FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 CHINESE GRAND PRIX

13 - 15 March 2026

From	The FIA Formula One Media Delegate	**Document**	10
To	All Teams, All Officials	**Date**	13 March 2026
		Time	08:54

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 Chinese Grand Prix - Car Presentation Submissions.pdf

Roman De Lauw

The FIA Formula One Media Delegate

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Car Presentation – Chinese Grand Prix

McLaren Mastercard F1 Team

No updates submitted for this event.

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Car Presentation – 2026 Chinese Grand Prix

Mercedes-AMG PETRONAS F1 Team

No updates submitted for this event.

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Car Presentation – Chinese Grand Prix

Oracle Red Bull Racing

No updates submitted for this event.

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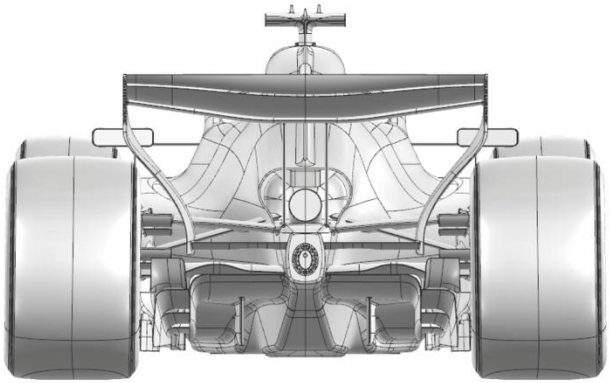
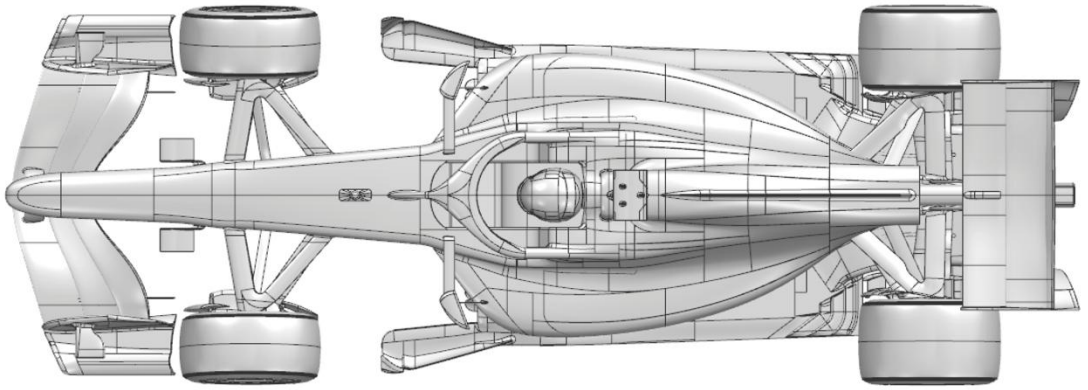
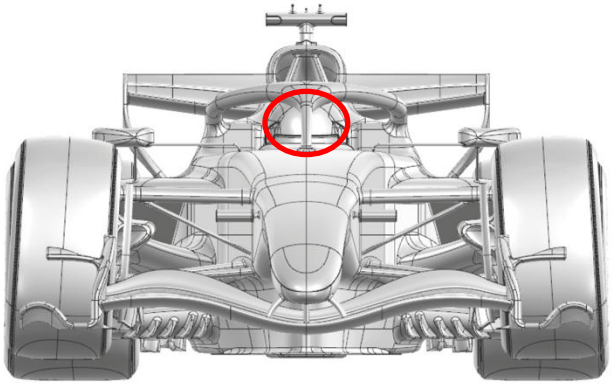
Car Presentation – Chinese Grand Prix

