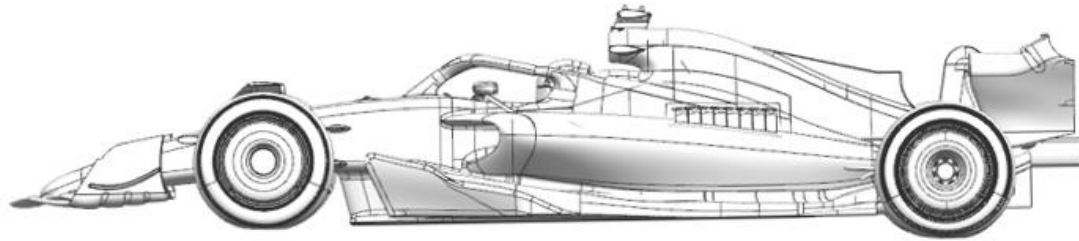
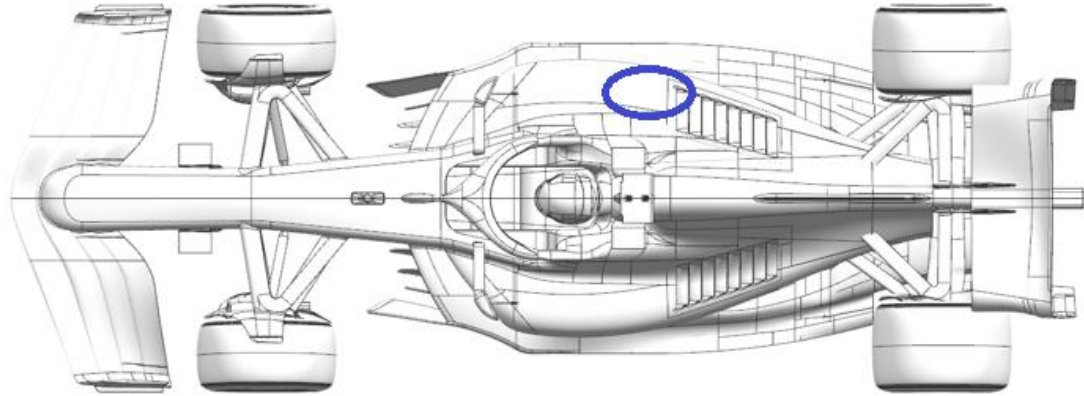
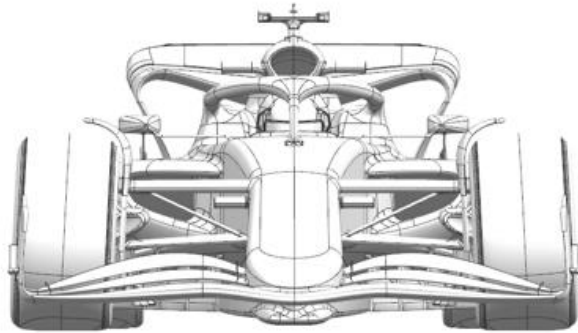
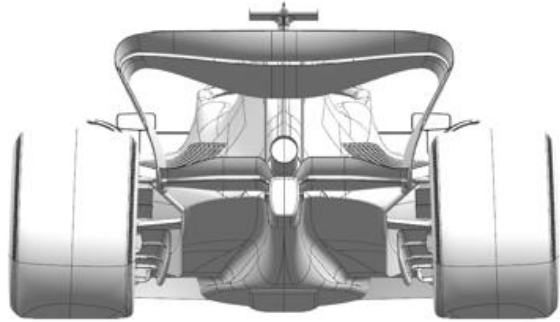


