



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 SINGAPORE GRAND PRIX

09 - 11 October 2026

From	The FIA Formula 1 Technical Delegate	Document	89
To	The Stewards	Date	11 October 2026
		Time	23:32

Technical Delegate's Report

Before the Race:

The following parts have been replaced today after 18:50 and before the start of the race:

Audi:

Car 27: Telemetry antenna

A rear wing bodywork flexibility test was carried on car number 55.

A rear wing flap flexibility test was carried on car number 55.

The front wing flap adjustable range of car number 31 was digitally checked.

Clutch paddle linearity checks have been carried out on cars 05 and 10.

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 81, 12, 03, 23, 55, 41, 87, 10 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 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 Ford	Isack Hadjar
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
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
11	Cadillac Ferrari	Sergio Perez
77	Cadillac Ferrari	Valtteri Bottas

The following aerodynamic component or bodywork areas were checked on car numbers 63, 03 and 10:

- 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
- Mid Chassis - Article C3.7.3
- Mirror - Article C3.7.5
- Sidepod - Article C3.8.1

The skid wear was checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 23, 55, 41, 30, 14, 31, 87, 27, 10, 11 and 77.

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 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 MGU-K power model was checked on all cars.

The ES power model 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.

The chassis FIA checksums were checked on all cars taking part in the Race.

The rear brakes pressure control was checked on car numbers 63, 03, 55, 30, 87 and 11.

The steering wheel of all cars has been checked.

The Race start data of 63, 03, 55, 30, 87, 11 have been checked.

Single clutch paddle use for the Race 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 Race.

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 cold pressure was checked on car numbers 27.

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