



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2026 JAPANESE GRAND PRIX

27 - 29 March 2026

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<b>From</b>	The FIA Formula One Media Delegate	<b>Document</b>	11
<b>To</b>	All Teams, All Officials	<b>Date</b>	27 March 2026
		<b>Time</b>	08:58

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**Title** Car Presentation Submissions

**Description** Car Presentation Submissions

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

**Roman De Lauw**

**The FIA Formula One Media Delegate**



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**Car Presentation – Japanese Grand Prix  
McLaren Mastercard F1 Team**

No updates submitted for this event.



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**Car Presentation – 2026 Japanese Grand Prix  
Mercedes-AMG PETRONAS F1 Team**

No updates submitted for this event.



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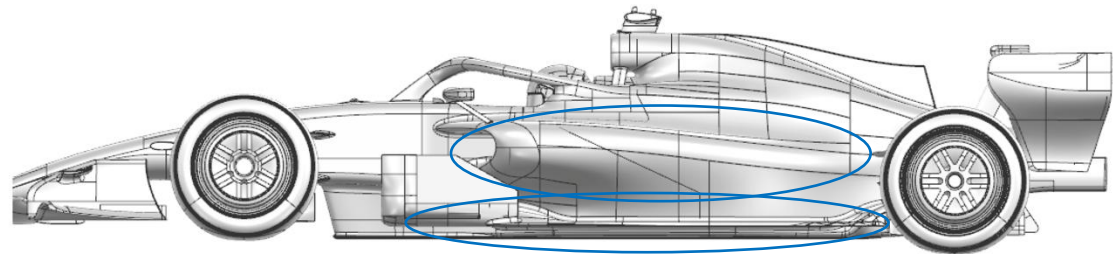
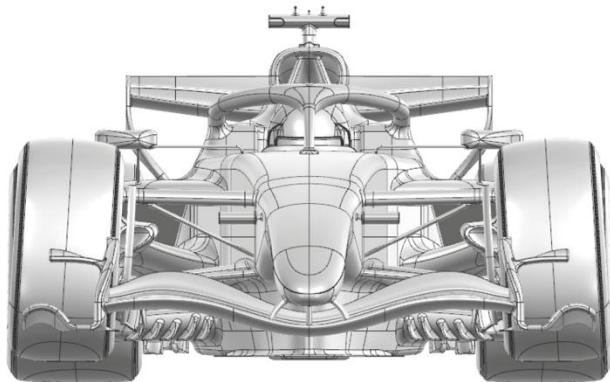
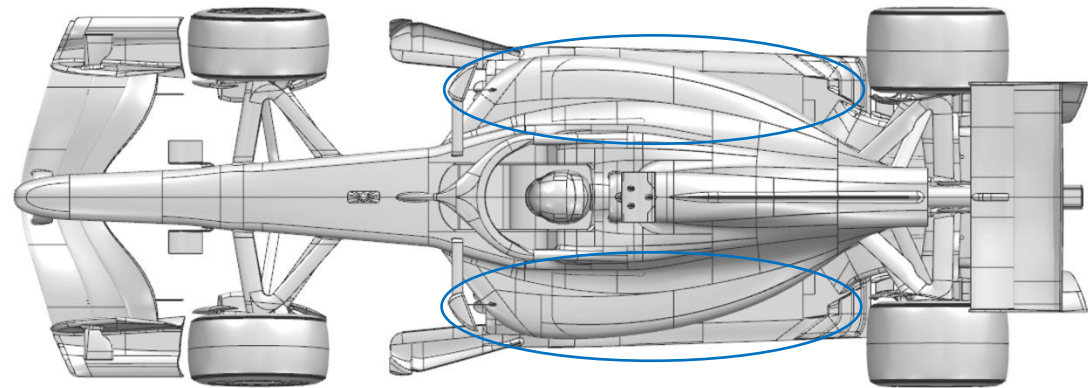
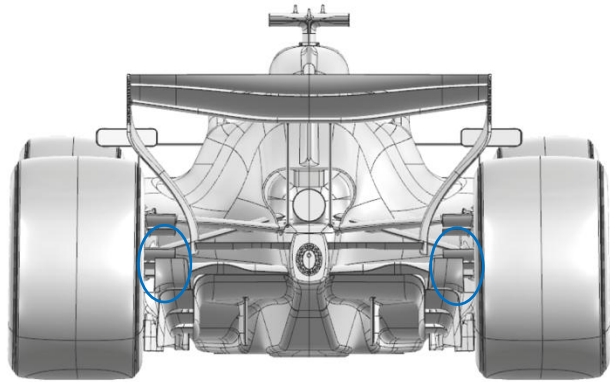


