FIA FORMULA 1 WORLD CHAMPIONSHIP

2026 UNITED STATES GRAND PRIX

23 - 25 October 2026

From	The FIA Formula 1 Media Delegate	**Document**	11
To	All Teams, All Officials	**Date**	23 October 2026
		Time	09:55

Title Car Presentation Submissions

Description Car Presentation Submissions

Enclosed 2026 United States Grand Prix - Car Presentation Submissions.pdf

Cameron Kelleher

The FIA Formula 1 Media Delegate

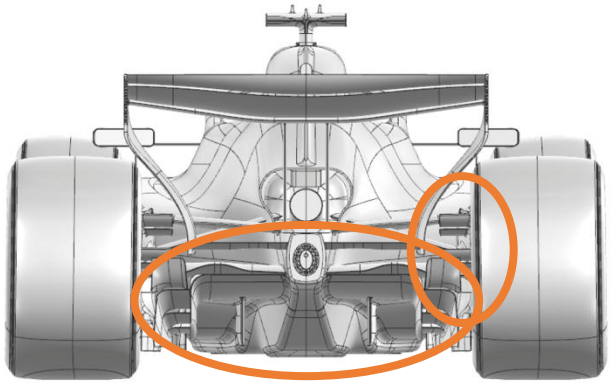
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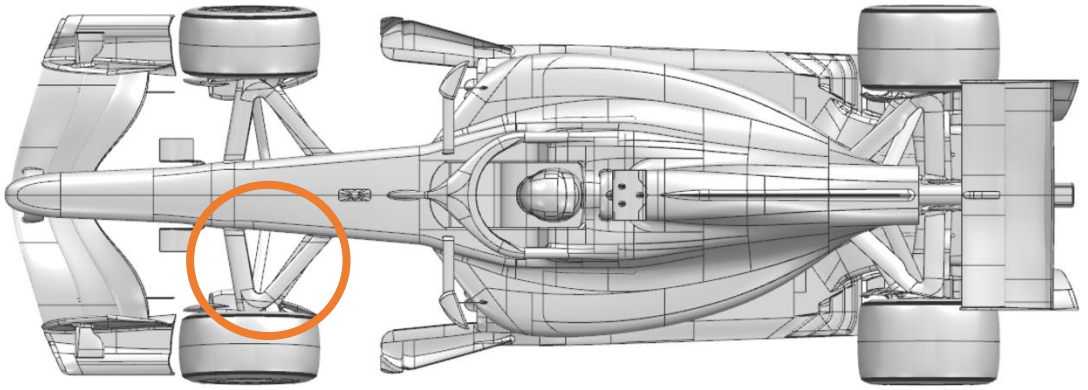
Car Presentation – United States Grand Prix

