



# 2026 CHINESE GRAND PRIX

## 13 - 15 March 2026

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<b>From</b>	The FIA Formula One Technical Delegate	<b>Document</b>	36
<b>To</b>	The Stewards	<b>Date</b>	13 March 2026
		<b>Time</b>	19:11

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### Technical Delegate's Report

#### Before the first 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.

The installation of the driver helmet camera assembly, respectively the installation of the correct ballast (if no driver helmet or RIS camera is used) was checked on all cars

#### During the first 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 first free practice session:

Car number 03 was weighed.

The fuel pressure of all cars during the first 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 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 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 custom software versions were checked on all cars.

An engine oil sample was taken from car number 30.

#### **Before the Sprint Qualifying session:**

A fuel sample was taken from car number 10.

An engine oil sample was taken from car number 10.

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 06, 44, 23 and 31 were weighed.

The weight distribution was checked on car numbers 06, 44, 23 and 31.

The following aerodynamic component or bodywork areas were checked on car numbers 23:

- 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 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 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

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

**After the Sprint Qualifying session:**

Car numbers 81, 01, 63, 12, 03, 06, 16, 44, 87 and 10 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 12, 03 and 44:

- Floor Body - Article C3.5.1
- 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 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 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

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.

Fuel flow meter calibration checksums were checked on all cars.

The instantaneous 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 code and calibration checksums were 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 ERS recharge 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.

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 tyres cold pressure was checked on car number 63.

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

A fuel sample was taken from car number 87.

All the fuel samples have been 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.

An engine oil sample was taken from car number 87.

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:

<b>Team</b>	<b>FIA Standard ECU system version</b>
McLaren Mastercard F1 Team	SR1826 + B125
Mercedes-AMG PETRONAS Formula One Team	SR1826 + B125
Oracle Red Bull Racing	SR1826 + BE48
Scuderia Ferrari HP	SR1826 + B125
Atlassian Williams Racing	SR1826 + BE48
VISA Cash App Racing Bulls Formula One Team	SR1826 + BE48
Aston Martin Aramco Formula One Team	SR1826 + B125
TGR Haas F1 Team	SR1826 + B125
Audi Revolut F1 Team	SR1826 + BE48
BWT Alpine Formula One Team	SR1826 + BE48
Cadillac Formula 1 Team	SR1826 + B125

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

**Jo Bauer**

## The FIA Formula One Technical Delegate