FIA FORMULA 1 WORLD CHAMPIONSHIP

# 2026 CANADIAN GRAND PRIX

**22 - 24 May 2026**

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| **From** | The FIA Formula 1 Media Delegate | **Document** | 11 |
| **To** | All Teams, All Officials | **Date** | 22 May 2026 |
| | | **Time** | 09:55 |

**Title** Car Presentation Submissions

**Description** Car Presentation Submissions

**Enclosed** 2026 Canadian Grand Prix - Car Presentation Submissions.pdf

**Roman De Lauw**

**The FIA Formula 1 Media Delegate**

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# Car Presentation – Canada Grand Prix
# McLaren Mastercard F1 Team

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Front Wing | Performance - Flow Conditioning | New Front Wing | A new front wing design, aimed at better flow conditioning across the operating range resulting in improved aerodynamic load delivery. |
| 2 | Coke/Engine Cover | Performance - Flow Conditioning | New Bodywork | A revised bodywork package featuring additional cooling exits aiming at improved aerodynamic flow conditioning towards the rear of the car. |
| 3 | Cooling Louvres | Circuit specific - Cooling Range | Cooling Louvre Options | As part of the new bodywork package, multiple cooling louvre options are available to cover the full range of ambient temperatures expected at this and future events. |
| 4 | Halo | Performance - Flow Conditioning | Halo Winglet | A new winglet on top of the halo, aiming at improved management of aerodynamic flow around the cockpit and central engine cover. |
| 5 | Rear Wing Endplate | Performance - Local Load | Revised Rear Wing Endplate | Modification to the rear wing endplate geometry resulting in a change in load distribution and increase in local aerodynamic load. |
| 6 | Rear Suspension | Performance - Flow Conditioning | Revised Rear Suspension Fairings | Small modification to the rear suspension fairings aimed at improved aerodynamic flow conditioning and load generation around the rear corner and diffuser. |
| 7 | Floor Edge | Performance - Flow Conditioning | Revised Floor Edge Devices | Iteration on floor edge devices aimed at improved overall floor conditioning and aerodynamic load generation on the floor and diffuser. |

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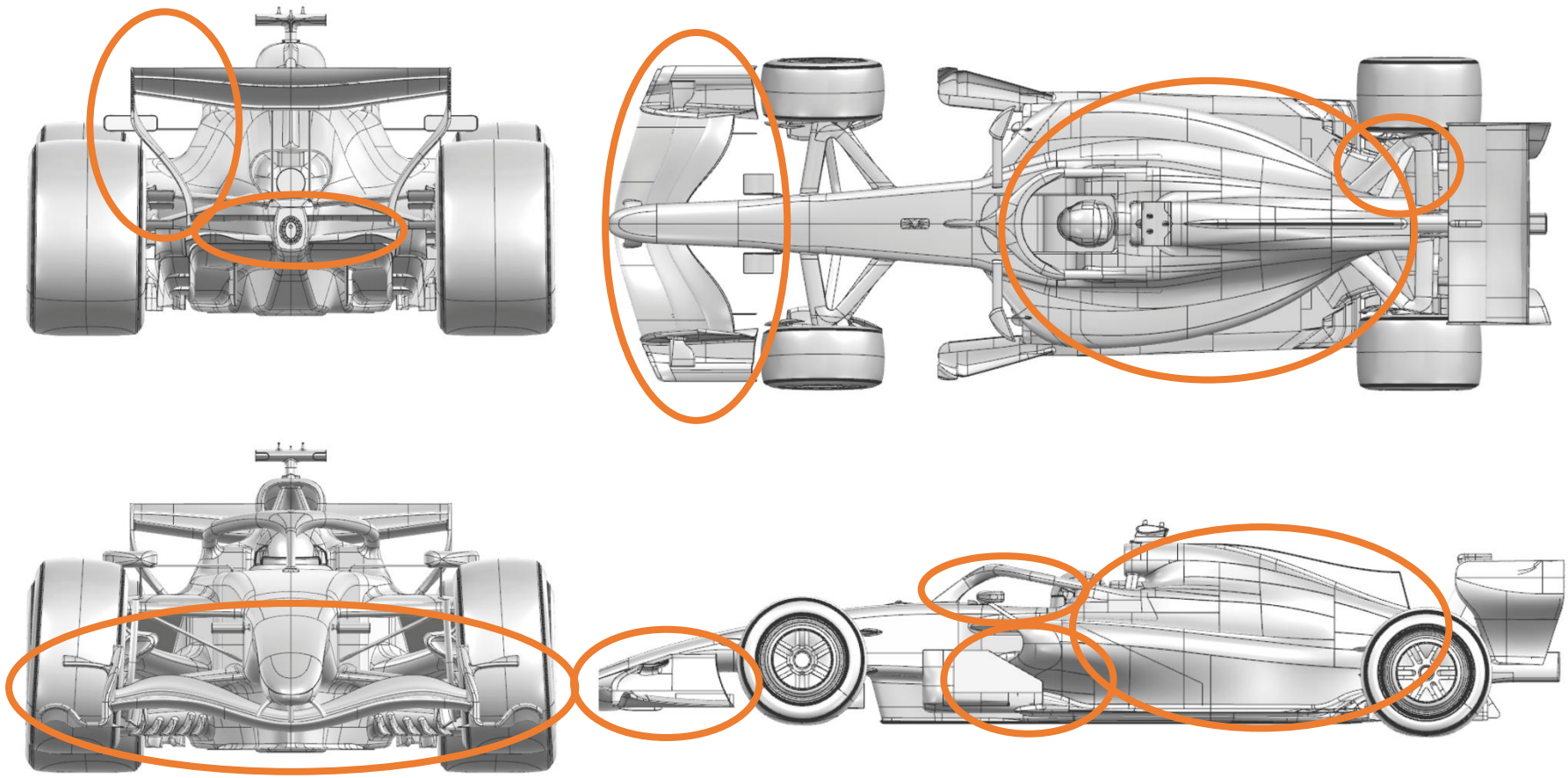