## Car Presentation – Japanese Grand Prix Oracle Red Bull Racing.

	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	Sidepod Inlet	Performance - Flow Conditioning	Revised inlet and therefore surrounding to meet chassis and floor.	To ingest higher pressure air to the sidepod inlet from upstream, the profile has been revised based upon simulation and initial running results yielding improved efficiency
2	Coke/Engine Cover	Performance - Flow Conditioning	Surfaces adapted to meet the new sidepod inlet geometry	As a consequence of the inlet changes, the sidepods have been revised to suit and offer an efficiency improvement for cooling and downstream surfaces.
3	Floor	Performance - Flow Conditioning	Upper surface revised to meet new sidepod	Consequential changes to meet new sidepod geometry and extending forward to the chassis, benefitting from the efficiency to offer more load.
4	Rear Corner	Circuit specific - Cooling Range	Revised inlet and exit geometries	Given the braking energy demands of Suzuka, minor changes have been made to the rear wheel bodywork to suit the brake material requirements.



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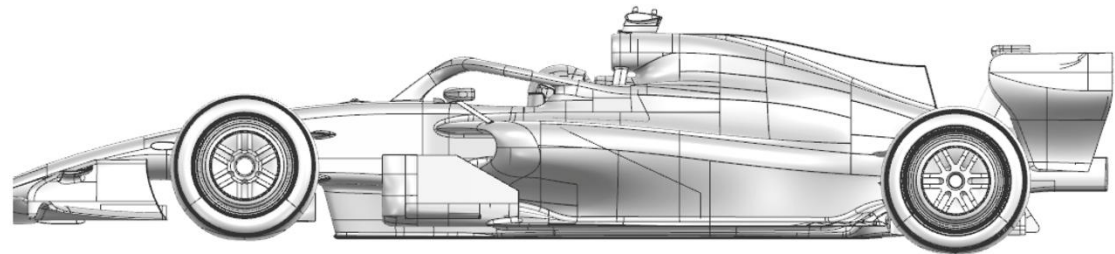
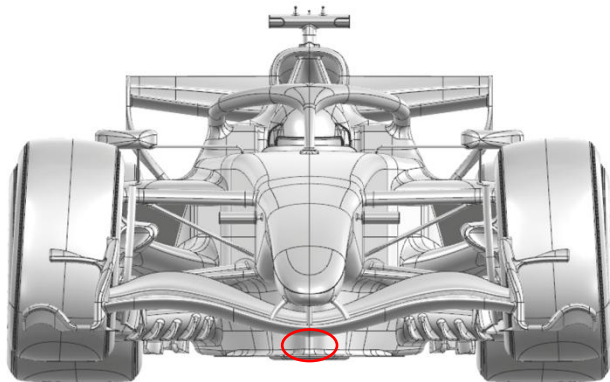
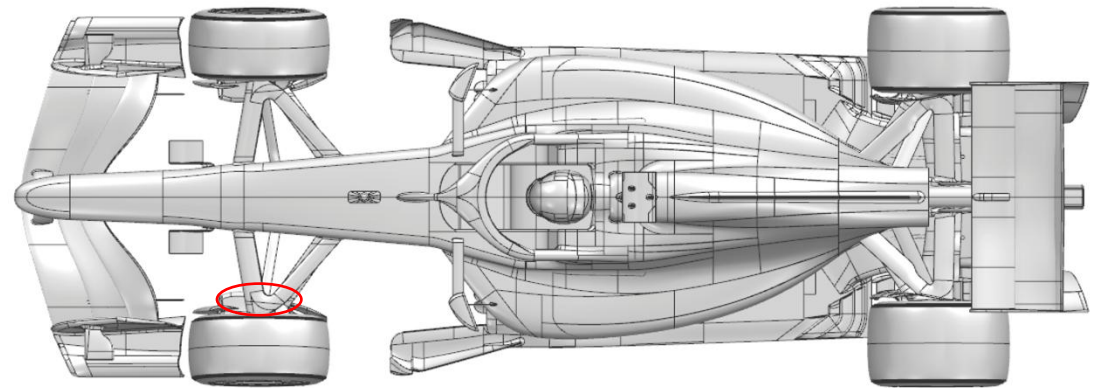
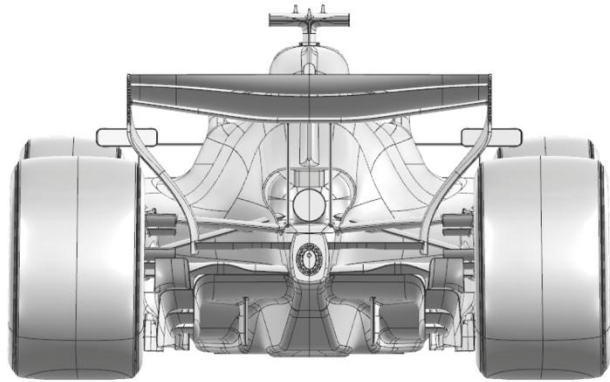