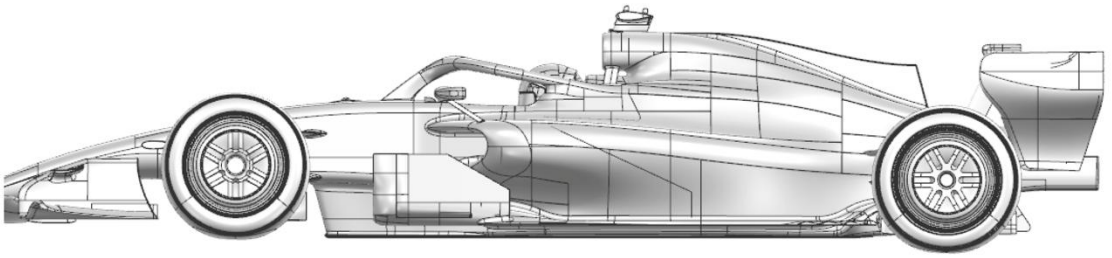
Scuderia Ferrari HP

	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	Halo	Performance - Local Load	Winglet added to the halo pillar	Introducing a winglet element to the halo pillar as a minor update. Not event specific, it simply returns a small aerodynamic load benefit









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Car Presentation – Chinese Grand Prix

ATLASSIAN WILLIAMS F1

No updates.

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Car Presentation – Chinese 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	Rear Corner	Performance – Flow Conditioning	Profile modification to brake duct winglets.	The winglet geometry change helps improve the flow management at the back of the car and around the rear tyre.

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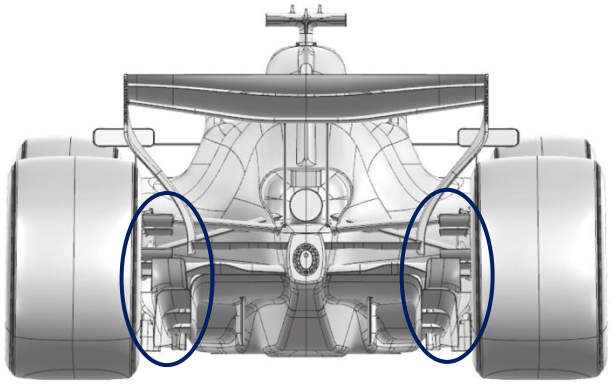