## Pre-Event Automobile Display – Mexico City Grand Prix

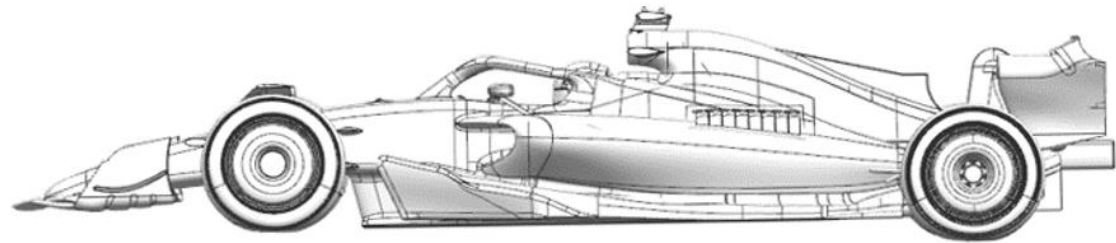
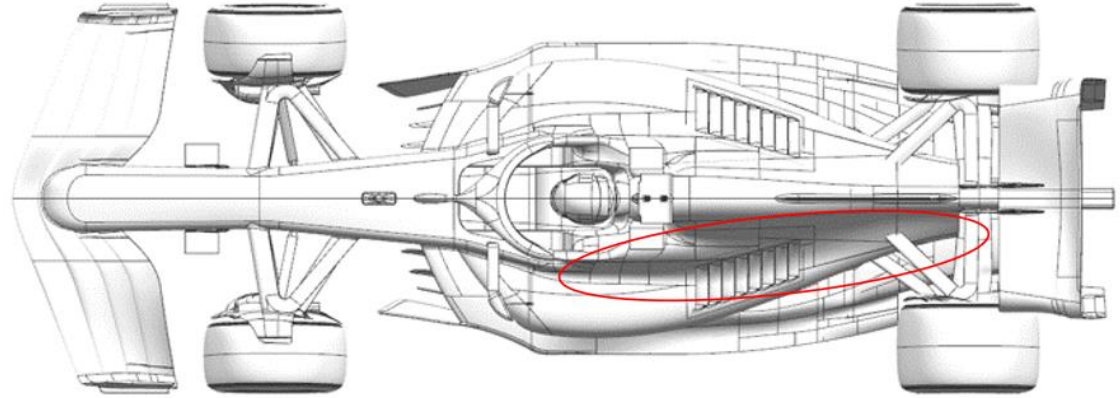
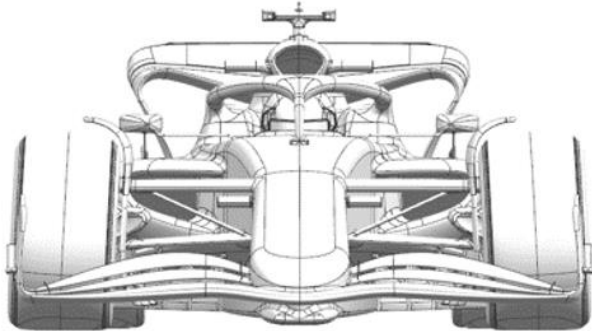
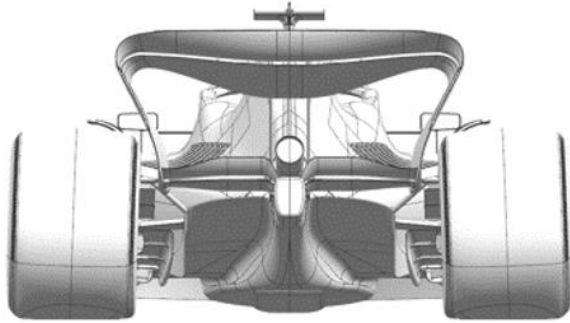
### ORACLE RED BULL RACING

	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Cooling Louvres	Reliability	Enlarged forward exit louvres for the right side.	To achieve sufficient cooling in the lower atmospheric pressure of Mexico City, the right side forward louvre exits have been enlarged.



## Scuderia Ferrari

	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Cooling Louvres	Circuit specific - Cooling Range	Additional cockpit louvres and cooling exit gurneys	Specific to the requirements of the Mexico City circuit, these new louvres and gurney geometries are extending the top end of the engine cooling capacity