## Car Presentation – Japanese Grand Prix Scuderia Ferrari HP

	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	Front Corner	Performance - Local Load	Reduced front brake duct inboard exit area	The Suzuka Circuit braking duty allows us to introduce a smaller front brake duct geometry, trading off brake cooling for external aerodynamic performance benefits
2	Floor Body	Performance - Local Load	Revised front floor stay fairing profile	Minor geometrical update and not specific to this event, the reprofiling of the front floor stay fairing improves local flow features and returns floor performance gains



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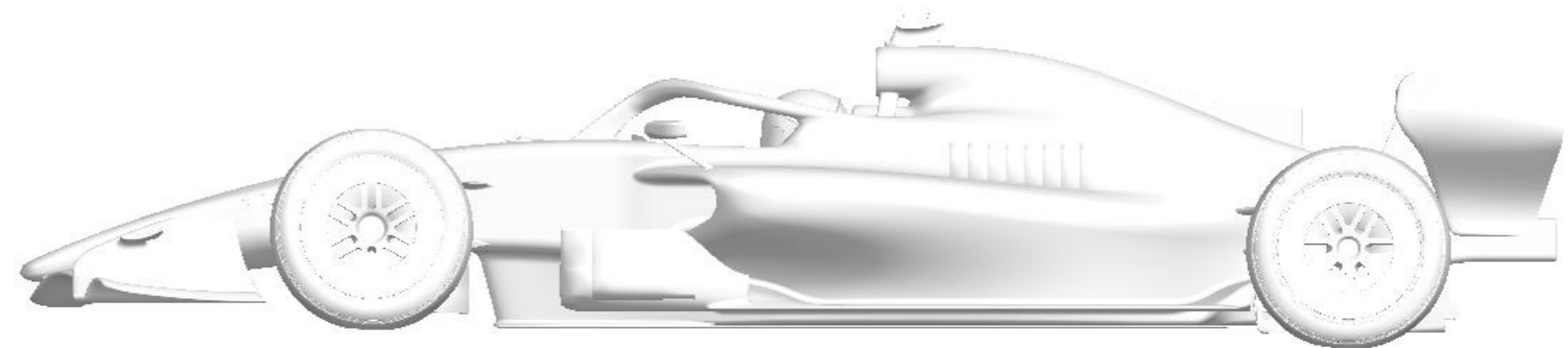
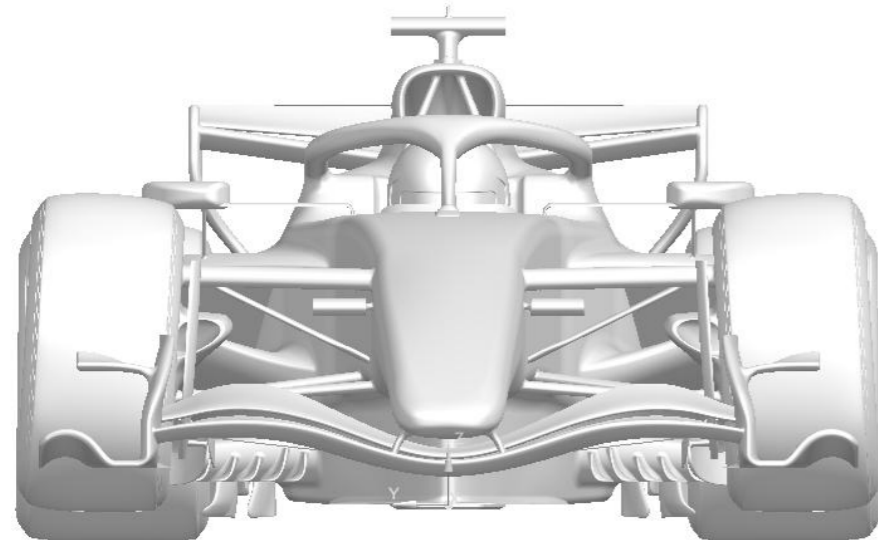
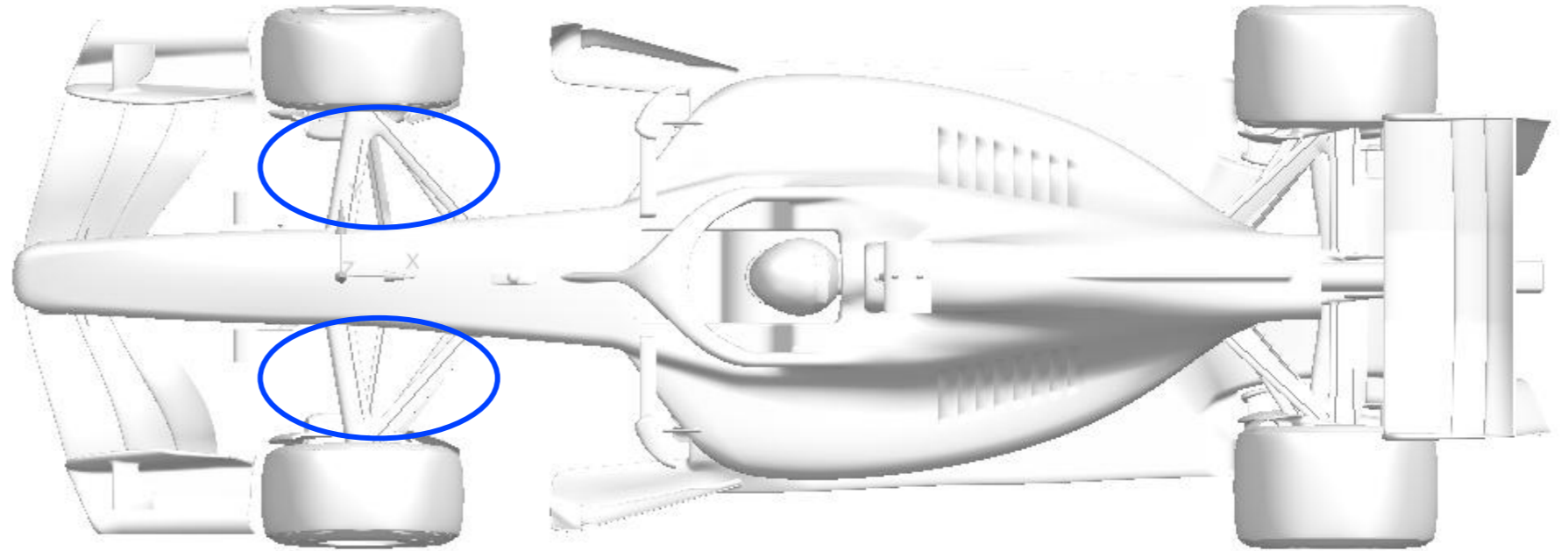
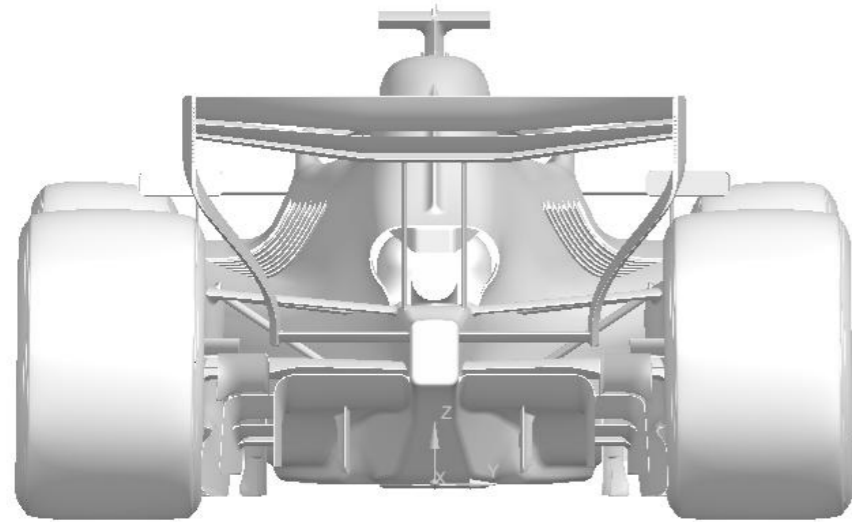