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# Car Presentation – 2026 Canadian Grand Prix

## *Mercedes-AMG PETRONAS F1 Team*

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Front Wing | Performance - Flow Conditioning | Front wing outboard elements dropped in height and run into the footplate. | Running the front wing elements into the footplate, and adding strakes, results in more robust flow structures, improving flow to the rear of the car and gaining downforce. |
| 2 | Front Wing Endplate | Performance - Flow Conditioning | Front wing endplate and footplate adjusted to accommodate the above. Footplate stakes added. Diveplane camber adjusted. | |
| 3 | Front Corner | Performance - Flow Conditioning | Front caketin upper lip camber reduced. | Reduced upper lip camber improves flow structure robustness throughout the operating envelope, improving the onset flow to the rear wing. |
| 4 | Front Corner | Circuit specific - Cooling Range | Increased inlet and exit size. | Due to the high braking demands of Montreal - increasing the duct inlet and exit size increases mass flow feeding the discs resulting in more cooling. |
| 5 | Floor Board | Performance – Local Load | Reprofiled elements | Reprofiled elements to improve local pressure distribution and reduce separations at the extremes of the operating envelope, resulting in increased local load. |
| 6 | Floor Corner | Performance - Flow Conditioning | Additional slots | Re-optimisation of floor corner slot arrangement to both increase local load and to also improve flow into the diffuser and hence rear load. |
| 7 | Floor Body | Performance – Local Load | Reprofiled diffuser roof | By reprofiling the diffuser roof and sidewall we improve the surface flow quality throughout the operating envelope and generate more local load. |
| 8 | Rear Corner | Performance – Local Load | Rear winglet span and position redistribution | Chord and position of the rear caketin winglets re-optimised to improve local flow control and performance of the diffuser. |

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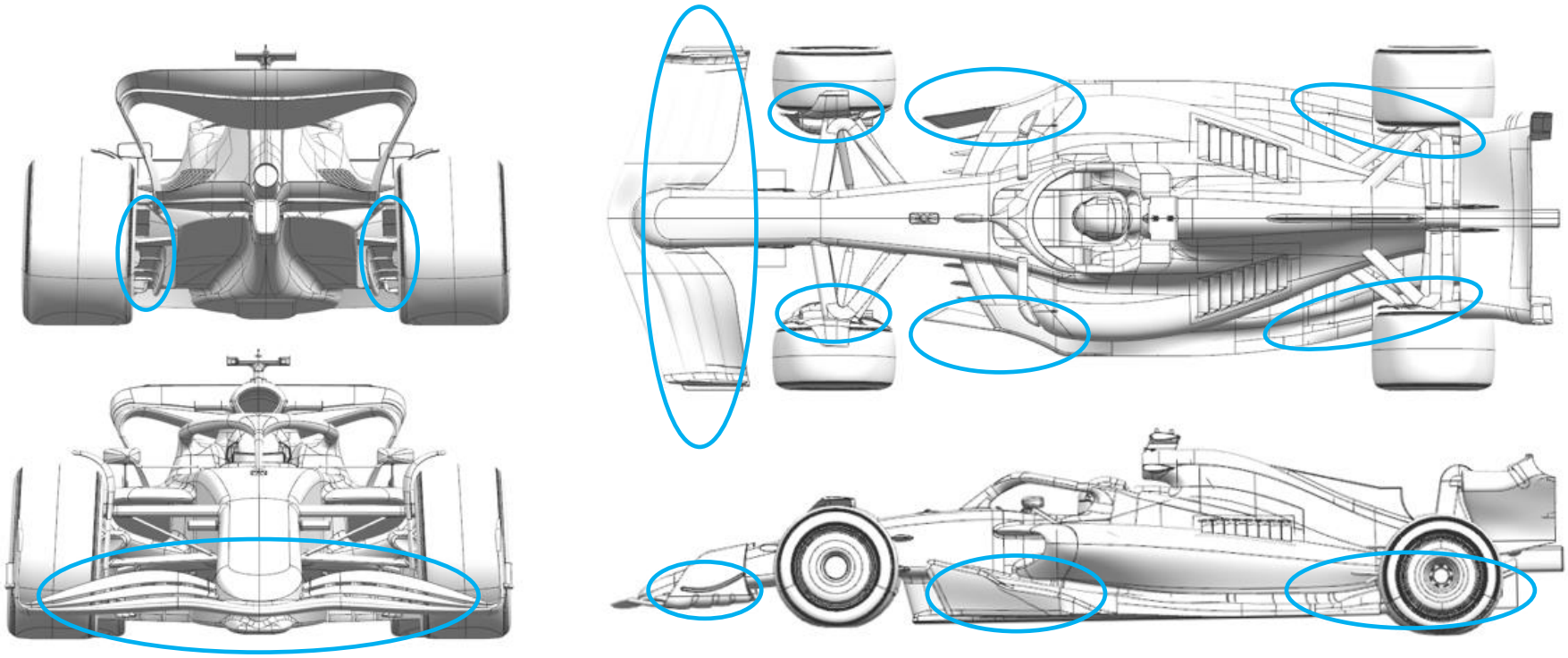

