



2026 DUTCH GRAND PRIX

21 - 23 August 2026

From	The FIA Formula 1 Technical Delegate	Document	71
To	The Stewards	Date	23 August 2026
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Technical Delegate's Report

Before the Race:

The floor 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 10, which is not controlled by the FIA Standard ECU, was digitally checked.

A front wing main plane flexibility test was carried on car numbers 63, 03 and 41.

A front wing flap flexibility test was carried on car numbers 63, 03 and 41.

Clutch paddle linearity checks have been carried out on cars 81 and 23.

A fuel sample was taken from car numbers 03 and 27 and analysed during the Race.

An engine oil sample was taken from car numbers 01 and 27 and analysed during the Race.

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 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:

Number Car

Driver

81	McLaren Mercedes	Oscar Piastrì
01	McLaren Mercedes	Lando Norris
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
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
14	Aston Martin Aramco Honda	Fernando Alonso
27	Audi	Nico Hülkenberg
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 01, 30 and 27:

- 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 Winglet - Article C3.5.8
- Floor Fence - Article C3.5.9
- Floor Corner - Article C3.5.10
- Plank Assembly - Article C3.6.1
- Tail - Article C3.9.1
- Rear Wing Profiles - Article C3.11.1
- Rear Wing Endplate Body - Article C3.11.2
- Rear Wing Aux. Components - Article C3.11.7

The skid wear was checked on car numbers 81, 01, 63, 12, 30, 16, 44, 23, 41, 22, 14, 27, 05, 10, 43 and 11.

The fuel pressure of all cars during the Race was checked.

The logged pressure within the engine cooling system during the Race 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 MGU-K use at the Race start 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 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 Race start data of all cars have been checked.

Single clutch paddle use for the Race start has been checked on all cars.

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

The tyres cold pressure was checked on car number 14.

A fuel sample was taken from car number 63.

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.

An engine oil sample was taken from car number 63.

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 1 Technical Delegate