



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 UNITED STATES GRAND PRIX

17 - 19 October 2025

From	The FIA Formula One Technical Delegate	Document	33
To	The Stewards	Date	18 October 2025
		Time	13:45

Technical Delegate's Report

Before the Sprint:

The following parts have been replaced today after 10:55 and before the start of the Sprint:

Racing Bulls Honda RBPT:

Car 30: LHS and RHS lateral driver's headrest pads

A spare RHS front corner of car numbers 18 and 14 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 rear 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.

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, 16, 44, 01, 63, 12, 23 and 55.

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

After the Sprint:

The following cars were weighed:

Number	Car	Driver
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
10	Alpine Renault	Pierre Gasly
43	Alpine Renault	Franco Colapinto
87	Haas Ferrari	Oliver Bearman
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 16 and 30:

- 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 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
- Rear Wing Beam - TR Article 3.10.3
- Rear Wing Endplate Body - TR Article 3.10.4
- Rear Wing Endplate - TR Article 3.10.7

The uppermost rear wing element adjustable positions were checked on car numbers 16, 44, 01, 22, 63, 12, 10, 87, 06, 30, 23 and 55.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 16, 44, 01, 22, 63, 12, 10, 87, 06, 30, 23 and 55.

The fuel pressure of all cars during the Sprint was checked.

The logged pressure within the engine cooling system during the Sprint 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 Sprint 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 Sprint.

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 Sprint start data of all cars have been checked.

Single clutch paddle use for the Sprint 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 Sprint.

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 Sprint were checked.

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

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