**Car Presentation – Japanese Grand Prix**  
**\*ATLASSIAN WILLIAMS F1\***

	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 Suspension	Performance – Structural Improvement	Compared to the launch car, a revised set of suspension claddings are available to package efficiently around the updated suspension structures.	The incidence and profiles of the external claddings have been optimised to work effectively with the new internal suspension structures to ensure that the impact on the downstream flow field is mitigated.



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**Car Presentation – Japanese Grand Prix  
Visa Cash App Racing Bulls**

No updates submitted for this event.



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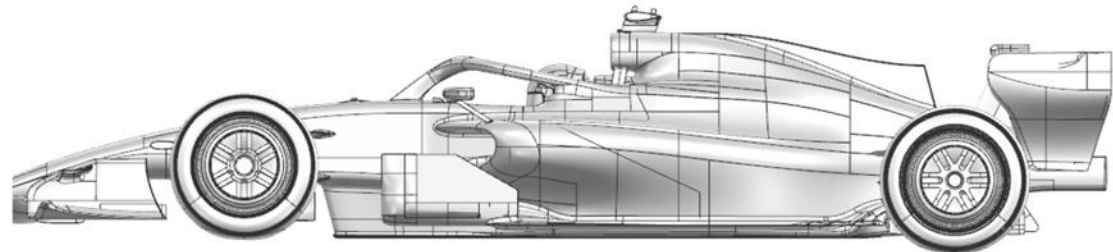
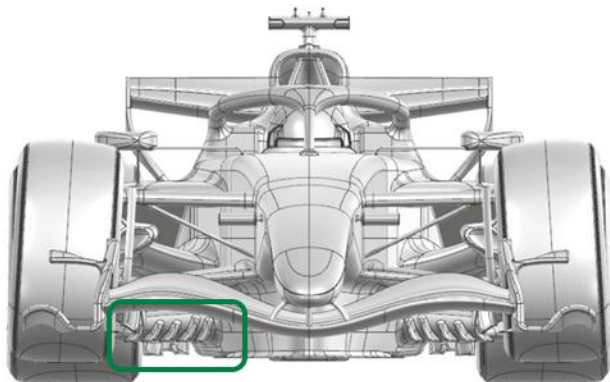
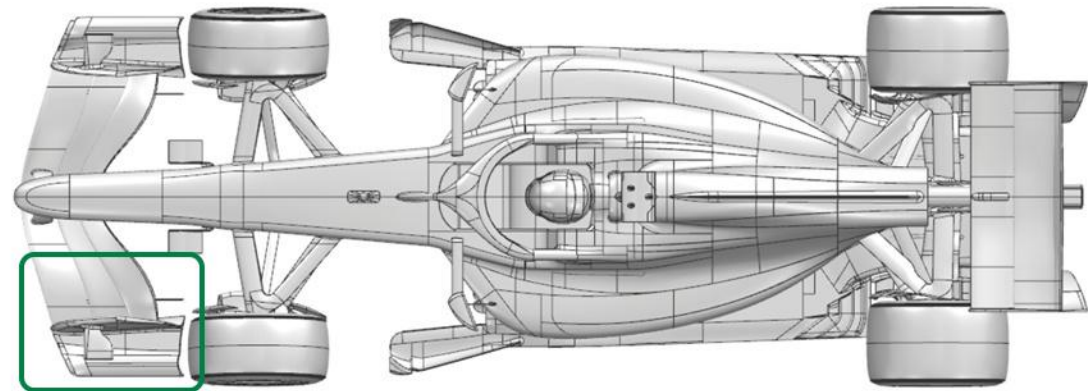
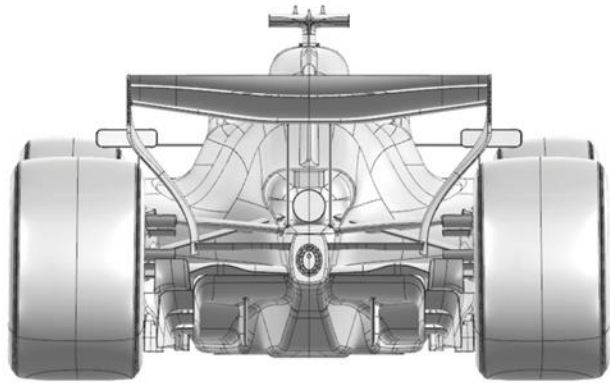


