



## 2025 CHINESE GRAND PRIX

### 21 - 23 March 2025

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	77
<b>To</b>	The Stewards	<b>Date</b>	23 March 2025
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### Technical Delegate's Report

After the Race, car number 16 was weighed and its weight was 800.0 kg, which is the minimum weight required by TR Article 4.1. As the front wing was damaged (the missing FW endplate was recovered and weighed with the car), the car was re-weighed with an official spare front wing assembly of car 16 and its weight was 800.5 kg.

After this, fuel was drained out of the car and 2.0 litres of fuel were removed. The car was drained according to the draining procedure submitted by the team in their legality document. The car was weighed again on the FIA scales (with the official spare front wing assembly of car 16) and the weight was 799.0 kg. The calibration of the scales was confirmed and witnessed by the competitor. For information the spare front wing was 0.2 kg heavier than the damaged one used during the race.

As this is 1.0 kg below the minimum weight requested in TR Article 4.1, which also has to be respected at all times during the Competition, I am referring this matter to the Stewards for their consideration.

After the Race, car number 10 was weighed and its weight was 800.0 kg, which is the minimum weight required by TR Article 4.1. After this, a fuel mass check was carried out and 1.1 kg of fuel were removed. The car was drained according to the draining procedure submitted by the team in their legality document. The car was weighed again on the FIA scales and the weight was 799.0 kg. The calibration of the scales was confirmed and witnessed by the competitor.

As this is 1.0 kg below the minimum weight requested in TR Article 4.1, which also has to be respected at all times during the Competition, I am referring this matter to the Stewards for their consideration.

**Jo Bauer**

**The FIA Formula One Technical Delegate**