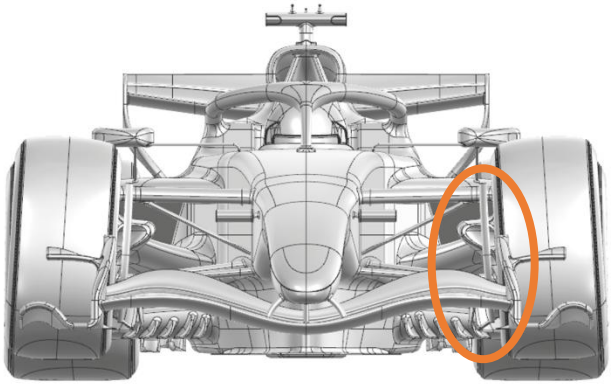
McLaren Mastercard F1 Team

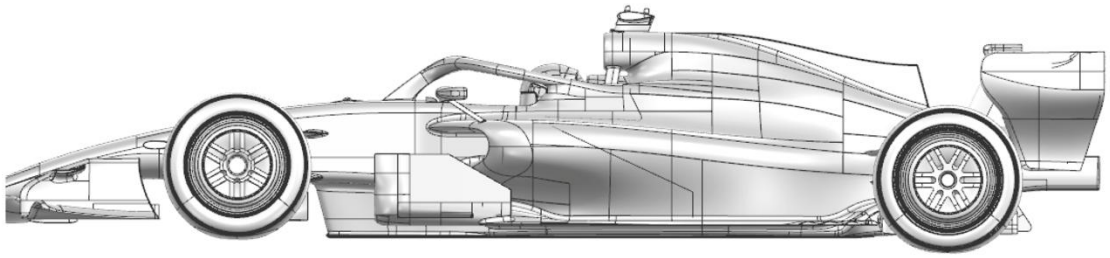
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Corner	Performance - Flow Conditioning	Revised Front Corner and Furniture	The front corner scoop and furniture have been revised in conjunction with the front suspension fairings aiming at improved flow conditioning.
2	Rear Corner	Performance - Flow Conditioning	Updated Rear Corner Furniture	The rear corner furniture has been revised to achieve an improvement in flow conditioning as well as increased local load.
3	Diffuser	Performance - Flow Conditioning	New diffuser geometry	The diffuser geometry has been modified aiming at an improvement of flow conditioning and local load across the speed range.

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Car Presentation – 2026 United States Grand Prix

Mercedes-AMG PETRONAS F1 Team

No updates submitted for this event.

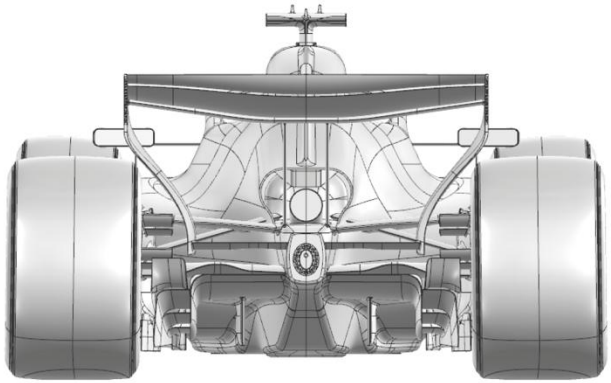
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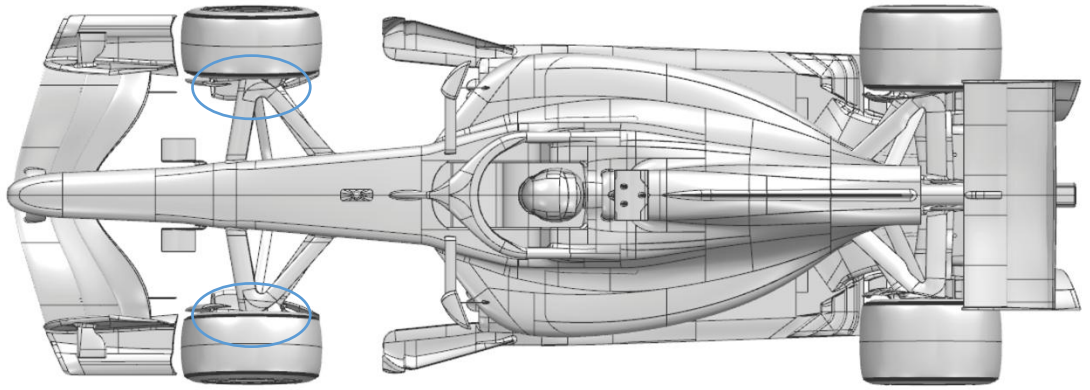
Car Presentation – USA-Austin Grand Prix