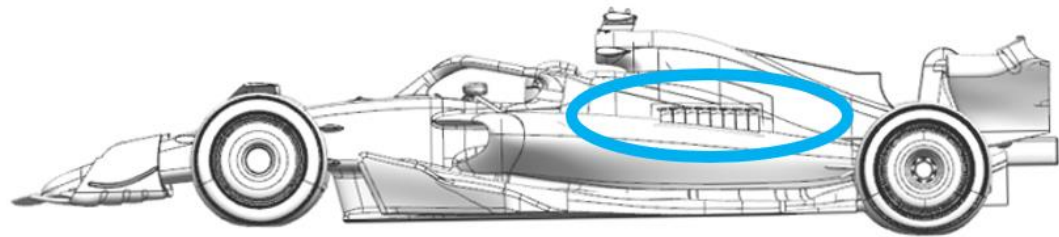
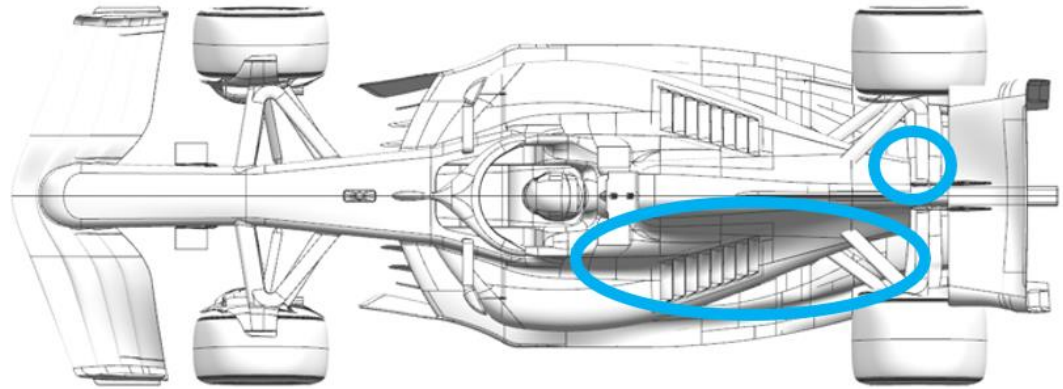
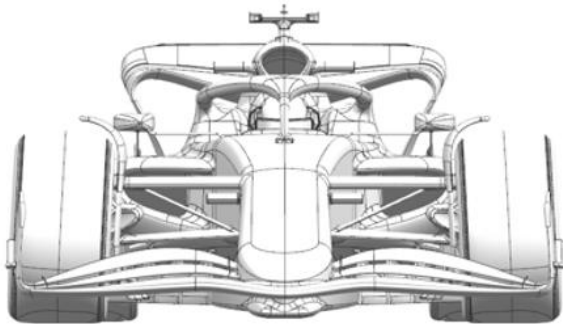
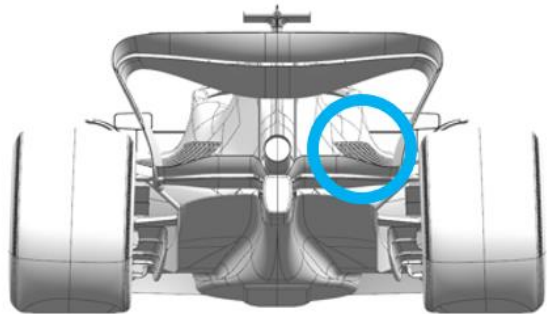


