



2025 BELGIAN GRAND PRIX

25 - 27 July 2025

From	The FIA Formula One Technical Delegate	Document	28
To	The Stewards	Date	25 July 2025
		Time	19:38

Technical Delegate's Report

Before the first free practice session:

The exhaust system components of all cars were checked against the declaration submitted by the relevant team before the start of the Competition.

During the first free practice session:

The tyre starting pressures of all cars during P1 were checked.

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.

After the first free practice session:

Car number 55 was weighed.

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

The logged pressure within the engine cooling system during the first free practice session was 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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The custom software versions were checked on all cars.

Chassis FIA checksum was checked on all cars taking part in the free practice session.

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

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

An engine oil sample was taken from car number 22.

Before the Sprint Qualifying 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 Sprint Qualifying session:

Car numbers 30, 23 and 05 were weighed.

The weight distribution was checked on car numbers 30, 23 and 05.

The uppermost rear wing element adjustable positions were checked on car number 23.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car number 23.

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

After the Sprint Qualifying session:

Car numbers 81, 04, 16, 01, 10, 31, 87, 06, 55 and 05 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 16, 10 and 87:

- | | |
|----------------------------|---------------------|
| - 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 uppermost rear wing element adjustable positions were checked on car numbers 10, 06 and 55.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 10, 06 and 55.

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 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 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 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 car numbers 81, 04, 16, 01, 10, 31, 87, 06, 55 and 05.

The steering wheel of all cars has been checked.

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

Custom software version checks have been carried out on car numbers and .

SECU software version checks have been carried out on car numbers and .

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

The tyres cold pressure was checked on car numbers 55 and 05.

A fuel sample was taken from car number 06.

All the fuel samples have been checked for density and analysed by gas chromatography.

The results of 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.

An engine oil sample was taken from car number 06.

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.

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	SR1704
Scuderia Ferrari HP	SR1704
Oracle Red Bull Racing	SR1705 + B215
Mercedes-AMG PETRONAS Formula One Team	SR1705
Aston Martin Aramco Formula One Team	SR1705
BWT Alpine Formula One Team	SR1706
MoneyGram Haas F1 Team	SR1704
VISA Cash App Racing Bulls Formula One Team	SR1705 + B215
Atlassian Williams Racing	SR1705
Kick Sauber F1 Team	SR1704

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