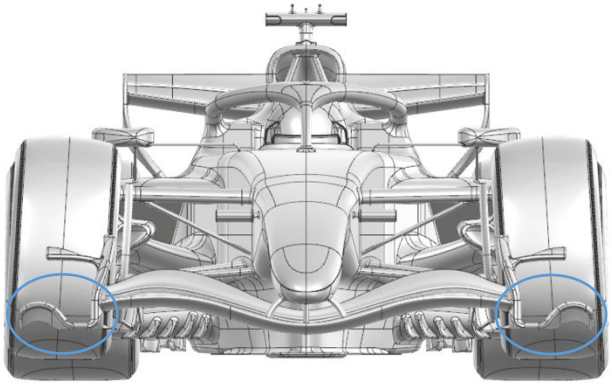
Oracle Red Bull Racing

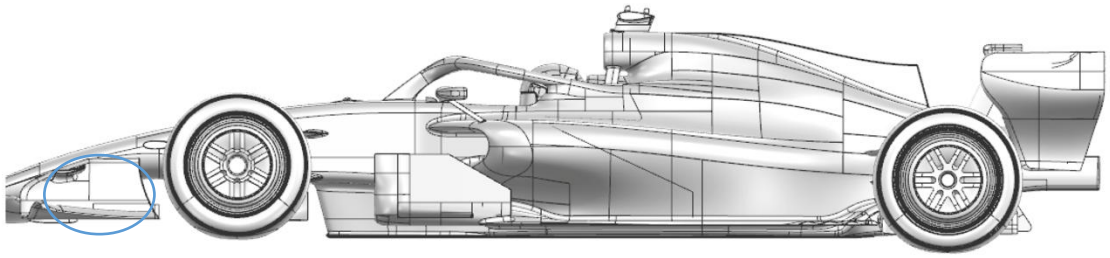
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Wing	Performance - Local Load	Additional vane on the endplate foot plate	Taking the recently introduced front wing geometry, an option to operate with the tyre temperature turning vane has been added for evaluation, offering a tyre surface temperature measurement as well as more local load with similar flow stability.
2	Front Corner	Reliability	Elastomeric gaitor profile revision	The periphery of the gaitor has been revised to reduce the likelihood of tearing the elastomeric material during running by reducing the strain in the regions of highest deflection when steering lock is applied.

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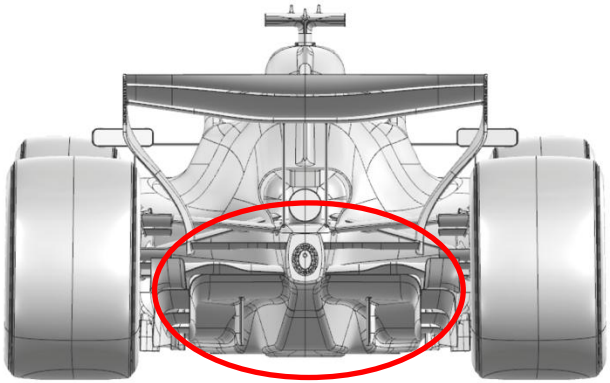


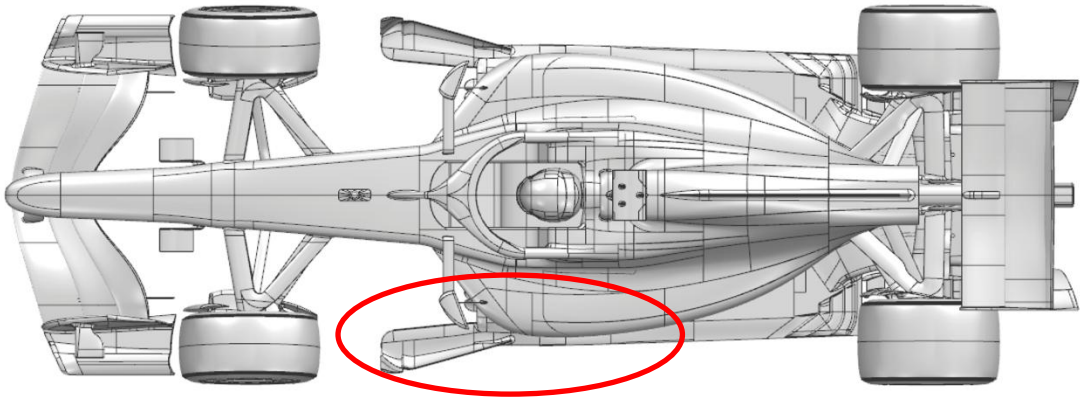
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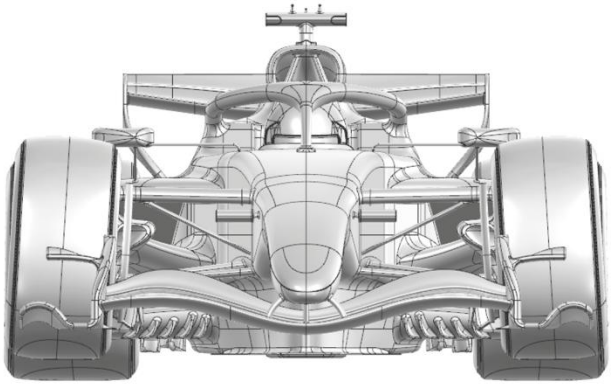
Car Presentation – United States Grand Prix

