

2025 JAPANESE GRAND PRIX

04 - 06 April 2025

From	The FIA Formula One Technical Delegate	Document	39
To	The Stewards	Date	05 April 2025
		Time	18:32

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

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

The logged pressure within the engine cooling system during the third free practice session was checked on all cars.

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.

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 ECU custom software versions were checked on all cars.

After the third free practice session:

An engine oil sample was taken from car number 44.

Before the Qualifying practice session:

A fuel sample was taken from car numbers 18, 55 and 05.

An engine oil sample was taken from car numbers 55 and 05.

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 Qualifying practice session:

Car numbers 04, 01, 22, 63, 12, 18, 14, 10, 07, 31, 06, 23 and 27 were weighed.

The weight distribution was checked on car numbers 04, 01, 22, 63, 12, 18, 14, 10, 07, 31, 06, 23 and 27 .

The uppermost rear wing element adjustable positions were checked on car numbers 07, 31, 30, 55 and 27.

The minimum distance between the adjacent rear wing sections at any longitudinal vertical plane was checked on car numbers 07, 31, 30, 55 and 27.

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

After the Qualifying practice session:

Car numbers 81, 04, 16, 44, 01, 63, 12, 87, 06 and 23 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 16, 12 and 06:

- | | |
|----------------------------|---------------------|
| - 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 |
| - 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 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 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.

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 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 all cars.

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 all cars.

SECU software version checks have been carried out on all cars.

The aerodynamic oscillation metrics were checked on all cars.

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

The cold tyre pressures of car numbers 16 and 87 have been checked.

A fuel sample was taken from car numbers 44 and 12.

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 12.

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	SR1704
Mercedes-AMG PETRONAS Formula One Team	SR1704
Aston Martin Aramco Formula One Team	SR1704
BWT Alpine Formula One Team	SR1704
MoneyGram Haas F1 Team	SR1704
VISA Cash App Racing Bulls Formula One Team	SR1704
Atlassian Williams Racing	SR1704
Stake F1 Team Kick Sauber	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