

2025 CHINESE GRAND PRIX

21 - 23 March 2025

From	The FIA Formula One Technical Delegate	Document	86
To	The Stewards	Date	23 March 2025
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Technical Delegate's Report

Before the Race:

A spare RHS 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 height of the front wing gurneys were checked on car numbers 81, 04, 16, 44, 30, 31, 87 and 27.

The dimensions of the rear wing gurneys were checked on all cars.

A vertical and angled rear wing main plane deflection test was carried out on car number 22.

A rear wing main plane tip deflection test was carried out on car number 22.

A front floor deflection test was carried on car numbers 81 and 44.

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, 44, 01, 63, 12, 18, 31, 06, 23 and 27.

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 Piastrì
04	McLaren Mercedes	Lando Norris
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
01	Red Bull Racing Honda RBPT	Max Verstappen
30	Red Bull Racing Honda RBPT	Liam Lawson
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
18	Aston Martin Aramco Mercedes	Lance Stroll
10	Alpine Renault	Pierre Gasly
07	Alpine Renault	Jack Doohan
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
06	Racing Bulls Honda RBPT	Isack Hadjar
22	Racing Bulls Honda RBPT	Yuki Tsunoda
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 18, 07 and 31:

- Floor Body - TR Article 3.5.1
- Floor Fences - TR Article 3.5.2
- Floor Edge Wing - TR Article 3.5.3
- Bib - TR Article 3.5.4
- 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 skid wear of car numbers 81, 04, 01, 30, 63 and 12 was checked.

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 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 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 car numbers 81, 04, 16, 44, 01, 30, 63, 12, 18, 10, 07, 31, 87, 06, 22, 23, 55, 27 and 05.

The brake temperature warnings were checked on all cars.

The steering wheel of all cars has 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 tyre starting pressures of all cars during the race were checked.

The tyres cold pressure was checked on car numbers 01 and 63.

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

Apart from the car weights of car numbers 16 and 10 (see Document 77) and the skid wear of car number 44 (see Document 80), 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