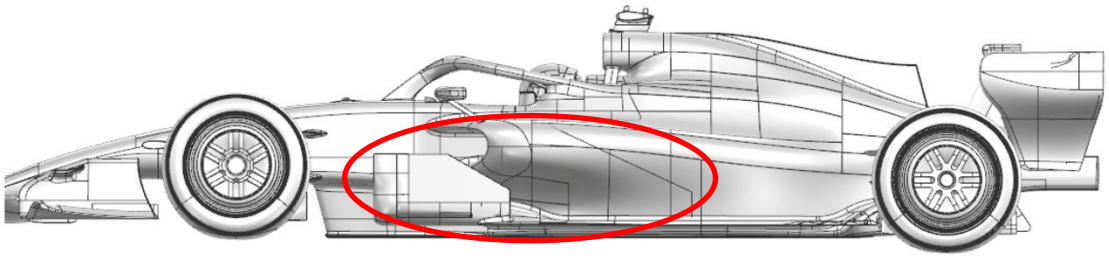
SCUDERIA FERRARI HP

	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	Floor Body	Performance – Local Load and Flow Conditioning	Updated board brace layout, redesigned front floor leading edge reshaping of both inboard vertical and top horizontal board elements	Key development features have focused on increasing floor downforce (on both front and rear parts) whilst also increasing energy levels and flow stability sent towards the back of the car
2	Floor Board			
3	Sidepod Inlet / Coke		Sidepod inlet additional lower volume, reshaped undercut and coke line volumes	
4	Diffuser		Revised diffuser volume, expansion profile, fence loading and trailing edge outboard furniture	Benefitting from improved onset flow quality, the diffuser expansion and overall geometry has been further optimized, and returns increased aerodynamic load in an efficient way









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Car Presentation – USA Grand Prix
Williams

No Updates

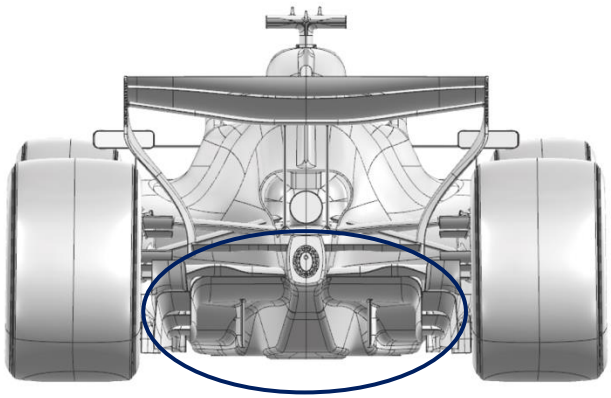
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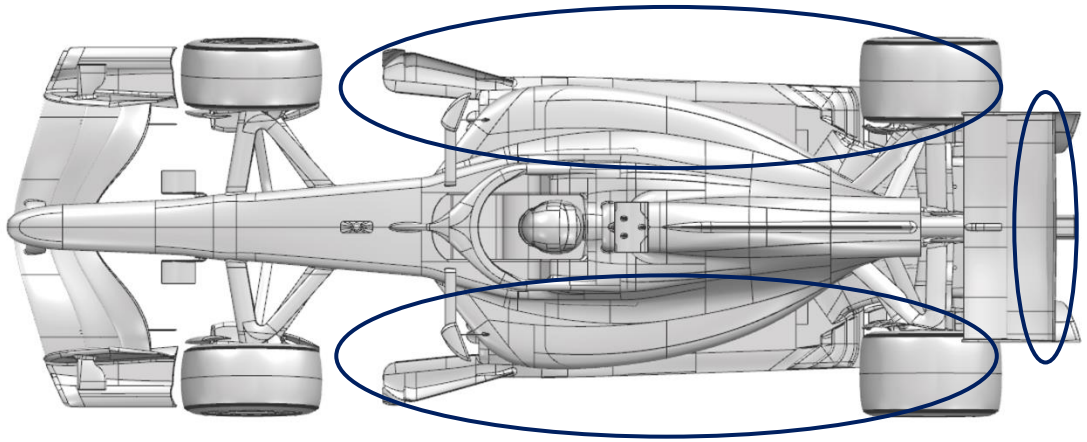
Car Presentation – United States Grand Prix