## Car Presentation – Japanese Grand Prix Aston Martin Aramco F1 Team

	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	The chord of the 3rd front wing profile is shorter in conjunction with a reduced length strake.	In conjunction with the front wing endplate change the modifications improve the load distribution at the outboard end of the wing.
2	Front Wing Endplate	Performance - Local Load	The edge of the outboard footplate is raised.	In conjunction with the front wing change the modifications improve the load distribution at the outboard end of the wing.
3	Floor Body	Performance - Local Load	The floor leading edge devices have been revised.	The new floor leading edge devices modify the spanwise generation of load across the width of the floor to improve performance.



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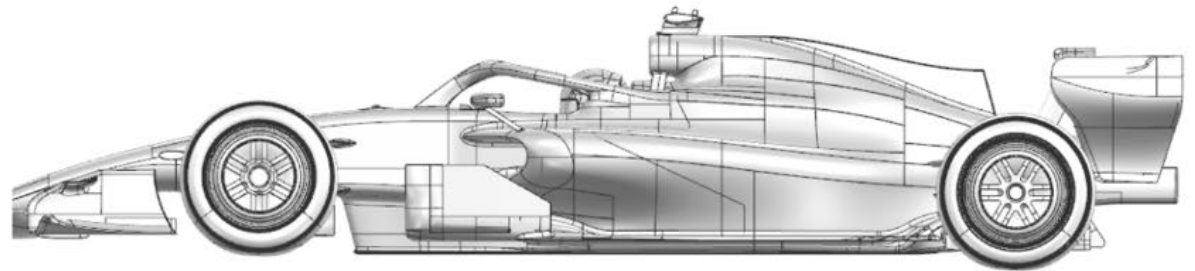
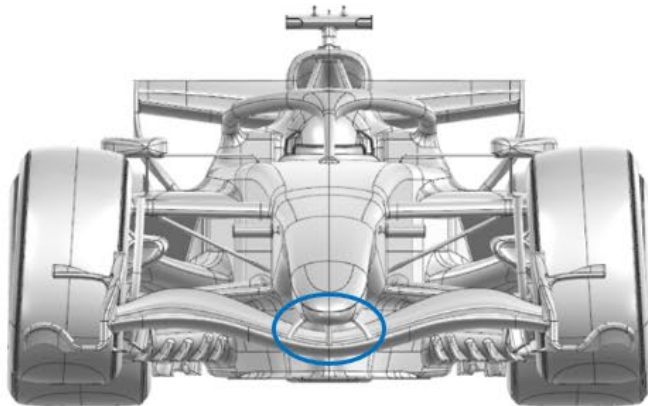
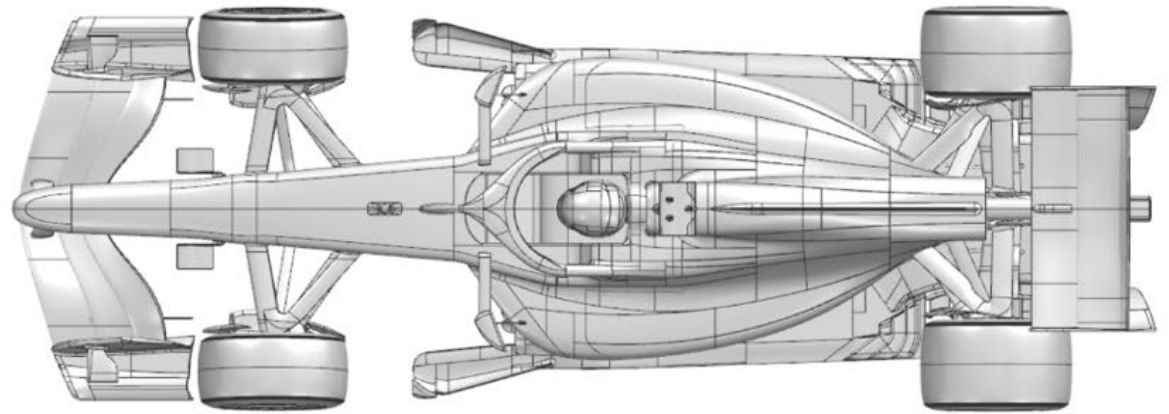
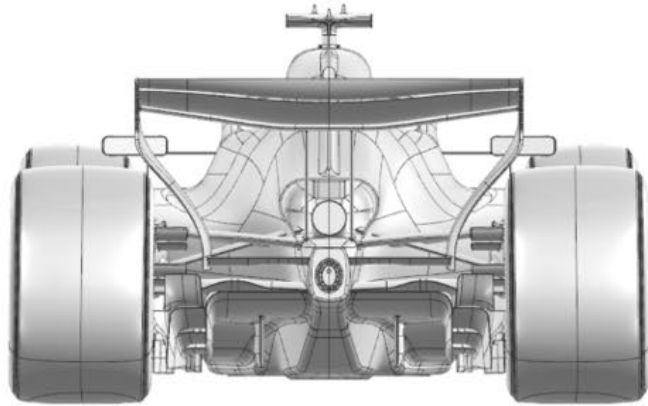
## Car Presentation – JAPANESE Grand Prix

### \*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	Front Wing	Performance - Flow Conditioning	The FW SM actuation system was simplified allowing smaller exposed geometries	The FW SM linkage was simplified, enabling a reduced external envelope. The smaller linkages decrease blockage and consequently improve the airflow directed towards the rear of the car.



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**Car Presentation – Japanese Grand Prix  
Audi Revolut F1 Team**

No updates submitted for this event.