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# Car Presentation – Canadian Grand Prix
# Oracle Red Bull Racing.

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Front Wing | Balance Range | Revised front wing flap elements | Both second and third front wing elements forming the flap assemblies are revised to shift the aerobalance range available for the upcoming circuits. |
| 2 | Front Corner | Reliability | Revised brake duct exit geometry | The next two circuits on the calendar demand more brake assembly cooling and to offer this an enlarged exit duct has been produced to enhance the cooling |
| 3 | Floor | Performance – Local load | Bib edge trim and revised forward floor devices | To further optimise both the bib and forward floor devices, the former has a trim applied and the latter mildly increased camber resulting in the local load increasing |
| 4 | Engine Cover | Reliability | Cooling exit panel option | Given the forecast for Montreal, a closed radiator exit panel has been created with the louvre steps necessary for the race in Miami now closed. |

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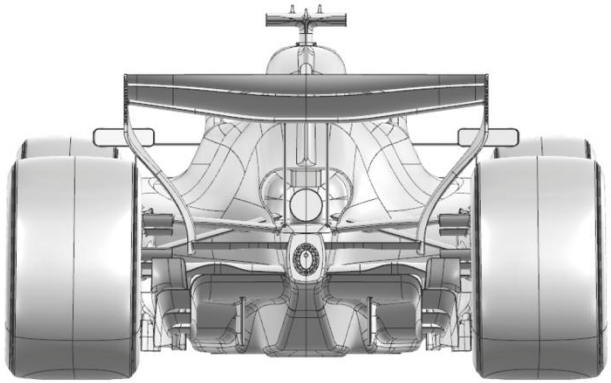

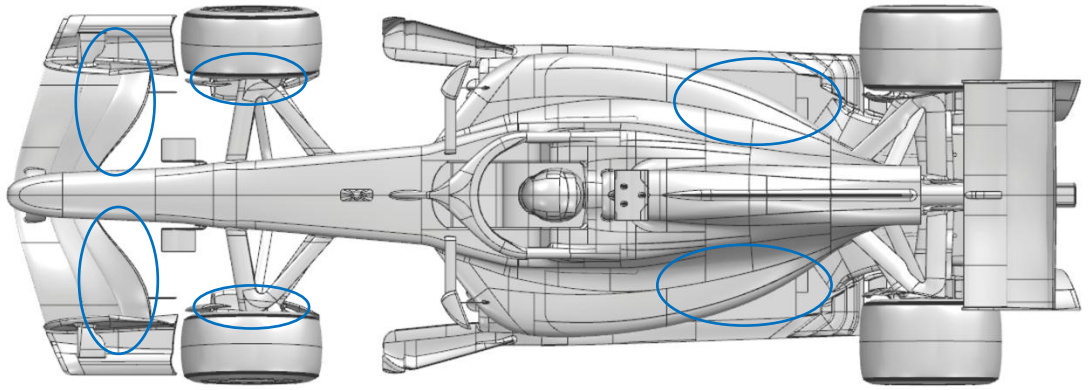

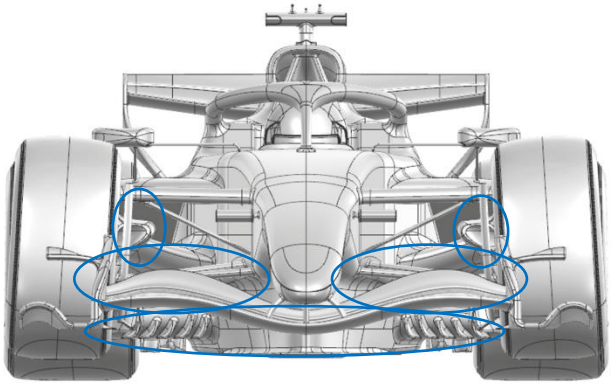

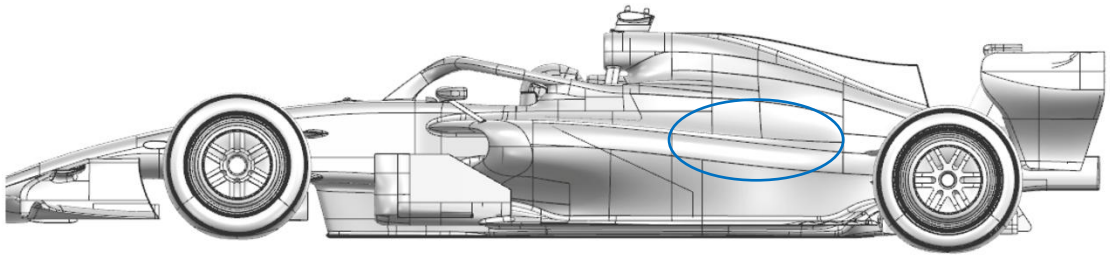

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**Car Presentation – Canadian Grand Prix**

**SCUDERIA FERRARI HP**

No updates submitted for this event.