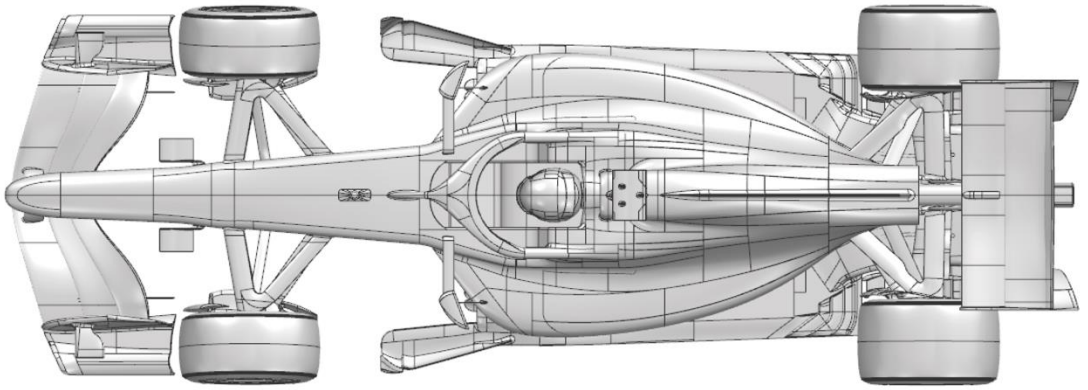

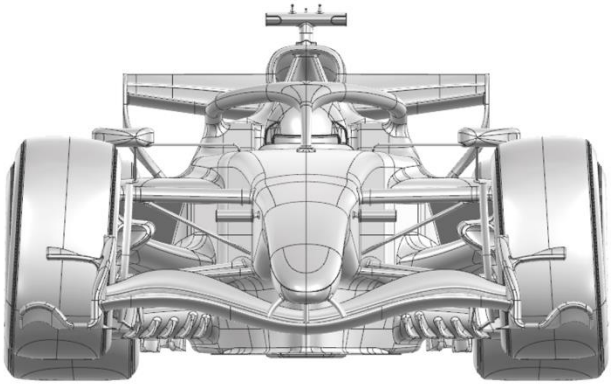

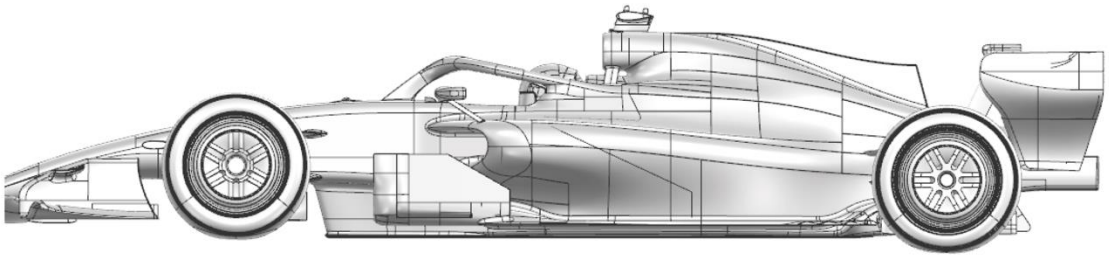

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Car Presentation – Chinese Grand Prix

Aston Martin Aramco F1 Team

No updates submitted for this event.

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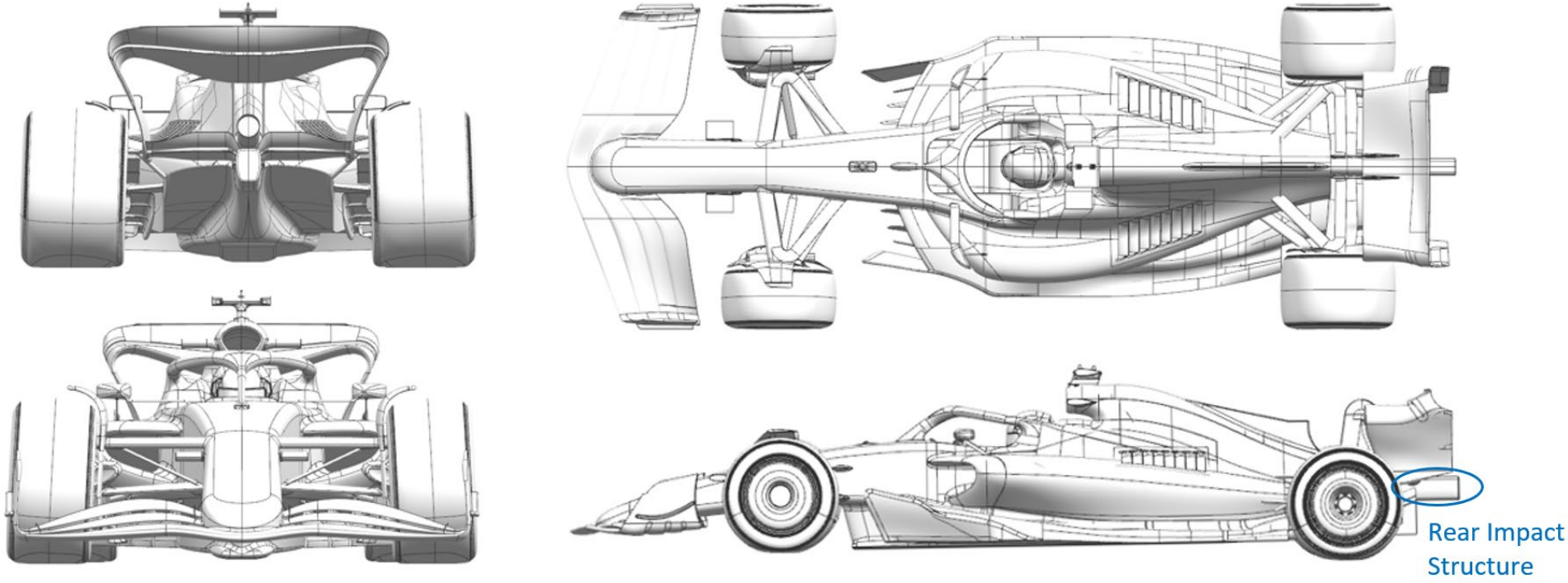
Car Presentation – Chinese Grand Prix

TGR HAAS 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	Rear Impact Structure	Performance - Local Load	Small winglet placed on top of the Rear Impact Structure	The winglet is shaped to promote upwash, which in turn improves the local aerodynamic characteristics and results in a corresponding increase in load.



