

2025 MIAMI GRAND PRIX

02 - 04 May 2025

From	The FIA Formula One Technical Delegate	Document	47
To	The Stewards	Date	03 May 2025
		Time	14:13

Technical Delegate's Report

Before the Sprint:

The following parts have been replaced today after 10:55 and before the start of the Sprint:

Red Bull Racing Honda RBPT:

Car 01: Headrest

The height of the front wing gurneys was checked on car numbers 16, 44, 31, 87, 27 and 05.

The height of the rear wing gurney was checked on car numbers 81, 04, 16, 44, 01, 22, 18, 14, 10, 07, 31, 87, 06, 30, 23, 55, 27 and 05.

A fuel sample was taken from car number 30 and analysed during the Sprint.

An engine oil sample was taken from car number 30.

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 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:

Number	Car	Driver
81	McLaren Mercedes	Oscar Piastri
04	McLaren Mercedes	Lando Norris

44	Ferrari	Lewis Hamilton
01	Red Bull Racing	Max Verstappen
	Honda RBPT	
22	Red Bull Racing	Yuki Tsunoda
	Honda RBPT	
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
18	Aston Martin Aramco	Lance Stroll
	Mercedes	
10	Alpine Renault	Pierre Gasly
07	Alpine Renault	Jack Doohan
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
06	Racing Bulls Honda	Isack Hadjar
	RBPT	
30	Racing Bulls Honda	Liam Lawson
	RBPT	
23	Williams Mercedes	Alexander Albon
27	Kick Sauber Ferrari	Nico H lkenberg
05	Kick Sauber Ferrari	Gabriel Bortoleto

The following aerodynamic component or bodywork areas were checked on car number 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 |
| - | Tail | - TR Article 3.8.1 |
| - | 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 fuel pressure of all cars during the Sprint was checked.

The logged pressure within the engine cooling system during the Sprint 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 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 steering wheel of all 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.

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

A fuel sample was taken from car number 18.

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