FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 SÃO PAULO GRAND PRIX

06 - 08 November 2026

From	The FIA Formula 1 Technical Delegate	**Document**	77
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Technical Delegate's Report

Before the Race:

A spare RHS front corner of car numbers 51 and 87 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.

A rear wing main plane flexibility test was carried on car number 14.

A rear wing flap flexibility test was carried on car number 14.

A outboard floor edge flexibility test was carried on car number 14.

A central floor flexibility test was carried on car numbers 01, 12 and 03.

Clutch paddle linearity checks have been carried out on cars 63 and 77.

A fuel sample was taken from car numbers 12, 06 and 30 and analysed during the race.

An engine oil sample was taken from car numbers 06 and 30.

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 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
51	Haas Ferrari	Rafael Câmara
87	Haas Ferrari	Oliver Bearman
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 81, 03 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 Leading Edge Device - Article C3.5.7
- Floor Fence - Article C3.5.9
- 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 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 Pylon - Article C3.11.4
- Rear Wing Aux. Components - Article C3.11.7

A physical fuel mass check was carried out on car number 43.

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 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 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 car numbers 81, 01, 63, 12, 03, 06, 16 and 23.

The Race start data of all cars 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 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.

A fuel sample was taken from car number 16.

The fuel samples have been checked for density and analysed by gas chromatography.

The results of all the 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 16.

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.

After the race, car number 23 was randomly chosen among the finishing cars for more extensive physical inspections.

Subject to these physical inspections was the throttle pedal assembly compliance with Articles C8.2 and C8.6 as well as with submissions according to FIA-F1-DOC-001.

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