		Time	22:40

Technical Delegate's Report

Before the Race:

The following parts have been replaced today after 17:55 and before the start of the race:

Ferrari:

Car 16: Driver's drink bottle valve

The front wing of car number 55 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 55 was digitally checked.

The size of the front wing gurneys was checked on car numbers 81, 04, 16, 44, 14, 10, 43, 31, 87, 23, 55, 27 and 05.

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

A rear wing mainplane tip deflection test was carried on car number 06.

A rear wing flap deflection test was carried on car number 06.

A front floor deflection test was carried on car numbers 04, 01 and 63.

The uppermost rear wing element adjustable positions were checked on car numbers 81, 04, 01 and 22.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 81, 04, 01 and 22.

A fuel sample was taken from car numbers 16, 12 and 10 and analysed during the race.

An engine oil sample was taken from car numbers 16 and 12.

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, 04, 16, 63, 12, 14, 10, 87, 06, 55 and 27.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on .

After the Race:

The following cars were weighed:

Number	***Car***	***Driver***
81	McLaren Mercedes	Oscar Piastri
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
14	Aston Martin Aramco Mercedes	Fernando Alonso
10	Alpine Renault	Pierre Gasly
43	Alpine Renault	Franco Colapinto
31	Haas Ferrari	Esteban Ocon
06	Racing Bulls Honda RBPT	Isack Hadjar
30	Racing Bulls Honda RBPT	Liam Lawson
23	Williams Mercedes	Alexander Albon
55	Williams Mercedes	Carlos Sainz
27	Kick Sauber Ferrari	Nico Hülkenberg
05	Kick Sauber Ferrari	Gabriel Bortoleto

The following aerodynamic component or bodywork areas were checked on car numbers 81, 01 and 55:

- Floor Body - TR Article 3.5.1
- Floor Fences - TR Article 3.5.2
- Floor Edge Wing - TR Article 3.5.3
- Bib - TR Article 3.5.4
- 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 Profiles - TR Article 3.9.1
- 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

Skid wear checks were carried out on car numbers 81, 04, 16, 01, 22, 63, 12, 14, 30 and 55.

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 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 81.

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 81.

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.

After the race car number 30 randomly chosen among the top ten cars for more extensive physical inspections.

Subject to these physical inspections were the complete ICE air intake system and sensors of the assembly.

All inspected components were found to be in conformance with the 2025 Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate