



2025 LAS VEGAS GRAND PRIX

20 - 22 November 2025

From	The FIA Formula One Technical Delegate	Document	59
To	The Stewards	Date	23 November 2025
		Time	02:02

Technical Delegate's Report

Before the Race:

The floor and upper bodywork of car number 44 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.

A spare LHS front corner of car numbers 63 and 12 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 size of the rear wing gurney was checked on car numbers 16, 44, 01, 22, 18, 14, 10, 43 and 30.

An asymmetric and symmetric front wing deflection test was carried out on car numbers 04, 01 and 14.

A front wing flap deflection test was carried out on car numbers 04, 01 and 14.

The set-up of car 81 was checked and compared with the team's set-up submission for the Qualifying sessions and the Race.

The uppermost rear wing element adjustable positions were checked on car numbers 04, 16, 01, 22 and 63.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 04, 16, 01, 22 and 63.

Clutch paddle linearity checks have been carried out on car number 63.

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.

The tyre temperature control box settings of all cars on the grid were checked.

On the grid the temperature of the LHS and RHS front and rear tyre was checked on car numbers 04, 44, 01, 63, 18, 43, 87, 06, 23 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 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
14	Aston Martin Aramco Mercedes	Fernando Alonso
10	Alpine Renault	Pierre Gasly
43	Alpine Renault	Franco Colapinto
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
06	Racing Bulls Honda RBPT	Isack Hadjar
30	Racing Bulls Honda RBPT	Liam Lawson
55	Williams Mercedes	Carlos Sainz
27	Kick Sauber Ferrari	Nico Hülkenberg

The following aerodynamic component or bodywork areas were checked on car numbers 16, 01 and 06:

- 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
- 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 plank and skid wear was checked on car numbers 81, 04, 16, 44, 01, 63, 12, 06, 55 and and 27.

It was confirmed for car number 12 that the minimum weight of 800 kg was respected at all times during the race.

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 oil consumption was physically checked on car number 01.

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.

Apart for the skid wear of car numbers 81 and 04 (see Document 53), 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