FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 MIAMI GRAND PRIX

01 - 03 May 2026

From	The FIA Formula 1 Technical Delegate	**Document**	29
To	The Stewards	**Date**	01 May 2026
		Time	19:24

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.

During the first free practice session:

The tyre starting pressures of all cars during P1 were checked.

The fuel flow meter calibration checksum was checked on all cars.

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 87 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 free practice session was checked on all cars.

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 custom software versions were checked on all cars.

An engine oil sample was taken from car number 06.

Before the Sprint Qualifying session:

A fuel sample was taken from car number 11.

An engine oil sample was taken from car number 11.

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 81, 63, 41, 27, 11 and 77 were weighed.

The weight distribution was checked on car numbers 81, 63, 41, 27, 11 and 77.

The following aerodynamic component or bodywork areas were checked on car number 77:

- 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
- 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 Pylon - Article C3.11.4
- Rear Wing Aux. Components - Article C3.11.7

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, 10 and 43 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 01, 16 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 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
- 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 Pylon - Article C3.11.4
- Rear Wing Aux. Components - Article C3.11.7

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 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 tyres cold pressure was checked on car number 81.

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

A fuel sample was taken from car number 10.

All the fuel samples have been checked for density and 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.
Further the density change of the fuel samples taken today was within the permitted limits.

An engine oil sample was taken from car number 10.

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:

Team	FIA Standard ECU system version
McLaren Mastercard F1 Team	SR1830 + B127
Mercedes-AMG PETRONAS Formula One Team	SR1830 + B127
Oracle Red Bull Racing	SR1830 + BE52
Scuderia Ferrari HP	SR1830 + B125
Atlassian Williams Racing	SR1830 + B127
VISA Cash App Racing Bulls Formula One Team	SR1830 + BE52
Aston Martin Aramco Formula One Team	SR1830 + B127
TGR Haas F1 Team	SR1830 + B125
Audi Revolut F1 Team	SR1830 + B128
BWT Alpine Formula One Team	SR1830 + B127
Cadillac Formula 1 Team	SR1830 + 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