FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 LAS VEGAS GRAND PRIX

19 - 21 November 2026

From	The FIA Formula 1 Technical Delegate	**Document**	63
To	The Stewards	**Date**	21 November 2026
		Time	23:30

Technical Delegate's Report

Before the Race:

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

McLaren Mercedes:

Car 81: Ear pieces

Car 01: Steering wheel

A front floor flexibility test was carried on car numbers 03, 14 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 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	Max Verstappen

	Ford	
06	Red Bull Racing RB Ford	Isack Hadjar
16	Ferrari	Charles Leclerc
44	Ferrari	Lewis Hamilton
55	Atlassian Williams Mercedes	Carlos Sainz
30	Racing Bulls RB Ford	Liam Lawson
18	Aston Martin Aramco Honda	Lance Stroll
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
77	Cadillac Ferrari	Valtteri Bottas

The following aerodynamic component or bodywork areas were checked on car numbers 81, 63 and 16:

- 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 Fence - Article C3.5.9
- Floor Corner - Article C3.5.10
- Plank Assembly - Article C3.6.1
- Nose - Article C3.7.1
- Forward Chassis - Article C3.7.2
- Mid Chassis - Article C3.7.3
- Sidepod - Article C3.8.1
- Tail - Article C3.9.1
- Rear Wing Profiles - Article C3.11.1
- Rear Wing Endplate Body - Article C3.11.2
- Rear Wing Brace - Article C3.11.3

The plank and skid wear was checked on car numbers 81, 01, 63, 12, 03, 06, 16, 44, 55, 30, 18, 14, 51, 87, 27, 05, 10, 43 and 77.

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

The brake temperature warnings were checked on all cars.

The steering wheel of all cars has been checked.

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.

After the race car number 03 was randomly chosen among the top ten cars for more extensive physical inspections.

Subject to these physical inspections was the wheel bodywork assembly. In particular compliance with the following Articles was confirmed:
C3.14.1(g) and (h)
C3.14.2(b) and (c)
C3.15.5(a) and (b)
C3.16.6(f)(i)
C3.16.7(f)(ii)
C3.16.16(f)(i)
C3.16.17(f)(ii)

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