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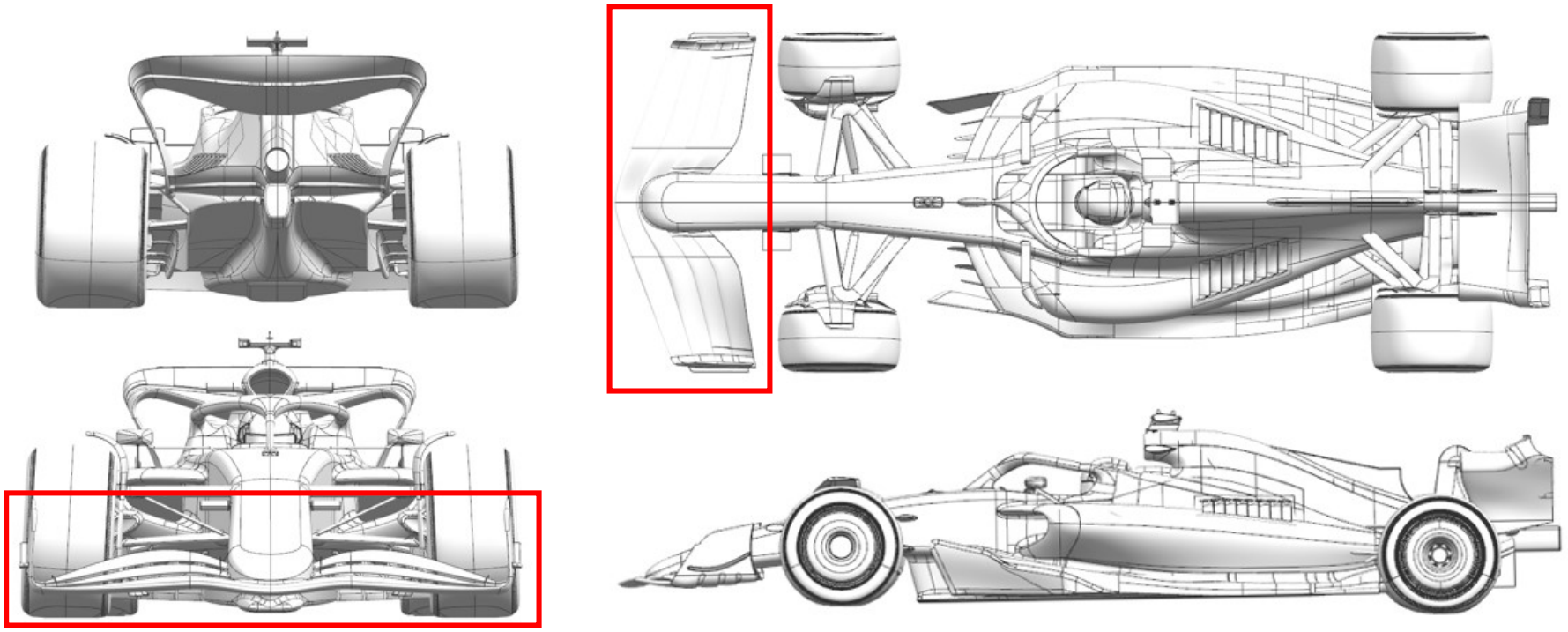
Audi Revolut F1 Team

	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 Wing	Performance - Local Load	Updated front wing flap and end plate geometry	The new flap and end plate lead to improved flow characteristics travelling further downstream along the car – locally and globally more efficient.
2	Nose	Performance - Local Load	Updated nose design	In combination with the above mentioned step, the updated nose design allows a more efficient load extraction all along the slope.



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Car Presentation – Chinese Grand Prix

BWT Alpine F1 Team

No updates submitted for this event.

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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	Diffuser	Performance - Local Load	Trailing edge detail changes on diffuser winglet cascade	Modifications made to the trailing edge lead to an increase in the local aerodynamic load acting on the winglet cascade, consequently increasing the overall aerodynamic load at the rear of the car.
2	Mirror Stay	Structural Improvement	Small leading edge surface changes	Aerodynamic surface geometry has been revised in order to accommodate and integrate the latest structural improvements made to the component.