



2026 CHINESE GRAND PRIX

13 - 15 March 2026

From	The FIA Formula One Technical Delegate	Document	75
To	The Stewards	Date	15 March 2026
		Time	18:42

Technical Delegate's Report

Before the Race:

The following parts have been replaced today after 13:50 and before the start of the race:

McLaren Mercedes:

Car 01: SRU

Red Bull Racing RB Ford:

Car 03: ES cooling system
Rear wing assembly

A rear wing mainplane deflection test was carried on car number 10.

A rear wing flap deflection test was carried on car numbers 10.

A front floor deflection test was carried on car numbers 01 and 06.

The front wing flap adjustable range of car numbers 03 was digitally checked.

The hardness of the skids was checked on car numbers 01, 12, 03, 16, 55, 18, 31, 27, 10 and 11.

The density of the skids was checked on car numbers 01, 12, 03, 16, 55, 18, 31, 27, 10 and 11.

Clutch paddle linearity checks have been carried out on car number 63.

A fuel sample was taken from car numbers 63 and 16 and analysed during the race.

An engine oil sample was taken from car numbers 63 and 16.

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 55, 30, 41, 18, 31, 27, 05, 43 and 77.

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:

<i>Number</i>	<i>Car</i>	<i>Driver</i>
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
06	Red Bull Racing RB Ford	Isack Hadjar
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
55	Atlassian Williams Mercedes	Carlos Sainz
41	Racing Bulls RB Ford	Arvid Lindblad
30	Racing Bulls RB Ford	Liam Lawson
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
27	Audi	Nico Hülkenberg
10	Alpine Mercedes	Pierre Gasly
43	Alpine Mercedes	Franco Colapinto
11	Cadillac Ferrari	Sergio Perez
77	Cadillac Ferrari	Valtteri Bottas

The following aerodynamic component or bodywork areas were checked on car numbers 63, 55 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 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 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

The skid wear was checked on car numbers 63, 12, 06, 16, 44, 55, 41, 30, 31, 87, 27, 10, 43, 11 and 77.

The physical oil consumption was checked on car numbers 16, 44, 31 and 11.

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

The tyres cold pressure was checked on car numbers 41 and 87.

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

A fuel sample was taken from car number 12.

The fuel samples have been checked 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.

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