## **Mercedes-AMG Petronas F1 Team**

**No updates submitted for this event.**

## BWT Alpine F1 Team

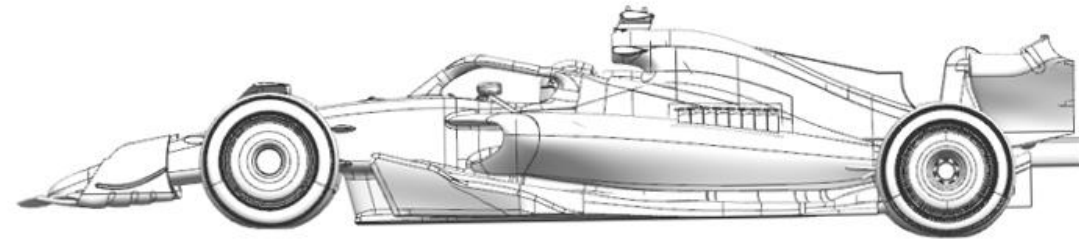
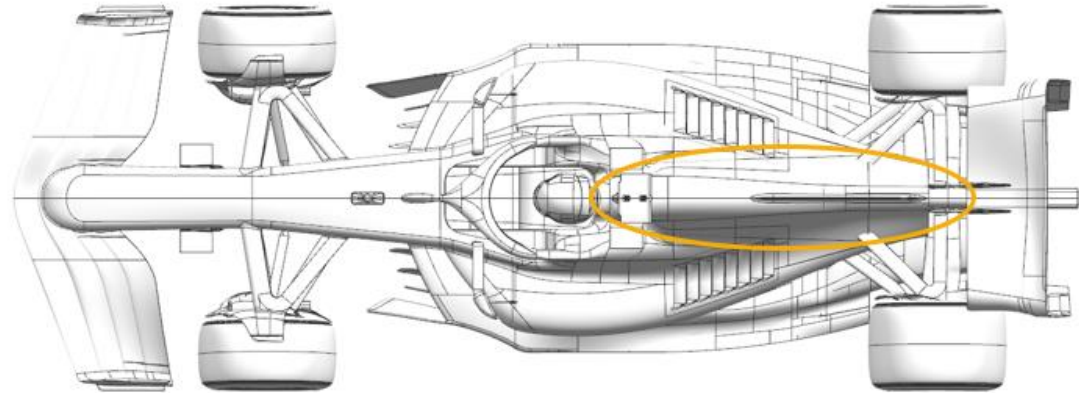
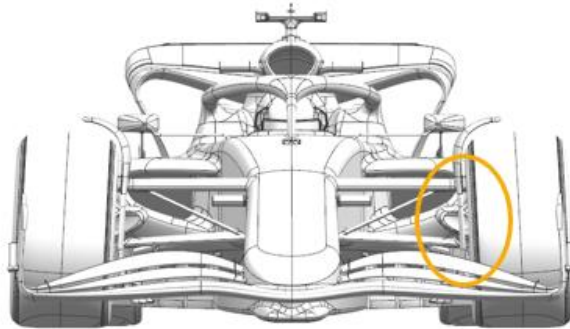
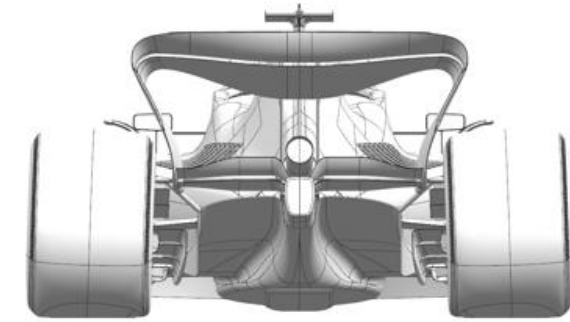
	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Cooling Louvres	Circuit specific - Cooling Range	Deeper mid louvres than the previous maximum cooling louvres.	Due to the high altitude and air density in Mexico City, the deeper mid louvres provides higher maximum cooling levels. This update was used in Qatar FP1 as a test item for this race.
2	Coke/Engine Cover	Circuit specific - Cooling Range	Bigger coke panel exit at the rear of the car.	Due to the high altitude and air density in Mexico City, the bigger coke panel exit at the rear of the car provides higher maximum cooling levels.



