



# 2026 BRITISH GRAND PRIX

## 03 - 05 July 2026

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<b>From</b>	The FIA Formula 1 Technical Delegate	<b>Document</b>	27
<b>To</b>	The Stewards	<b>Date</b>	03 July 2026
		<b>Time</b>	19:44

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### Technical Delegate's Report

#### Before the 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 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 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 of all cars was checked.

The engine intake air pressure was checked on all cars.

#### After the free practice session:

Car number 31 was weighed.

The fuel pressure of all cars during the 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 maximum turbocharger speed was checked on all cars.

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

The ERS 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 torque coordinator demands were checked on all cars.

The custom software versions were checked on all cars.

### **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 2026 Championship.

### **During the Sprint Qualifying session:**

Car numbers 63, 16, 44, 31, 27, 05 and 77 were weighed.

The weight distribution was checked on car numbers 63, 16, 44, 31, 27, 05 and 77.

The following aerodynamic component or bodywork areas were checked on car number 31:

- 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 Leading Edge Device - Article C3.5.7
- Floor Corner - Article C3.5.10
- Nose - Article C3.7.1
- Forward Chassis - Article C3.7.2
- 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 Brace - Article C3.11.3

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

### **After the Sprint Qualifying session:**

Car numbers 81, 01, 63, 12, 03, 06, 16, 44, 41 and 30 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 81 and 03:

- 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 Leading Edge Device - Article C3.5.7
- Floor Corner - Article C3.5.10
- Nose - Article C3.7.1
- Forward Chassis - Article C3.7.2
- 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 Brace - Article C3.11.3

The outboard diffuser cascades were checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 18, 14, 27, 05, 10, 43, 11 and 77.

The fuel pressure of all cars during the Sprint Qualifying sessions was checked.

The logged pressure within the engine cooling system during the Sprint qualifying sessions 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 engine intake air pressure of all cars was checked.

The maximum turbocharger speed was checked on all cars.

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

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

The ERS 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 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.

The rear brakes pressure control was checked on all cars.

The steering wheel of all cars has been checked.

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

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

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

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

The tyres cold pressure was checked on car numbers 63 and 06.

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

The following SECU software versions have been used by the teams during the Sprint Qualifying sessions:

<b>Team</b>	<b>FIA Standard ECU system version</b>
McLaren Mastercard F1 Team	SR1833 + B12A
Mercedes-AMG PETRONAS Formula One Team	SR1833 + B129
Oracle Red Bull Racing	SR1834 + BE5A
Scuderia Ferrari HP	SR1833 + B12A
Atlassian Williams Racing	SR1833 + B129
VISA Cash App Racing Bulls Formula One Team	SR1834 + B131
Aston Martin Aramco Formula One Team	SR1834 + B131
TGR Haas F1 Team	SR1833 + B12A
Audi Revolut F1 Team	SR1834 + B131
BWT Alpine Formula One Team	SR1833 + B129
Cadillac Formula 1 Team	SR1833 + B12A

All the above items were found to be in conformity with the 2026 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula 1 Technical Delegate**