



2026 BARCELONA-CATALUNYA GRAND PRIX

12 - 14 June 2026

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| From | The FIA Formula 1 Technical Delegate | Document | 65 |
| To | The Stewards | Date | 14 June 2026 |
| | | Time | 19:05 |

Technical Delegate's Report

Before the Race:

The front wing of car number 01 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.

The front wing flap adjustable range of car number 01 was digitally checked.

A front wing flexibility test was carried out on car numbers 01, 63 and 18.

A front wing flap flexibility test was carried out on car numbers 01, 63 and 18.

Clutch paddle linearity checks have been carried out on car number 01.

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 all cars.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on car numbers 81, 01, 63, 12, 03, 44, 41, 27 and 43.

After the Race:

The following cars were weighed:

| Number | Car | Driver |
|---------------|------------------|---------------|
| 81 | McLaren Mercedes | Oscar Piastri |

| | | |
|----|--------------------------------|-------------------|
| 01 | McLaren Mercedes | Lando Norris |
| 63 | Mercedes | George Russell |
| 03 | Red Bull Racing RB Ford | Max Verstappen |
| 06 | Red Bull Racing RB Ford | Isack Hadjar |
| 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 |
| 05 | Audi | Gabriel Bortoleto |
| 10 | Alpine Mercedes | Pierre Gasly |
| 43 | Alpine Mercedes | Franco Colapinto |
| 11 | Cadillac Ferrari | Sergio Perez |

The following aerodynamic component or bodywork areas were checked on car numbers 63, 30 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 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
- Driver Cooling - Article C3.7.6
- 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

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

The skid wear was checked on car numbers 81, 01, 63, 03, 06, 44, 55, 41, 30, 31, 87, 05, 10, 43 and 11.

The oil consumption was physically checked on car numbers 01 and 05.

The fuel pressure of all cars during the qualifying session was checked.

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 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 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 session type has been confirmed for all cars.

Chassis FIA checksum was checked on all cars taking part in the race.

The rear brakes pressure control was checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 18, 14, 31, 81, 27, 05, 10, 11 and 77.

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 car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 18, 14, 31, 87, 27, 05, 10, 43, 11 and 77 did not exceed 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 all cars.

The maximum rear wing adjuster system transition time was checked on all cars.

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

The tyres cold pressure was checked on car number 44.

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

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