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# Car Presentation – Canada Grand Prix

## *Williams*

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Front Corner | Circuit specific - Cooling Range | A new FBD scoop geometry with a reprofiled exit area. | To suit the demands of the Gilles-Villeneuve circuit, a new FBD geometry will be introduced which offers an increased level of overall brake system cooling. |
| 2 | Front Suspension | Performance - Flow Conditioning | Revised suspension cladding surfaces, with changes in chord and incidence across their span. | In concert with the updated FBD geometry, new suspension cladding will be available to improve the local interactions on the front corner and hence downstream across the rest of the car. |
| 3 | Exhaust Tailpipe | Performance – Local Load | A repositioned exhaust tailpipe | Following on from an update introduced at the previous Miami GP, a further step on the exhaust system will be evaluated which offers an improved coupling with the surrounding aerodynamic components. |

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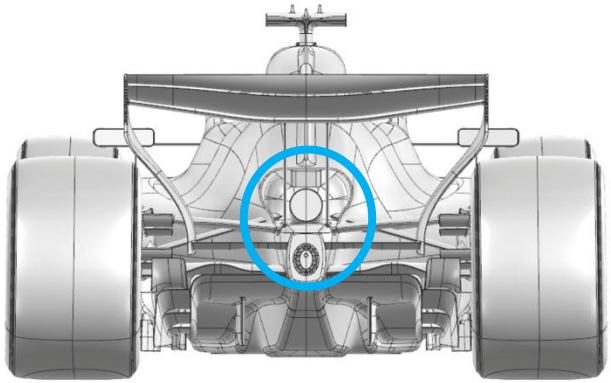

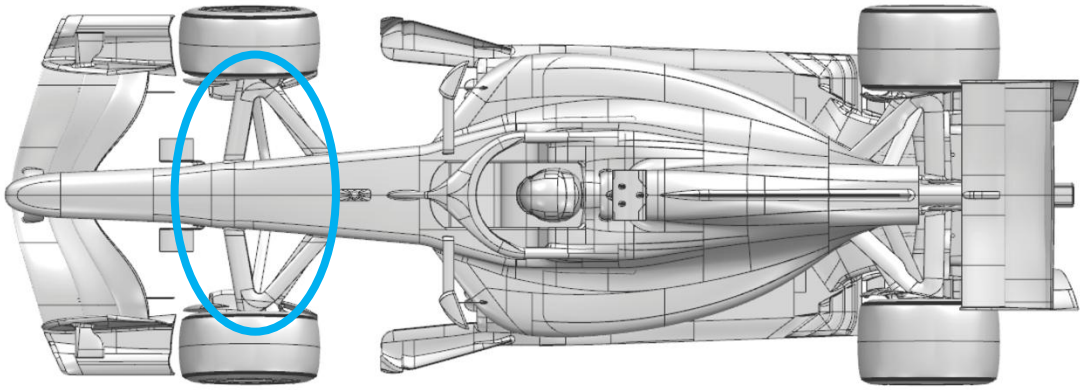

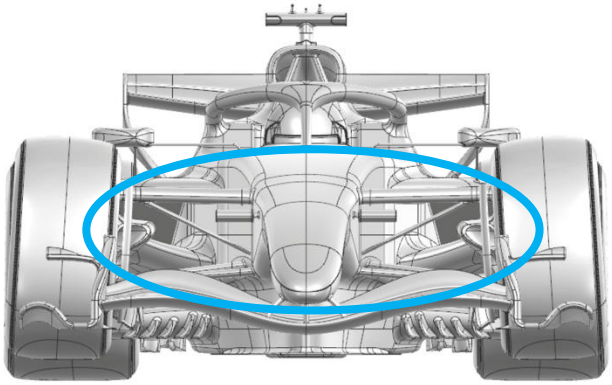

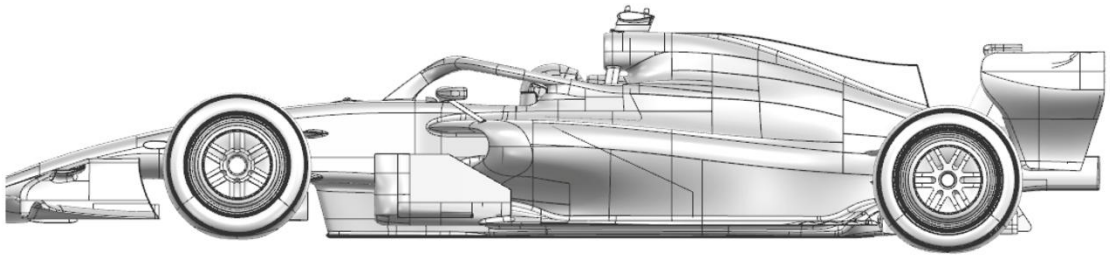

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# Car Presentation – Canadian Grand Prix

