FIA FORMULA 1 WORLD CHAMPIONSHIP

# 2026 MEXICO CITY GRAND PRIX

**30 October - 01 November**

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| **From** | The FIA Formula 1 Technical Delegate | **Document** | 56 |
| **To** | The Stewards | **Date** | 31 October 2026 |
| | | **Time** | 18:52 |

## Technical Delegate's Report

**During the third free practice session:**

The tyre starting pressures of all cars during P3 were checked.

The fuel pressure of all cars during the third free practice session was checked.

The logged pressure within the engine cooling system during the third free practice session was checked on all cars.

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.

The PU and MGU-K reduction rates were checked on all cars.

The on-track ES state of charge limits were 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 SECU custom software versions were 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

**Before the Qualifying practice session:**

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.

The thickness of the brake discs of all cars taking part in the qualifying session was checked.

**During the Qualifying practice session:**

Car numbers 81, 12, 03, 06, 16, 44, 55, 18, 50, 87, 27, 05, 10, 43, 11 and 77 were weighed.

The weight distribution was checked on car numbers 81, 12, 03, 06, 16, 44, 55, 18, 50, 87, 27, 05, 10, 43, 11 and 77.

The following aerodynamic component or bodywork areas were checked on car number 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 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
- 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 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 Qualifying practice session:**

Car numbers 01, 63, 12, 03, 06, 16, 44, 41, 30 and 10 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 01, 12 and 41:

- 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 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
- 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 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 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 car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 18, 14, 31, 87, 27, 05, 10, 43, 11 and 77.

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 checksum was checked on all cars taking part in the qualifying sessions.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out on all cars.

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 TPMS coverage was 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 tyres cold pressure was checked on car numbers 01 and 63.

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

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 | SR1843 + BE62 |
| Mercedes-AMG PETRONAS Formula One Team | SR1843 + BE60 |
| Oracle Red Bull Racing | SR1843 + BE62 |
| Scuderia Ferrari HP | SR1842 + BE60 |
| Atlassian Williams Racing | SR1843 + BE60 |
| VISA Cash App Racing Bulls Formula One Team | SR1843 + BE60 |
| Aston Martin Aramco Formula One Team | SR1843 + BE62 |
| TGR Haas F1 Team | SR1842 + BE60 |
| Audi Revolut F1 Team | SR1843 + B137 |
| BWT Alpine Formula One Team | SR1843 + B134 |
| Cadillac Formula 1 Team | SR1842 + BE60 |

All the above items were found to be in compliance with the 2026 FIA Formula One Technical Regulations.

**Jo Bauer**

**The FIA Formula 1 Technical Delegate**