### McLaren F1 Team

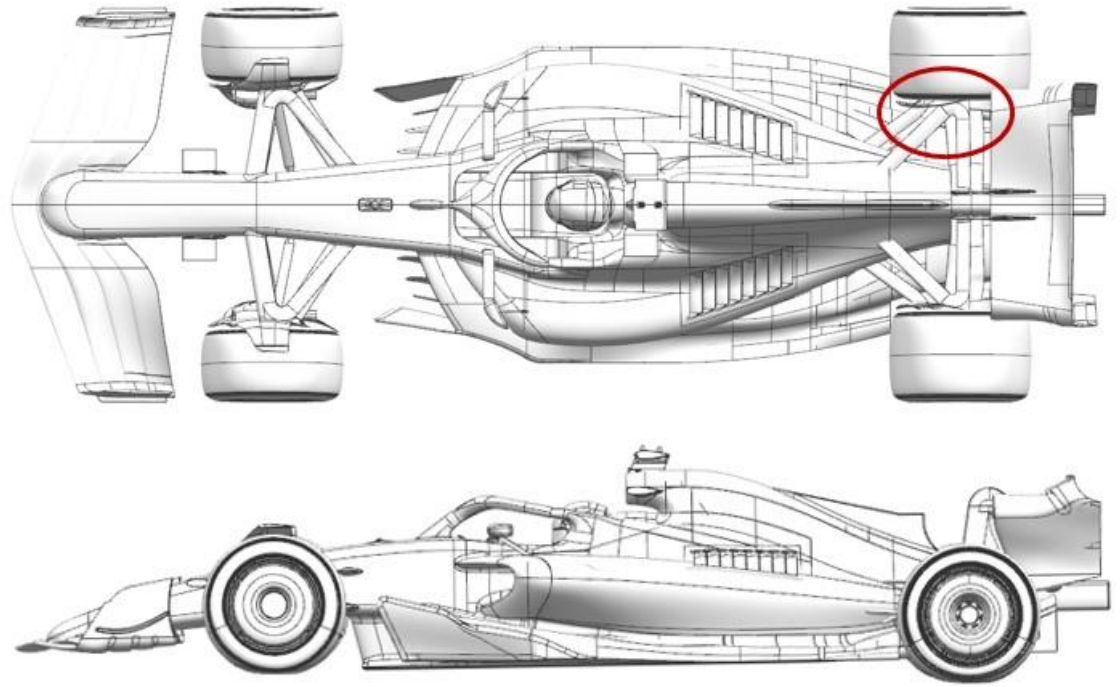
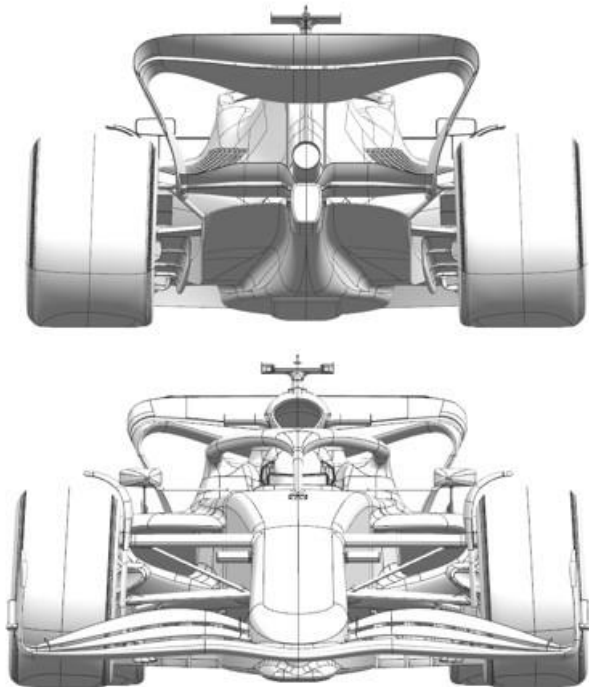
	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Coke/Engine Cover	Circuit specific - Cooling Range	Revised Engine Cover geometry	The new engine cover geometry allows for increased massflow through the radiators, which is required at this circuit due to the particular ambient conditions.
2	Front Corner	Circuit specific - Cooling Range	Larger FBD Scoop	To manage the effect of the particular ambient conditions seen at this circuit on Brake cooling performance, a larger Front Brake Scoop has been designed to increase Front Brake Cooling capacity.





## Alfa Romeo F1 Team Stake

	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Rear Corner	Performance - Flow Conditioning	Redesigned rear brake duct	The updated rear brake duct works in conjunction with the floor introduced in Austin to improve the aerodynamic efficiency of the car and generate downforce.



