



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 SINGAPORE GRAND PRIX

09 - 11 October 2026

From	The FIA Formula 1 Technical Delegate	Document	52
To	The Stewards	Date	10 October 2026
		Time	19:55

Technical Delegate's Report

Before the Sprint:

The following parts have been replaced today after 15:50 and before the start of the Sprint:

Aston Martin Aramco Honda:

Car 18: Front wing/nose assembly

Alpine Mercedes:

Car 10: Steering wheel

A spare LHS front corner of car numbers 16 and 44 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 upper bodywork of car number 81 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 overall width was digitally checked on car number 81.

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 car numbers 01, 12, 06, 16, 14 and 43.

On the grid the minimum tyre starting pressure of the LHS and RHS front and rear tyre was checked on all cars.

After the Sprint:

The following cars were weighed:

Number	Car	Driver
01	McLaren Mercedes	Lando Norris
12	Mercedes	Kimi Antonelli
03	Red Bull Racing RB Ford	Max Verstappen
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
55	Atlassian Williams Mercedes	Carlos Sainz
41	Racing Bulls RB Ford	Arvid Lindblad
30	Racing Bulls RB Ford	Liam Lawson
14	Aston Martin Aramco Honda	Fernando Alonso
31	Haas Ferrari	Esteban Ocon
87	Haas Ferrari	Oliver Bearman
27	Audi	Nico Hülkenberg
10	Alpine Mercedes	Pierre Gasly

The following aerodynamic component or bodywork areas were checked on car numbers 44 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 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
- 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 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 checksum was checked on all cars taking part in the qualifying sessions.

The rear brakes pressure control was checked on car numbers 81, 12, 03, 16, 55, 30, 14, 87, 27 and 10.

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.

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 Sprint were checked.

The tyres used by all drivers during the Sprint 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