FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 SÃO PAULO GRAND PRIX

06 - 08 November 2026

From	The FIA Formula 1 Technical Delegate	**Document**	26
To	The Stewards	**Date**	06 November 2026
		Time	18:25

Technical Delegate's Report

Before the first free practice session:

The chassis identification transponders have been confirmed for all cars.

The exhaust system components of all cars were checked against the declaration submitted by the relevant team before the start of the Competition.

During the first free practice session:

The tyre starting pressures of all cars during P1 were checked.

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.

After the first free practice session:

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

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

The maximum turbocharger speed was checked on all cars.

The PU and MGU-K 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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

The custom software versions were checked on all cars.

The gear ratios of all cars were checked.

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.

A fuel sample was taken from car number 43.

An engine oil sample was taken from car number 43.

During the second free practice session:

The tyre starting pressures of all cars during P2 were checked.

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.

After the second free practice session:

Car number 55 was weighed.

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

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

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 torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

Chassis FIA checksum was checked on all cars.

The rear brakes pressure control was checked on car numbers 63, 12, 16, 44, 30 and 43.

The custom software versions were checked on all cars.

The SECU 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.

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

A fuel sample was taken from car number 23.

The results of 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 23.

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 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