## Visa Cash App Racing Bulls

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Floor Body | Performance - Local Load | New Main Floor geometry | A new floor geometry resulting in an efficient downforce increase generated by the underbody of the car, across a range of operating conditions. |
| 2 | Rear Corner | Performance – Flow Conditioning | Reprofiled Rear Corner devices | Working in conjunction with the floor update, the changes to the rear corner devices improve the flow management at the back of the car. |
| 3 | Beam Wing | Performance – Local Load | Profile and incidence modifications | Supporting the changes made to the floor and around the exhaust, the Beam Wing changes help extract additional load from the rear wing assembly. |
| 4 | Exhaust Tailpipe Bracket | Performance – Flow Conditioning | Reprofiled tailpipe bracket | The tailpipe bracket update improves the flow management around the centreline of the car as part of the surrounding changes on the Beam Wing and floor. |

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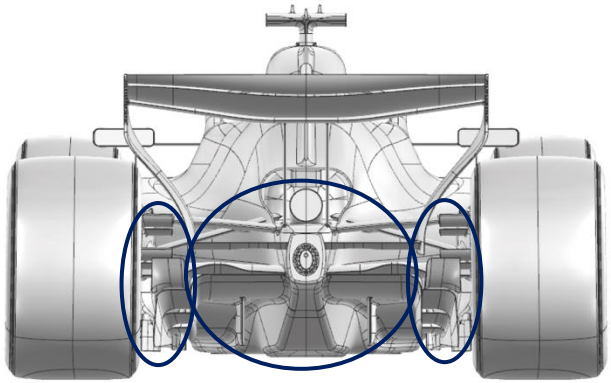

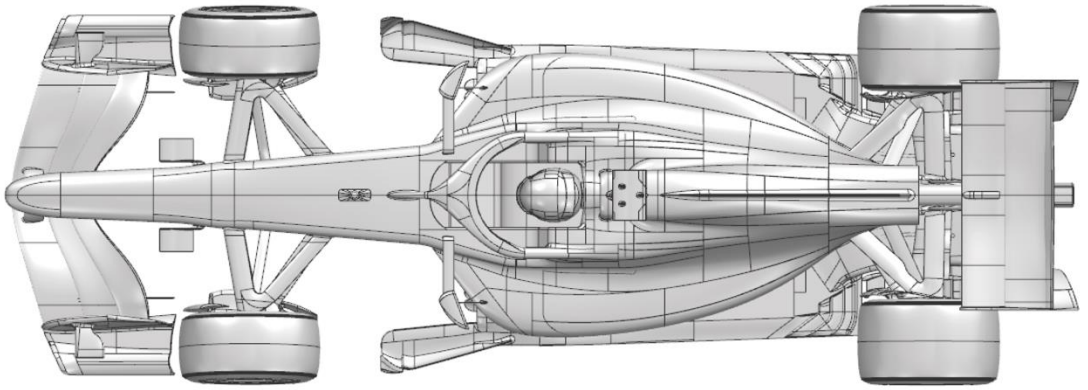

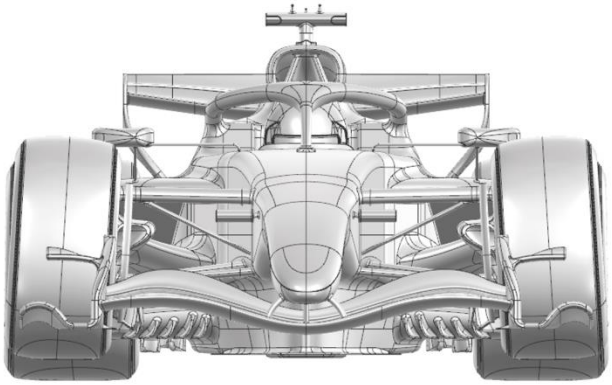

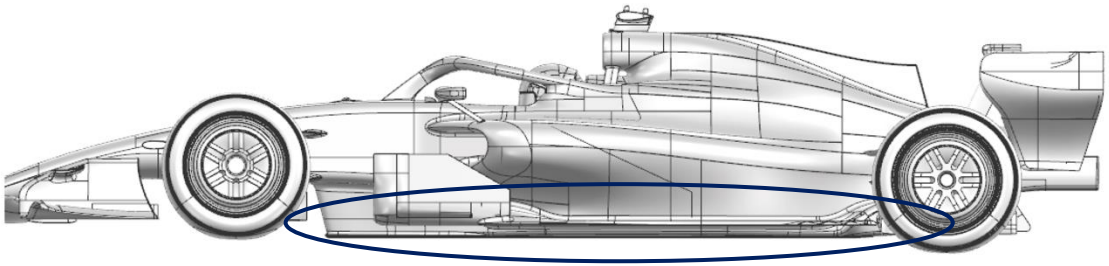

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**Car Presentation – Canadian Grand Prix**

**Aston Martin Aramco F1 Team**

No updates submitted for this event.

