



2025 AZERBAIJAN GRAND PRIX

19 - 21 September 2025

From	The FIA Formula One Technical Delegate	Document	32
To	The Stewards	Date	20 September 2025
		Time	20:43

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

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

The logged pressure within the engine cooling system during the third free practice session was checked on all cars.

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.

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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

The SECU custom software versions were checked on all cars.

Before the Qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Competition belong to the gear ratios declared to the FIA technical delegate at or before the first Competition of the 2025 Championship.

During the Qualifying practice session:

Car numbers 81, 04, 16, 06, 27 and 05 were weighed.

The weight distribution was checked on car numbers 81, 04, 16, 06, 27 and 05.

The uppermost rear wing element adjustable positions were checked on car numbers 44, 14, 31 and 27.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 44, 14, 31 and 27.

The tyre starting pressures of all cars during the qualifying sessions were checked.

After the Qualifying practice session:

Car numbers 04, 01, 22, 63, 12, 06, 30 and 55 were weighed.

The uppermost rear wing element adjustable positions were checked on car numbers 04, 01, 63, 12 and 30.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 04, 01, 63, 12 and 30.

A rear wing main plane tip deflection test was carried out on car number 31.

The fuel pressure of all cars during the qualifying session was checked.

The logged pressure within the engine cooling system during the qualifying session 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 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 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 qualifying sessions.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

The rear brakes pressure control was checked on all cars.

The steering wheel of all cars has been checked.

It was verified on all cars that the PCU dashboard display configuration was not changed.

Custom software version checks have been carried out on all cars.

SECU software version checks have been carried out on all cars.

The tyres cold pressure was checked on car numbers 22 and 55.

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

The following SECU software versions have been used by the teams during the qualifying sessions:

Team	FIA Standard ECU system version
McLaren Formula 1 Team	SR1707
Scuderia Ferrari HP	SR1707
Oracle Red Bull Racing	SR1707
Mercedes-AMG PETRONAS Formula One Team	SR1707
Aston Martin Aramco Formula One Team	SR1707
BWT Alpine Formula One Team	SR1707
MoneyGram Haas F1 Team	SR1707
VISA Cash App Racing Bulls Formula One Team	SR1707
Atlassian Williams Racing	SR1707
Stake F1 Team Kick Sauber	SR1707

Apart from the rear wing main plane tip deflection test on car number 31 (see Document 26), 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