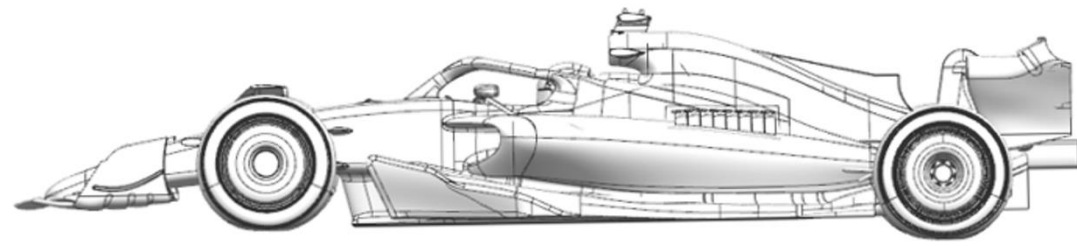
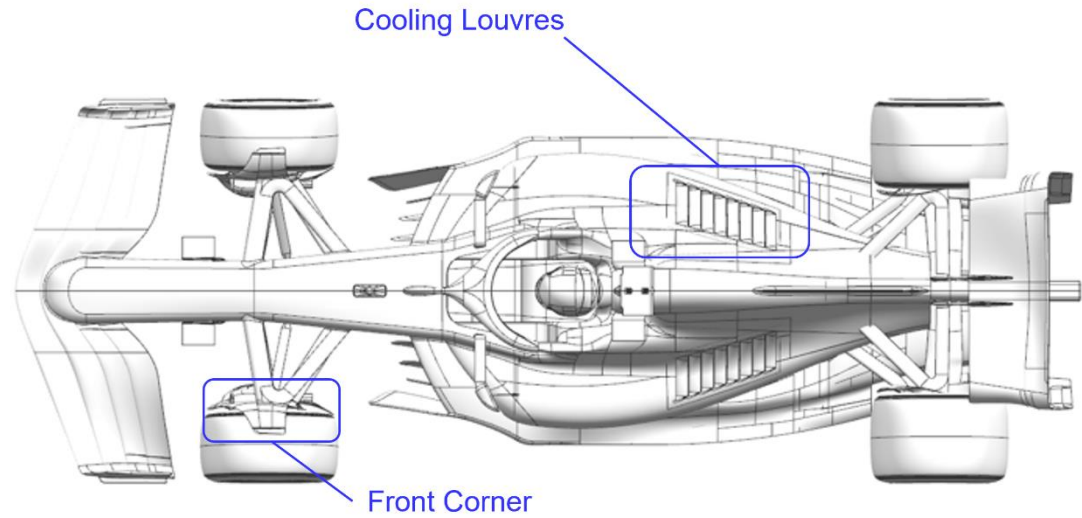
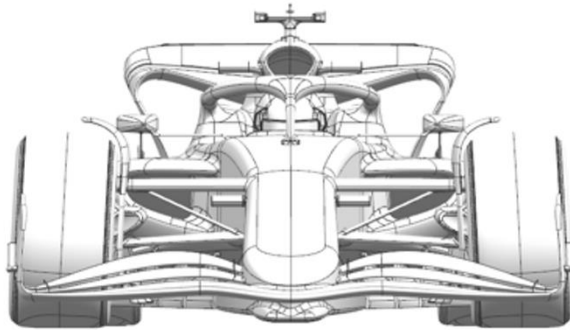
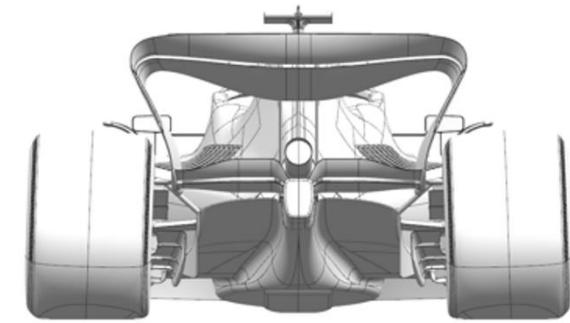