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# Car Presentation – Canadian Grand Prix

## HAAS

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Sidepod Inlet | Performance - Flow Conditioning | Revised Sidepod Inlet | The revised bodywork enables a more pronounced undercut along the lower surfaces, which, combined with increased top-surface downwash, channels higher-energy airflow towards the rear of the car, allowing the bespoke floor design to operate more efficiently. |
| 2 | Coke/Engine Cover | Performance - Flow Conditioning | Undercut and top downwash | |
| 3 | Floor Body | Performance - Local Load | Revised floor geometry, with new floor board, new floor edge splits and a more aggressive diffuser promoting up- and side-wash | The new floor was developed in conjunction with the updated bodywork. Its geometries are optimised to guide higher-energy airflow through the floor volume, enhancing mass flow and stability, and promoting more efficient extraction and overall load generation. |
| 4 | Rear Suspension | Performance - Flow Conditioning | Optimized suspension faring design | The updated floor and bodywork required a realignment of the suspension fairings, enabling improved flow conditioning in this region and extracting additional performance from the overall package. |
| 5 | Rear Corner | Performance - Local Load | Revised winglet geometry on the inboard drum face | The modified incoming flow field required a realignment of the inboard drum devices to maintain their aerodynamic effectiveness and ensure consistent performance within the updated overall flow conditions. |

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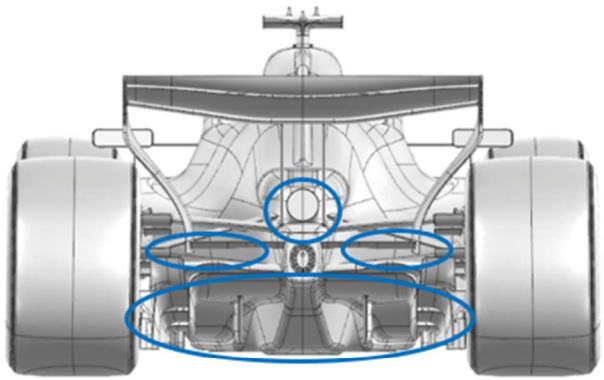

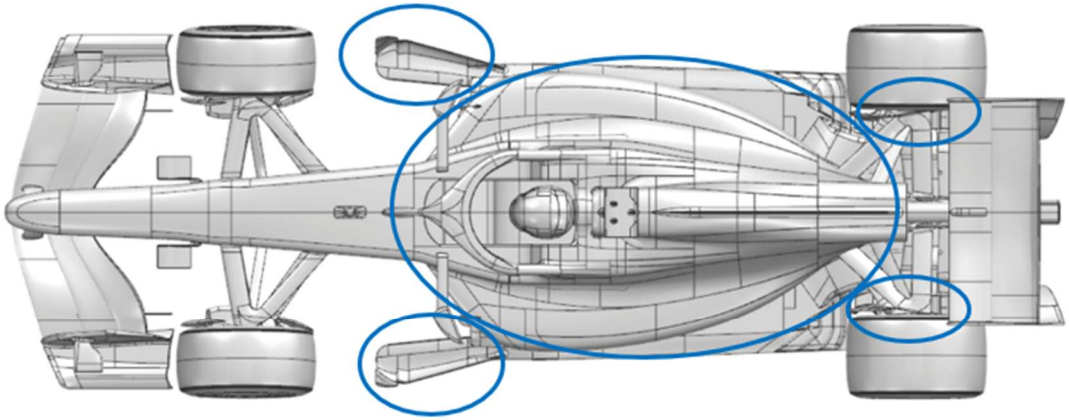

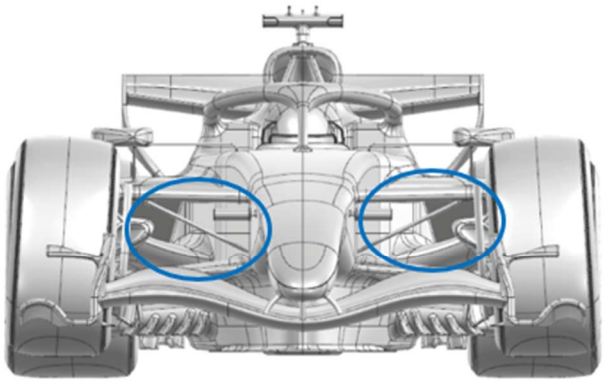

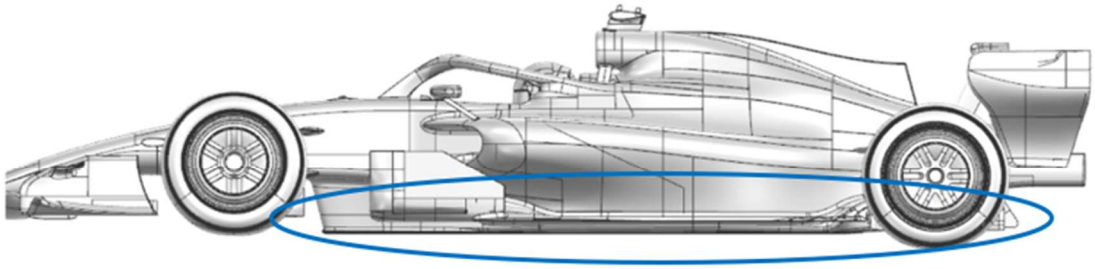

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# Car Presentation – Canadian Grand Prix

