



# 2025 QATAR GRAND PRIX

## 28 - 30 November 2025

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	38
<b>To</b>	The Stewards	<b>Date</b>	29 November 2025
		<b>Time</b>	19:02

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### Technical Delegate's Report

#### Before the Sprint:

The uppermost rear wing element adjustable positions were checked on car number 44.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car number 44.

A fuel sample was taken from car number 31.

An engine oil sample was taken from car number 31.

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, 04, 16, 01, 22, 63, 12, 14, 31, 06, 30, 23, 55, 27 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 Honda RBPT	Max Verstappen
22	Red Bull Racing Honda RBPT	Yuki Tsunoda
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
18	Aston Martin Aramco Mercedes	Lance Stroll
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
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 04 and 01:

- 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
- 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

Skid wear checks were carried out on car numbers 81, 04, 01, 22, 63, 12, 14 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 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 car numbers 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 classified 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.

Clutch paddle linearity checks have been carried out on car number 06.

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.

A fuel sample was taken from car number 22.

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 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 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**