



2026 CANADIAN GRAND PRIX

22 - 24 May 2026

From	The FIA Formula 1 Technical Delegate	Document	105
To	The Stewards	Date	24 May 2026
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Technical Delegate's Report

Before the Race:

The floor of car number 55 was digitally scanned and the scanned data were compared with the team declared CAD drawings. Further the team declared CAD drawings were also compared with previously submitted versions and checked for conformance with the 2026 Formula One Technical Regulations.

An asymmetric and symmetric front wing main plane flexibility test was carried out on car numbers 01, 03, 44 and 87.

A front wing flap flexibility test was carried out on car numbers 01, 03, 44 and 87.

Clutch paddle linearity checks have been carried out on car number 77.

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 Race:

The following cars were weighed:

Number	Car	Driver
81	McLaren Mercedes	Oscar Piastri
12	Mercedes	Kimi Antonelli
03	Red Bull Racing RB Ford	Max Verstappen
06	Red Bull Racing RB	Isack Hadjar

	Ford	
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
55	Atlassian Williams Mercedes	Carlos Sainz
30	Racing Bulls RB Ford	Liam Lawson
18	Aston Martin Aramco Honda	Lance Stroll
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
27	Audi	Nico Hülkenberg
05	Audi	Gabriel Bortoleto
10	Alpine Mercedes	Pierre Gasly
43	Alpine Mercedes	Franco Colapinto
77	Cadillac Ferrari	Valtteri Bottas

The following aerodynamic component or bodywork areas were checked on car numbers 12, 44 and 30:

- 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 Winglet - Article C3.5.8
- Floor Fence - Article C3.5.9
- Floor Corner - Article C3.5.10
- 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
- Rear Wing Pylon - Article C3.11.4
- Rear Wing Aux. Components - Article C3.11.7

A boost pressure sensor check was carried out on car number 18.

A physical oil consumption check was carried out on car number 03.

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 car numbers 81, 01, 63, 12, 03, 06, 44, 23, 55, 41, 30, 18, 14, 87, 27, 05, 10, 43, 11 and 77 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 car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 18, 14, 87, 27, 05, 10, 43 and 11.

The maximum MGU-K power limits were checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 14, 31, 87, 27, 05, 10, 43, 11 and 77.

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 Race.

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 maximum front wing adjuster system transition time was checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 30, 18, 14, 31, 87, 27, 05, 10, 43, 11 and 77.

The maximum rear wing adjuster system transition time was checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 30, 18, 14, 31, 87, 27, 05, 10, 43, 11 and 77.

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

The tyres cold pressure was checked on car number 16.

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

After the race car number 03 was randomly chosen among the top ten cars for more extensive physical inspections.

Subject to these physical inspections was the throttle pedal assembly as well as all attached sensors, their loom routing and connections to the SECU and other units.

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 1 Technical Delegate