



2026 CANADIAN GRAND PRIX

22 - 24 May 2026

From	The FIA Formula 1 Technical Delegate	Document	75
To	The Stewards	Date	23 May 2026
		Time	18:41

Technical Delegate's Report

During the Qualifying practice session:

Car numbers 16, 44, 30, 05, 10, 43, 11 and 77 were weighed.

The weight distribution was checked on car numbers 16, 44, 30, 05, 10, 43, 11 and 77.

The following aerodynamic component or bodywork areas were checked on car number 11:

- 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 Leading Edge Device - Article C3.5.7
- Floor Fence - Article C3.5.9
- Floor Corner - Article C3.5.10
- Floor Auxiliary Components - Article C3.5.13
- Plank Assembly - Article C3.6.1
- Forward Chassis - Article C3.7.2
- Mid Chassis - Article C3.7.3
- Roll Hoop - Article C3.7.4
- Mirror - Article C3.7.5
- Engine Cover - Article C3.8.2
- Tail - Article C3.9.1
- 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 qualifying sessions were checked.

After the Qualifying practice session:

Car numbers 81, 01, 63, 12, 03, 06, 16, 44, 41 and 43 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 03 and 43:

- 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 Leading Edge Device - Article C3.5.7
- Floor Fence - Article C3.5.9
- Floor Corner - Article C3.5.10
- Floor Auxiliary Components - Article C3.5.13
- Plank Assembly - Article C3.6.1
- Forward Chassis - Article C3.7.2
- Mid Chassis - Article C3.7.3
- Roll Hoop - Article C3.7.4
- Mirror - Article C3.7.5
- Engine Cover - Article C3.8.2
- Tail - Article C3.9.1
- Rear Wing Profiles - Article C3.11.1
- Rear Wing Endplate Body - Article C3.11.2
- Rear Wing Brace - Article C3.11.3

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 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 DC sensor temperatures were checked on all cars.

The on-track ES state of charge was 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 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.

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 41 and 43.

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 qualifying sessions:

Team	FIA Standard ECU system version
McLaren Mastercard F1 Team	SR1832 + B127
Mercedes-AMG PETRONAS Formula One Team	SR1832 + B129
Oracle Red Bull Racing	SR1832 + BE52
Scuderia Ferrari HP	SR1832 + B125
Atlassian Williams Racing	SR1832 + B129

VISA Cash App Racing Bulls Formula One Team	SR1832 + B129
Aston Martin Aramco Formula One Team	SR1832 + B127
TGR Haas F1 Team	SR1832 + B125
Audi Revolut F1 Team	SR1832 + B129
BWT Alpine Formula One Team	SR1832 + B129
Cadillac Formula 1 Team	SR1832 + B125

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