FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 MEXICO CITY GRAND PRIX

30 October - 01 November

From	The FIA Formula 1 Technical Delegate	**Document**	81
To	The Stewards	**Date**	01 November 2026
		Time	18:10

Technical Delegate's Report

Before the Race:

A central floor edge flexibility test was carried on car number 16.

The coolant header tank PRV was checked on car numbers 03 and 06.

Clutch paddle linearity checks have been carried out on car number 14.

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 andRHS front and rear tyre was checked on car numbers 01, 12, 03, 44, 55, 41, 14, 50, 27 and 10.

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 Piastri
01	McLaren Mercedes	Lando Norris
63	Mercedes	George Russell
12	Mercedes	Kimi Antonelli
03	Red Bull Racing RB Ford	Max Verstappen
06	Red Bull Racing RB	Isack Hadjar

	Ford	
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
23	Atlassian Williams Mercedes	Alexander Albon
55	Atlassian Williams Mercedes	Carlos Sainz
30	Racing Bulls RB Ford	Liam Lawson
50	Haas Ferrari	Ryo Hirakawa
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 63, 03 and 44:

- 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 Brace - Article C3.11.3
- Rear Wing Aux. Components - Article C3.11.7

The plank and skid wear was checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 30, 31, 27, 05, 10, 43 and 11.

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 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 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 race.

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

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 compliance with the 2026 FIA Formula One Technical Regulations.

Jo Bauer

The FIA Formula 1 Technical Delegate