## Audi Revolut F1 Team

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Front Corner | Circuit specific - Cooling Range | New front brake duct design. | Changes offer increased brake system cooling flow for the big braking zones of this specific track. |
| 2 | Floor Diffuser Winglet | Performance – Local Load | Updated diffuser. | Diffuser geometry update with a further evolution of its shape aiming to increase aero load efficiently at the rear end. |
| 3 | Cooling Louvres | Performance – Local Load | New sidepod louvres. | For this event new sidepod louvres are available to allow fitting more efficient cooling options. |
| 4 | Rear Corner | Circuit specific - Cooling Range | New rear brake duct design. | Changes offer increased brake system cooling flow for the big braking zones of this specific track. |

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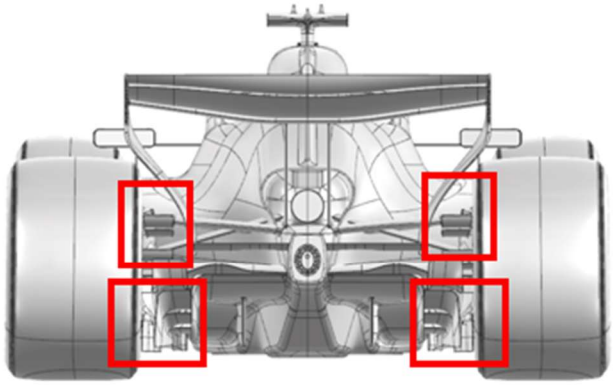

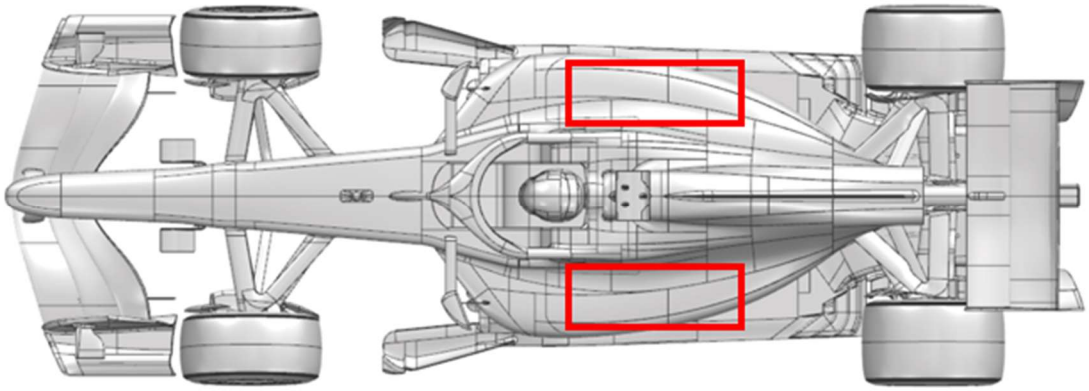

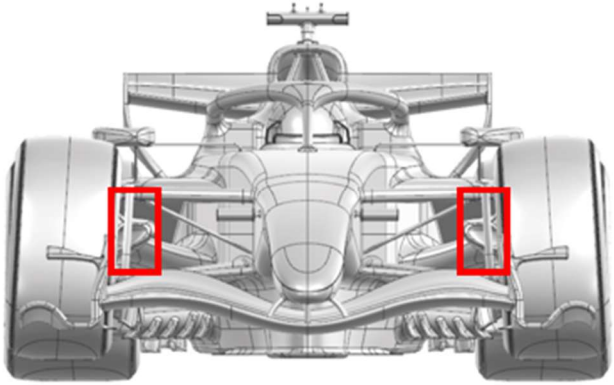

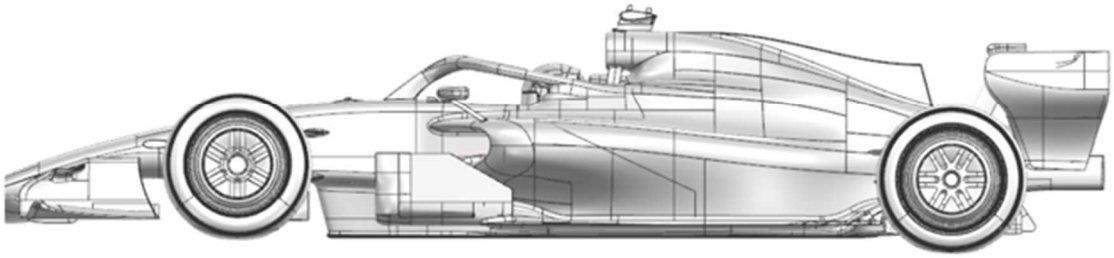

FIA FORMULA 1 WORLD CHAMPIONSHIP

# Car Presentation – Canadian Grand Prix

## BWT Alpine F1 Team

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Floor body | Performance - Local Load | New floor and board geometry | A completely new floor geometry is released at this event with the objective of increasing aerodynamic performance and efficiency across all operating conditions. |
| 2 | Rear Wing | Performance - Local Load | Modified rear wing geometry | As part of our rear wing development programme, geometrical adjustments to our latest rear wing are introduced at this event. |