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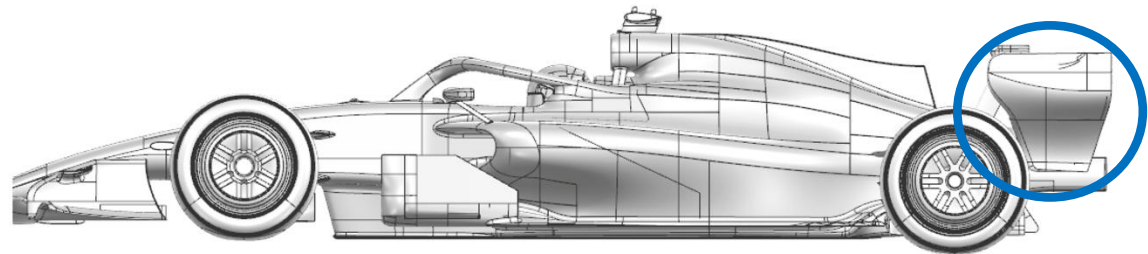
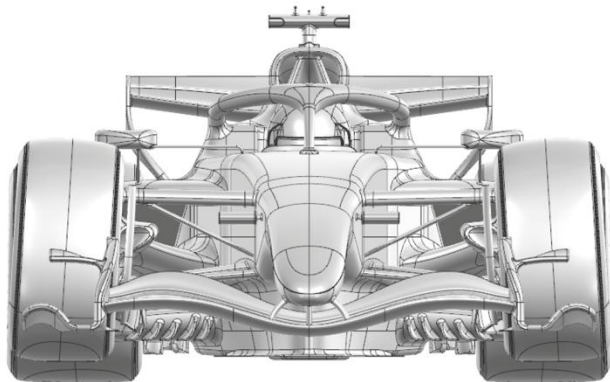
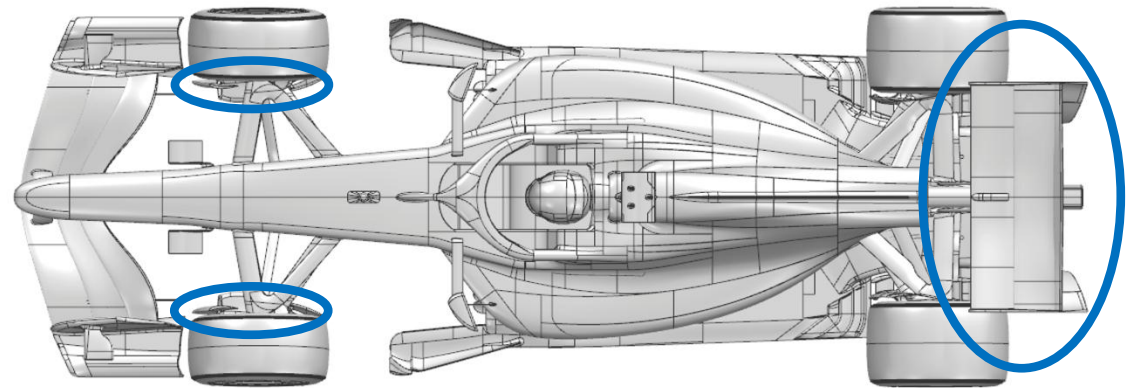
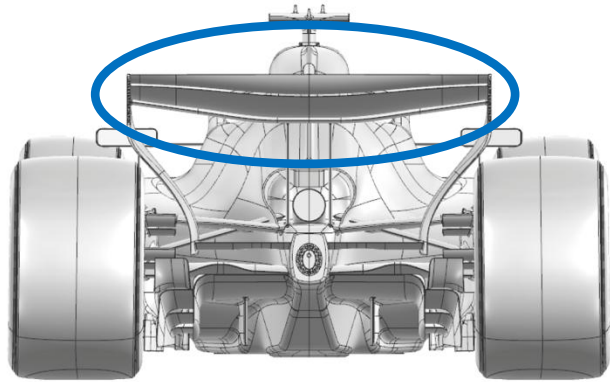


## Car Presentation – Japanese Grand Prix BWT Alpine F1 Team

	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	Front Corner	Performance - Flow Conditioning	Front deflector redesigned	The front deflector has been redesigned to improve the management of the local flowfield, ensuring a consistent delivery of performance throughout the entire operating range.
2	Rear Wing	Performance - Local Load	SM pod fairing and reprofiled elements	Local adjustments have been made to the rear wing to extract more performance out of it, both in Cornering and in Straight mode.
3	Rear Wing Endplate	Performance - Local Load	Re-designed of the lower part of the Rear Wing Endplate	The end plate has been redesigned to improve the flow conditioning at the rear of the car while also generating local load.



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## Car Presentation – Japanese 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	Diffuser Fence	Performance - Local Load	Lower edge detail change on diffuser fence	The diffuser fence has been redesigned with a lower profile to enhance overall ride height behaviour and improve aerodynamic performance across the operating envelope.
2	Diffuser	Performance – Local Load	Updated central diffuser trailing edge profile	The trailing edge profile of the diffuser has been revised and optimized to enhance overall performance and increase overall rear aerodynamic load.



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