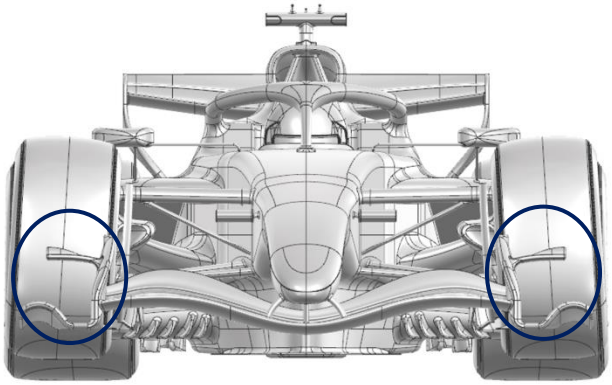
Visa Cash App Racing Bulls

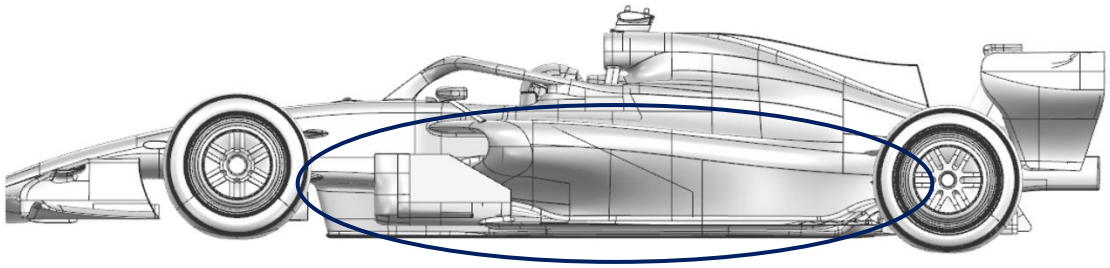
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Front Wing	Performance - Flow Conditioning	New front wing endplate	The front wing endplate plays an important role in managing the flow around the front tyres. These updates further improve the management of the flow field downstream.
2	Rear Wing	Performance - Local Load	New flap elements	The camber and chord of the rear wing flap elements has been modified to clean up the local flow and allow the wing to generate more load.
3	Floor Body	Performance - Local Load	Multiple changes including leading edge devices, board and floor edge	A combination of developments across a number of key floor components which improves the overall flow management around the floor. This translates into an efficient downforce increase.
4	Coke/Engine Cover	Performance - Flow Conditioning	Reprofiled shoulder and undercut	Working in combination with the updates made to the floor, the changes to the engine cover help manage the flow as it passes around the side of the car and towards the rear.

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Car Presentation – United States Grand Prix

Aston Martin Aramco F1 Team

No updates submitted for this event.

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Car Presentation – Austin Grand Prix
TGR HAAS F1 TEAM

