



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 AUSTRALIAN GRAND PRIX

06 - 08 March 2026

From	The FIA Formula One Technical Delegate	Document	67
To	The Stewards	Date	08 March 2026
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Technical Delegate's Report

Before the Race:

A rear wing mainplane deflection test was carried on car number 01.

A rear wing flap deflection test was carried on car numbers 01.

The hardness of the skids was checked on car numbers 81, 63, 06, 44, 23, 30, 41, 14, 87, 05, 43 and 77.

The density of the skids was checked on car numbers 81, 63, 06, 44, 23, 30, 41, 14, 87, 05, 43 and 77.

A fuel sample was taken from car numbers 03, 31 and 05 and analysed during the race.

An engine oil sample was taken from car numbers 31 and 05.

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 01, 63, 12, 06, 44, 23, 41, 87, 31, 05, 43 and 11.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on car numbers 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 18, 14, 31, 87, 05, 10, 43, 11 and 77.

After the Race:

The following cars were weighed:

Number Car

Driver

04	McLaren Mercedes	Lando Norris
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
01	Red Bull Racing RB Ford	Max Verstappen
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
23	Atlassian Williams Mercedes	Alexander Albon
55	Atlassian Williams Mercedes	Carlos Sainz
41	Racing Bulls RB Ford	Arvid Lindblad
30	Racing Bulls RB Ford	Liam Lawson
18	Aston Martin Aramco Honda	Lance Stroll
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
05	Audi	Gabriel Bortoleto
10	Alpine Mercedes	Pierre Gasly
43	Alpine Mercedes	Franco Colapinto
11	Cadillac Ferrari	Sergio Perez

The following aerodynamic component or bodywork areas were checked on car numbers 01, 41, 87 and 05:

- Floor Body - Article C3.5.1
- Floor Foot - Article C3.5.2
- Floor Sidewall - Article C3.5.3
- Floor Board - Article C3.5.5
- Floor Bib - Article C3.5.6
- Floor Corner - Article C3.5.10
- Nose - Article C3.7.1
- Forward Chassis - Article C3.7.2
- Mid Chassis - Article C3.7.3
- Roll Hoop - Article C3.7.4
- Mirror - Article C3.7.5
- Sidepod - Article C3.8.1
- Engine Cover - Article C3.8.2
- Tail - Article C3.9.1
- Front Wing Profiles - Article C3.10.1
- Front Wing Endplate body - Article C3.10.2
- Front Wing Outboard Footplate - Article C3.10.3
- Front Wing Inboard Footplate - Article C3.10.4

- Front Wing Endplate Diveplane - Article C3.10.5
- Front Wing Strake - Article C3.10.8
- Rear Wing Profiles - Article C3.11.1
- Rear Wing Endplate Body - Article C3.11.2
- Rear Wing Pylon - Article C3.11.4

The plank and skid wear was checked on car numbers 01, 63, 12, 03, 16, 44, 23, 55, 41, 30, 18, 31, 87, 05, 10, 43 and 11.

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 energy flow of all cars was checked.

The partial load fuel energy flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature was checked on all cars.

The physical oil consumption was checked on car numbers 16, 31 and 11.

The engine intake air pressure was checked on all cars.

The maximum turbocharger speed was checked on all cars.

The PU and MGU-K power reduction rates were checked on all cars.

The DC sensor code and calibration checksums were checked on all cars.

The DC sensor temperatures were checked on all cars.

The ES state of charge on-track was checked on all cars.

The ES recharge limits were checked on all cars.

The maximum MGU-K power limits were checked on all cars.

The maximum MGU-K 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 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 all cars.

The brake temperature warnings were checked on all cars.

The steering wheel of all cars has been checked.

The race start data of all cars have 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.

The front wing adjuster system maximum transition time was checked on all cars.

The rear wing adjuster system maximum transition time was checked on all cars.

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

The tyres cold pressure was checked on car number 43.

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

A fuel sample was taken from car number 44.

The fuel samples have been 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.

An engine oil sample was taken from car number 44.

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 2026 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula One Technical Delegate