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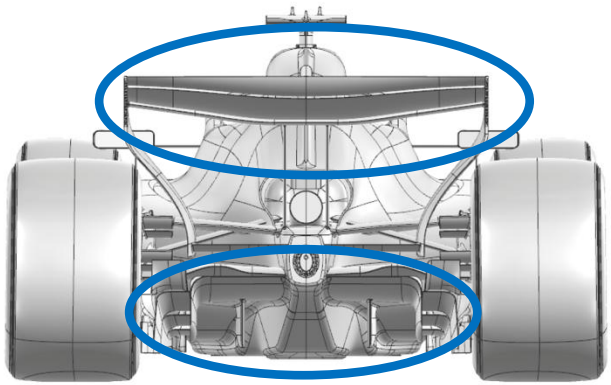

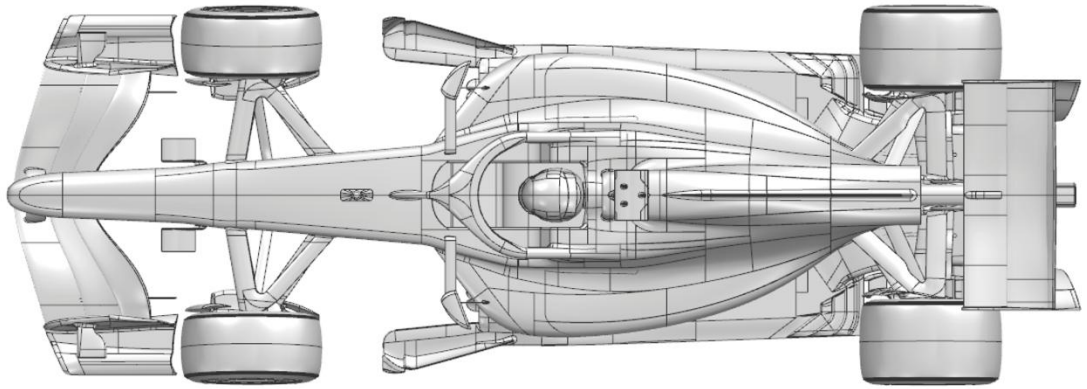

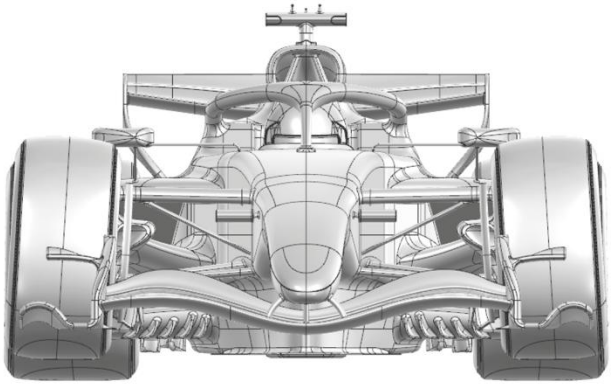

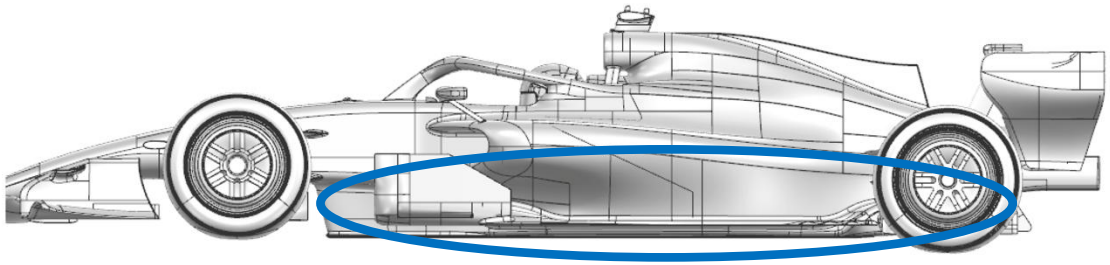

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# Car Presentation – Canadian Grand Prix

## Cadillac

| | Updated component | Primary reason for update | Geometric differences compared to previous version | Brief description on how the update works (min 20, max 100 words) |
|---|---|---|---|---|
| 1 | Front Corner | Performance - Cooling | Updated leading edge lip, brake duct internals and exit geometry | The leading edge lip profile of the FBD has been revised to improve overall aerodynamic loading, whilst internal duct and exit geometry revisions increase brake cooling capacity |
| 2 | Diffuser | Performance – Local Load | Revised Diffuser winglet lower trim and hanger details | A lower edge trim has been applied to the Diffuser winglet cascade, and the hanger detail has been revised to increase local aerodynamic load at the rear of the car |

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