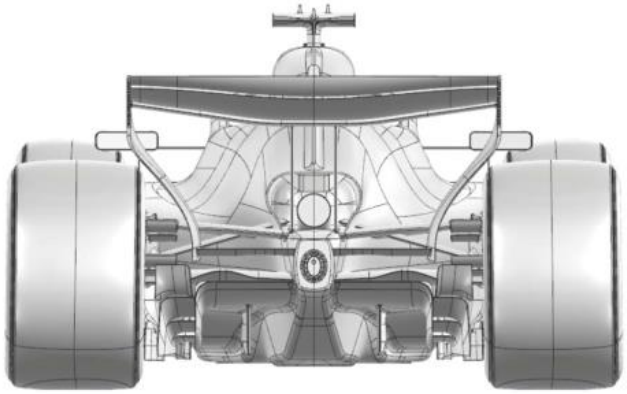
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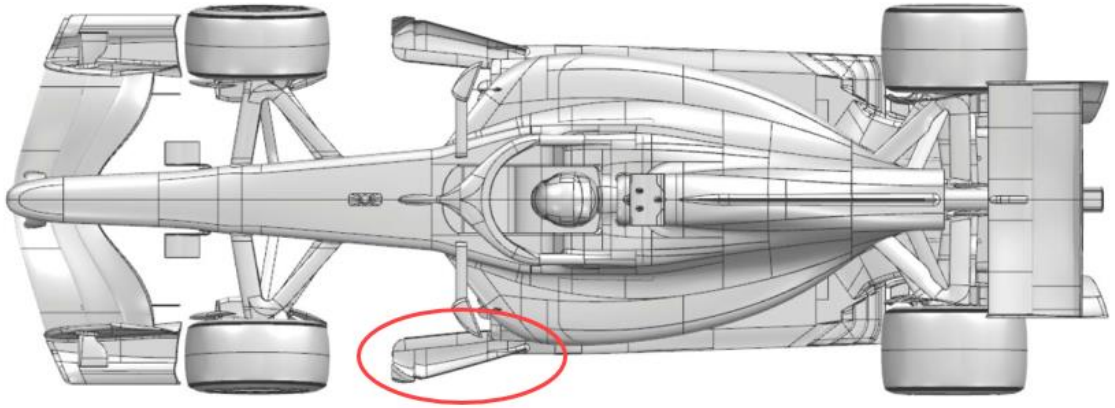
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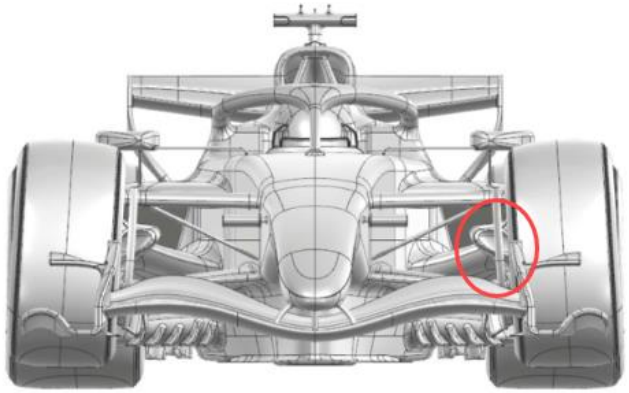
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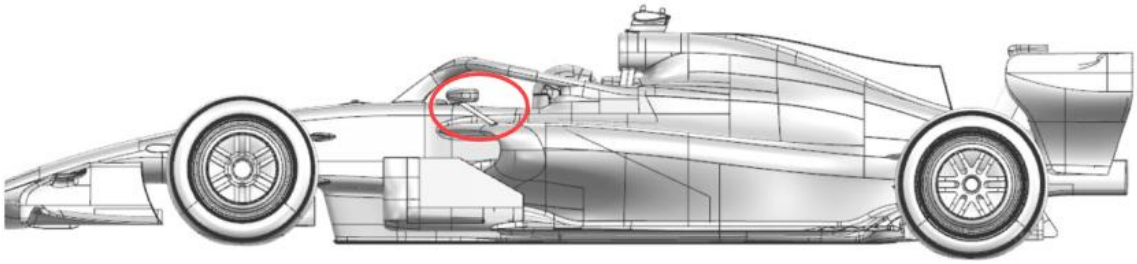
Audi Revolut F1 Team

	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 Corner	Performance - Flow conditioning	New front brake duct	The revised front brake duct provides updated cooling characteristics together with associated aerodynamic performance, complementing the latest development steps introduced.
2	Front Floor	Performance - Flow conditioning	New Floor Board	The updated floorboard geometry is intended to improve local flow conditioning and support the overall aerodynamic performance of the floor assembly.
3	Mirror stay	Performance - Flow conditioning	New Mirror Stay	The updated mirror stay geometry complements the revised front corner configuration and supports the overall aerodynamic performance of the car package introduced lately.









