FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 LAS VEGAS GRAND PRIX

19 - 21 November 2026

From	The FIA Formula 1 Technical Delegate	**Document**	47
To	The Stewards	**Date**	20 November 2026
		Time	23:25

Technical Delegate's Report

During the third free practice session:

The tyre starting pressures of all cars during P3 were checked.

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

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

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.

The maximum turbocharger speed was checked on all cars.

The PU and MGU-K reduction rates were checked on all cars.

The DC sensor temperatures were checked on all cars.

The on-track ES state of charge limits were checked on all cars.

The ERS recharge 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 SECU custom software versions were checked on all cars.

Before the Qualifying practice session:

It was confirmed for all cars that the gear ratios used during the remainder of this Competition belong to the gear ratios declared to the FIA technical delegate for 2026 Championship.

The thickness of the brake discs of car numbers 81, 01, 12, 03, 06, 16, 44, 23, 55, 41, 30, 14, 31, 87, 27, 05, 10, 43, 11 and 77 was checked.

During the Qualifying practice session:

Car numbers 63, 06, 23, 55, 18, 51, 10 and 11 were weighed.

The weight distribution was checked on car numbers 63, 06, 23, 55, 18, 51, 10 and 11.

The following aerodynamic component or bodywork areas were checked on car number 55:

- 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
- Floor Auxiliary Components - Article C3.5.13
- 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 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

The tyre starting pressures of all cars during the qualifying sessions were checked.

After the Qualifying practice session:

Car numbers 81, 01, 63, 12, 03, 06, 41, 30, 10 and 43 were weighed.

The following aerodynamic component or bodywork areas were checked on car numbers 03, 30 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 Leading Edge Device - Article C3.5.7
- Floor Fence - Article C3.5.9
- Floor Corner - Article C3.5.10
- Floor Auxiliary Components - Article C3.5.13
- 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 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

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 speed was checked on all cars.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

Torque sensor software version checks have been carried out on all cars.

Torque sensor calibration checks have been carried out 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 steering wheel of all cars has been checked.

Custom software version checks have been carried out on all cars.

SECU software version checks have been carried out 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 tyres used by all drivers during the sessions today have been checked.

The following SECU software versions have been used by the teams during the qualifying sessions:

Team	FIA Standard ECU system version
McLaren Mastercard F1 Team	SR1844
Mercedes-AMG PETRONAS Formula One Team	SR1844
Oracle Red Bull Racing	SR1843
Scuderia Ferrari HP	SR1843
Atlassian Williams Racing	SR1844
VISA Cash App Racing Bulls Formula One Team	SR1843
Aston Martin Aramco Formula One Team	SR1843
TGR Haas F1 Team	SR1843
Audi Revolut F1 Team	SR1844
BWT Alpine Formula One Team	SR1844
Cadillac Formula 1 Team	SR1843

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