



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 SINGAPORE GRAND PRIX

03 - 05 October 2025

From	The FIA Formula One Technical Delegate	Document	20
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Technical Delegate's Report

Before the first free practice session:

The exhaust system components of all cars were checked against the declaration submitted by the relevant team before the start of the Competition.

During the first free practice session:

The tyre starting pressures of all cars during P1 were checked.

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.

After the first free practice session:

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

The logged pressure within the engine cooling system during the first free practice session was 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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The custom software versions were checked on all cars.

The presence of stainless steel skids was checked on car numbers 81, 16, 22, 12, 18, 10, 31, 06, 55 and 05.

A fuel sample was taken from car number 87.

An engine oil sample was taken from car number 87.

During the second free practice session:

The tyre starting pressures of all cars during P2 were checked.

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.

After the second free practice session:

Car number 22 was weighed.

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

The logged pressure within the engine cooling system during the second free practice session was 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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

Chassis FIA checksum was checked on all cars.

The custom software versions were checked on all cars.

The ECU software versions were checked on all cars.

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

A fuel sample was taken from car number 27.

The results of 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 27.

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 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