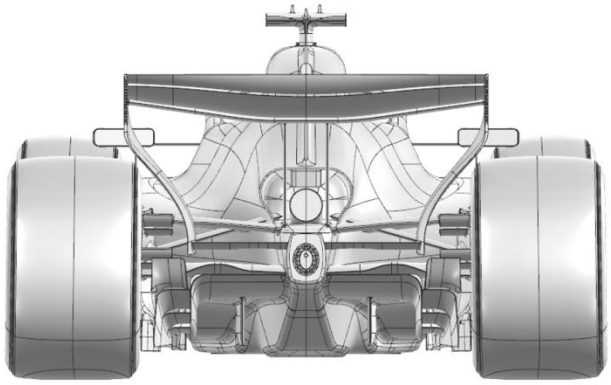
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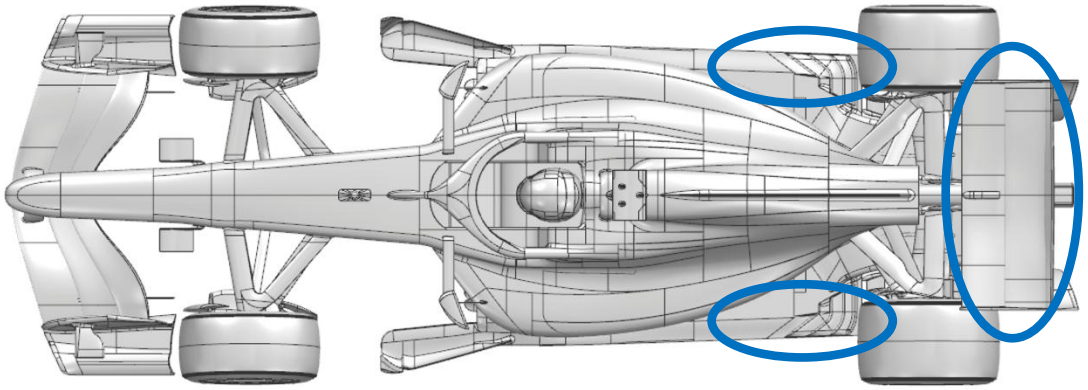
Car Presentation – United States Grand Prix

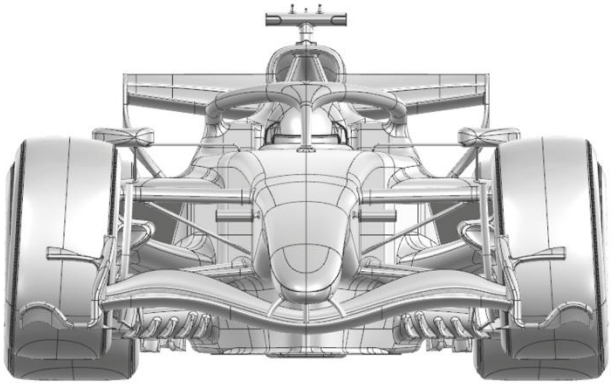
BWT Alpine F1 Team

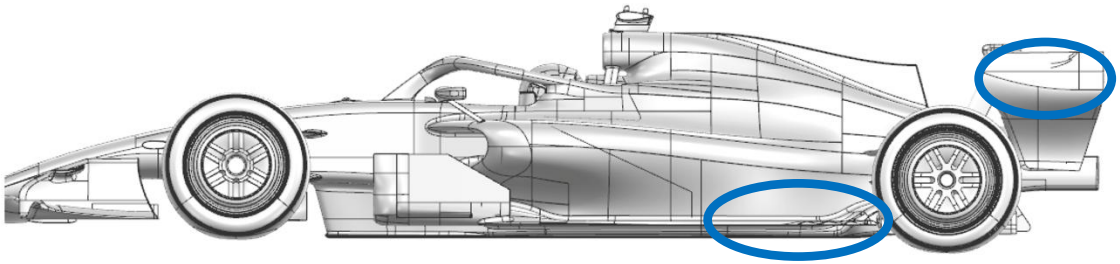
	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works (min 20, max 100 words)
1	Floor Corner	Performance - Local Load	Redesigned rear floor corner	The rear floor corner has been redesigned to improve the local flowfield interaction with the rear corner while also increasing local load.
2	Rear Wing	Performance - Local Load	Reprofiled rear wing flap	The second and third element flap of the rear wing have been redesigned to improve rear wing flow quality and overall load delivery.

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Car Presentation – United States 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	Floor Fences	Performance – Flow Conditioning	Updated Forward Floor Fence Geometry	Revised geometry improves flow conditioning to the rear of the car and reduces sensitivity to changes in car attitude, whilst retaining overall aerodynamic load
2	Cooling Louvres	Performance – Cooling Range	Updated Sidepod Top Deck Cooling Louvres	The sidepod top deck louvres have been updated to increase the power unit cooling capacity, whilst minimising the effect on aerodynamic performance

