



FIA FORMULA 1 WORLD CHAMPIONSHIP



## 2025 BELGIAN GRAND PRIX

25 - 27 July 2025

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	40
<b>To</b>	The Stewards	<b>Date</b>	26 July 2025
		<b>Time</b>	13:58

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### Technical Delegate's Report

#### Before the Sprint:

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

#### Alpine Renault:

Car 10: LHS radiator

The front wing gurneys of car numbers 63, 12, 27 and 05 were checked.

The rear wing gurney of car numbers 81, 04, 16, 44, 01, 22, 18, 14, 10, 31, 87, 23, and 55 was checked.

A fuel sample was taken from car number 43.

An engine oil sample was taken from car number 43.

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 it was checked that the top ten cars had fitted the tyres which they had used when doing their fastest lap in Q2.

On the grid the temperature pressure of the LHS and RHS front and rear tyre was checked on car numbers 81, 16, 63, 12, 18, 14, 10, 31, 06, 23, 55 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 Sprint:

The following cars were weighed:

<b>Number</b>	<b>Car</b>	<b>Driver</b>
81	McLaren Mercedes	Oscar Piastri
04	McLaren Mercedes	Lando Norris
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
01	Red Bull Racing	Max Verstappen
	Honda RBPT	
22	Red Bull Racing	Yuki Tsunoda
	Honda RBPT	
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
18	Aston Martin Aramco	Lance Stroll
	Mercedes	
14	Aston Martin Aramco	Fernando Alonso
	Mercedes	
43	Alpine Renault	Franco Colapinto
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
06	Racing Bulls Honda	Isack Hadjar
	RBPT	
30	Racing Bulls Honda	Liam Lawson
	RBPT	
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 number 55:

-	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
-	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

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 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 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 race start data of car numbers 81, 04, 16, 44, 01, 22, 63, 12, 10, 43, 31, 87, 06, 30, 23, 55, 27 and 05 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 oscillation metrics was 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.

A fuel sample was taken from car number 31.

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.

The engine oil sample has 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**