## **Aston Martin Aramco Cognizant Formula One Team**

**No updates submitted for this event.**

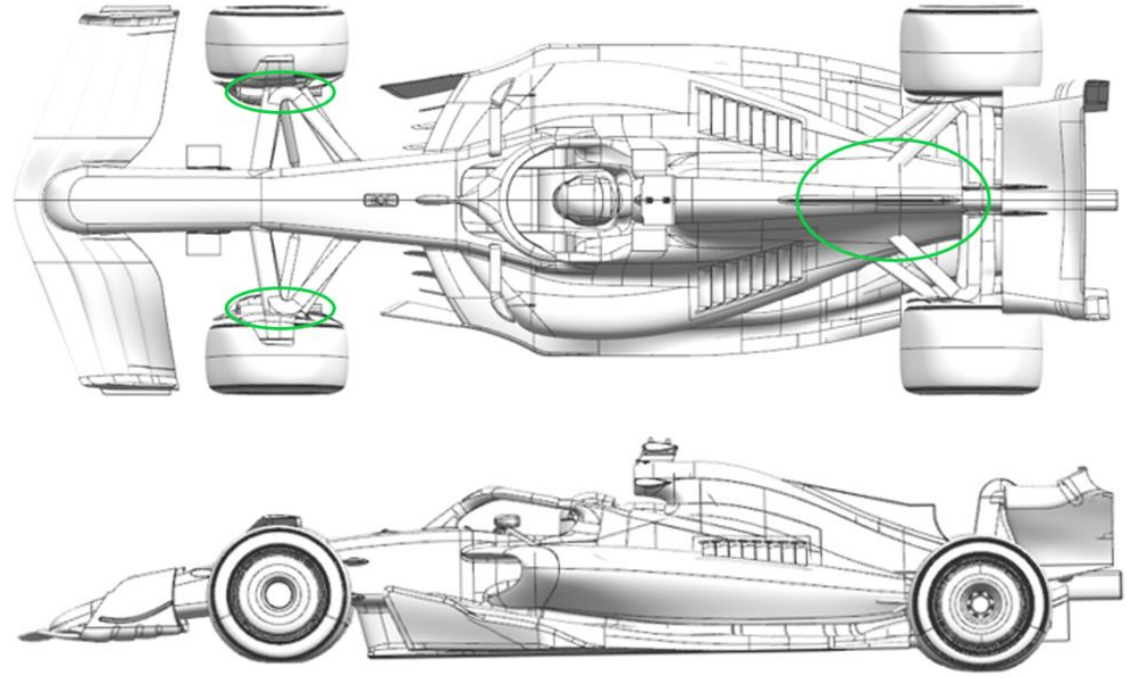
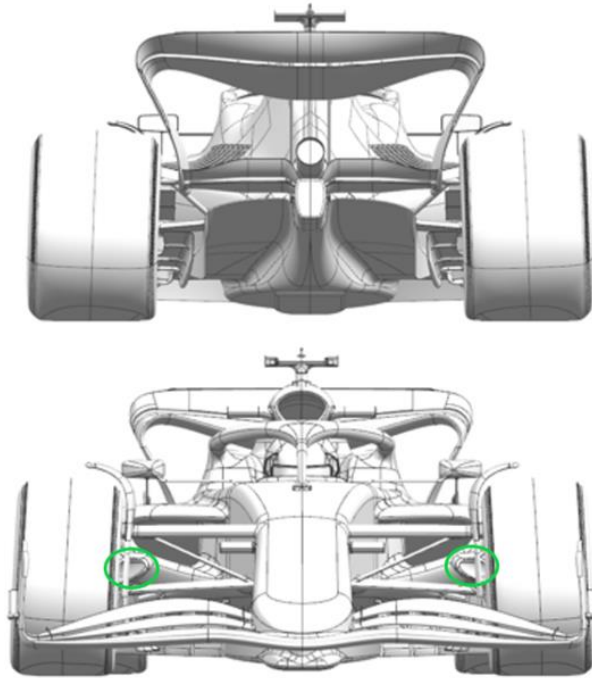
## MoneyGram Haas F1 Team

	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Front Corner	Circuit specific - Cooling Range	Small modification at the exit of the Front Brake Duct Scoop.	This new option of the geometry of the outlet cooling duct of the Front Brake system will allow the engineers to adjust the brake cooling with a variation of the aerodynamic forces around the front corner.
2	Cooling Louvres	Circuit specific - Cooling Range	New louvers option due to the Bodywork and Engine cover that was introduced in the previous race.	A different option than that one used in the previous race, will be available considering the characteristics of Mexico circuit and the altitude.



## SCUDERIA ALPHATAURI

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Corner	Circuit specific - Cooling Range	Relative to the previous geometry, the front brake duct has been modified.	The brake duct has been increased in size to increase the mass flow through the system to increase disc and caliper cooling given the extreme demands of this high altitude circuit.
2	Coke/Engine Cover	Circuit specific - Cooling Range	Relative to the previous geometry, the central engine cover has been modified.	The size of the central engine cover exit has been increased in size to increase mass flow through central radiator cores given the extreme cooling demands of this high altitude circuit.





## Williams

	<b>Updated component</b>	<b>Primary reason for update</b>	<b>Geometric differences compared to previous version</b>	<b>Brief description on how the update works</b>
1	Coke/Engine Cover	Circuit specific - Cooling Range	A larger engine cover with a bigger rear centreline exit is available if required	This allows more cooling air to be drawn through the coolers to reduce the temperature of the PU and gearbox fluids
2	Cooling Louvres	Circuit specific - Cooling Range	Additional louvres are available if required	This allows more cooling air to be drawn through the coolers to reduce the temperature of the PU and gearbox fluids

