



2026 SPANISH GRAND PRIX

11 - 13 September 2026

From	The FIA Formula 1 Technical Delegate	Document	24
To	The Stewards	Date	11 September 2026
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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 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 of all cars was checked.

The maximum turbocharger speed was checked on all cars.

After the first free practice session:

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 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 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 .

A fuel sample was taken from car number 55.

An engine oil sample was taken from car number 55.

During the second free practice session:

The tyre starting pressures of all cars during P2 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 of all cars was checked.
The maximum turbocharger speed was checked on all cars.

After the second free practice session:

Car number 10 was weighed.
The fuel pressure of all cars during the second free practice session was checked.
The logged pressure within the engine cooling system during the second free practice session 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 power limits were checked on all cars.
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.
Chassis FIA checksum was checked on all cars.
The rear brakes pressure control was checked on cars 81, 12, 3, 16, 55, 22, 31, 5, 43, 11.
The custom software versions were checked on all cars.
The SECU software versions were checked on all cars.
The tyres used by all drivers during the sessions today have been checked.
A fuel sample was taken from car number 22 .
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 22.
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 the above items were found to be in conformity with the 2026 FIA Formula One Technical Regulations.

Manuel Leal

The FIA Formula 1 Technical Delegate