



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 DUTCH GRAND PRIX

21 - 23 August 2026

From	The FIA Formula 1 Technical Delegate	Document	43
To	The Stewards	Date	22 August 2026
		Time	14:30

Technical Delegate's Report

Before the Sprint:

The following parts have been replaced today after 10:50 and before the start of the Sprint:

Mercedes:

Car 12: Headrest

The central floor flexibility was checked on car number 03.

The floor board flexibility was checked on car number 03.

A fuel sample was taken from car number 10 and analysed during the Sprint.

An engine oil sample was taken from car number 10 and analysed during the Sprint.

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, 12, 44, 23, 41, 87, 27, 10 and 43.

After the Sprint:

The following cars were weighed:

Number Car

Driver

81	McLaren Mercedes	Oscar Piastrì
01	McLaren Mercedes	Lando Norris
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
03	Red Bull Racing RB Ford	Max Verstappen
30	Red Bull Racing RB Ford	Liam Lawson
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
23	Atlassian Williams Mercedes	Alexander Albon
55	Atlassian Williams Mercedes	Carlos Sainz
41	Racing Bulls RB Ford	Arvid Lindblad
22	Racing Bulls RB Ford	Yuli Tsunoda
18	Aston Martin Aramco Honda	Lance Stroll
14	Aston Martin Aramco Honda	Fernando Alonso
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
77	Cadillac Ferrari	Valtteri Bottas

The following aerodynamic component or bodywork areas were checked on car number 16:

- 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
- Floor Auxiliary Components - Article C3.5.13
- 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
- Rear Wing Profiles - Article C3.11.1
- Rear Wing Endplate Body - Article C3.11.2
- Rear Wing Brace - Article C3.11.3
- 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.

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 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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The session type has been confirmed for all cars.

Chassis FIA checksums were checked on all cars taking part in the Sprint.

The rear brakes pressure control was checked on all cars.

The brake temperature warnings were checked on all cars.

The steering wheel of all cars has been checked.

The Sprint start data of all cars have been checked.

Single clutch paddle use for the Sprint 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 Sprint.

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 Sprint were checked.

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

A fuel sample was taken from car numbers 44 and 10.

The fuel samples have been checked for density and 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.

Further the density change of the fuel samples taken today was within the permitted limits.

The engine oil sample has been analysed by FTIR spectroscopy and viscometry.

The result of the FTIR analyses shows that the sampled oil was consistent with reference engine oil sample which had been approved for use by the relevant competitor 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 1 Technical Delegate