



FIA FORMULA 1 WORLD CHAMPIONSHIP



# 2024 CHINESE GRAND PRIX

## 19 - 21 April 2024

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<b>From</b>	The FIA Formula One Media Delegate	<b>Document</b>	6
<b>To</b>	All Teams, All Officials	<b>Date</b>	19 April 2024
		<b>Time</b>	08:52

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**Title** Car Presentation Submissions

**Description** Car Presentation Submissions

**Enclosed** 2024 Chinese Grand Prix - Car Presentation Submissions.pdf

**Roman De Lauw**

**The FIA Formula One Media Delegate**



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**Car Presentation – Japanese Grand Prix  
ORACLE RED BULL RACING**

No updates submitted for this event.



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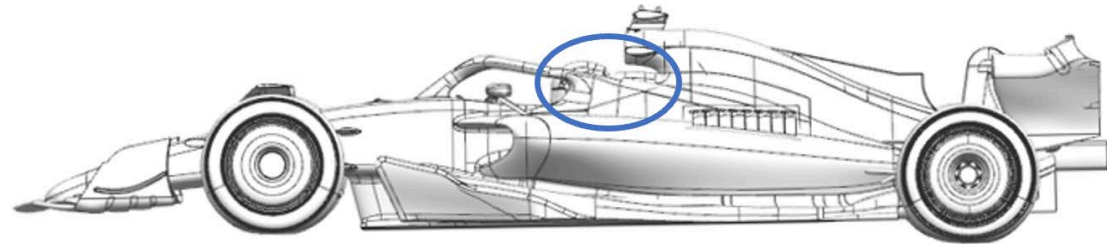
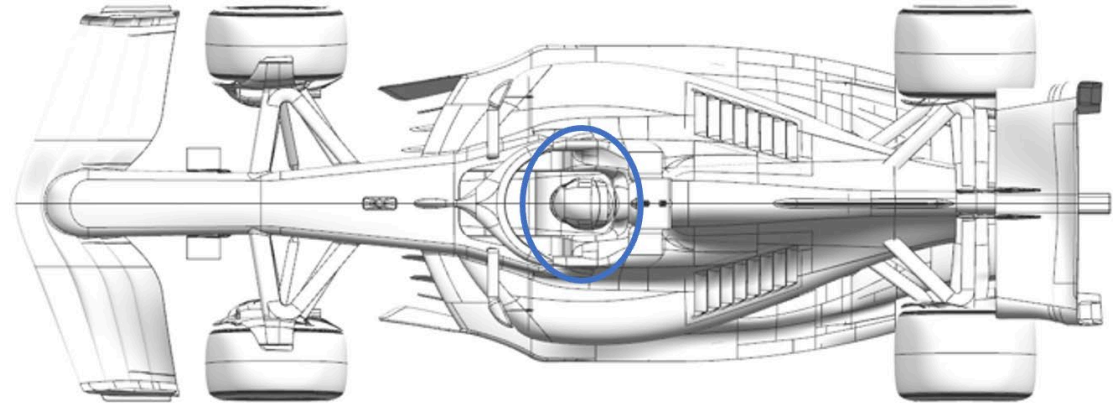
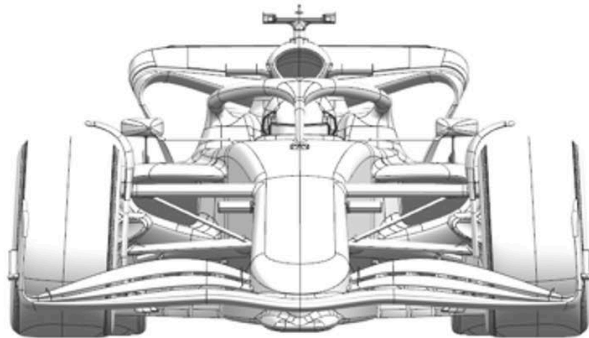
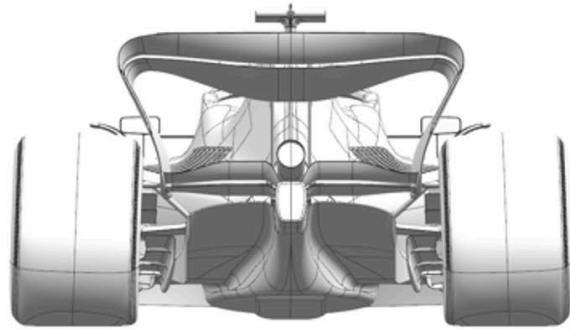


## MERCEDES-AMG PETRONAS F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Halo	Performance - Flow Conditioning	Small flick added either side of the cockpit, behind the Halo.	Generates small vortices, which help control the flow out of the cockpit, and in doing so improve flow to the rear wing assembly.



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**SCUDERIA FERRARI**

**No updates submitted for this event.**



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## **MCLAREN FORMULA 1 TEAM**

**No updates submitted for this event.**



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**ASTON MARTIN ARAMCO FORMULA ONE TEAM**

No updates submitted for this event.



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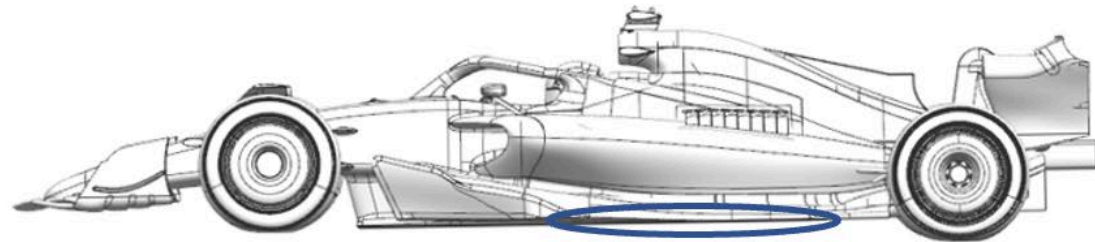
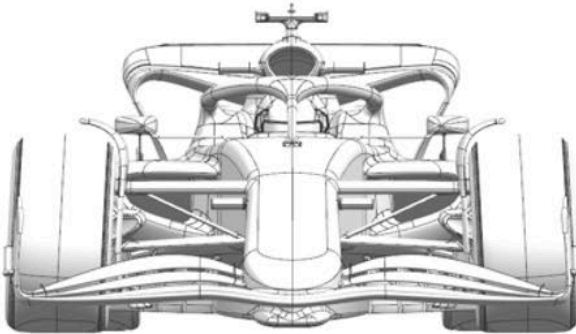
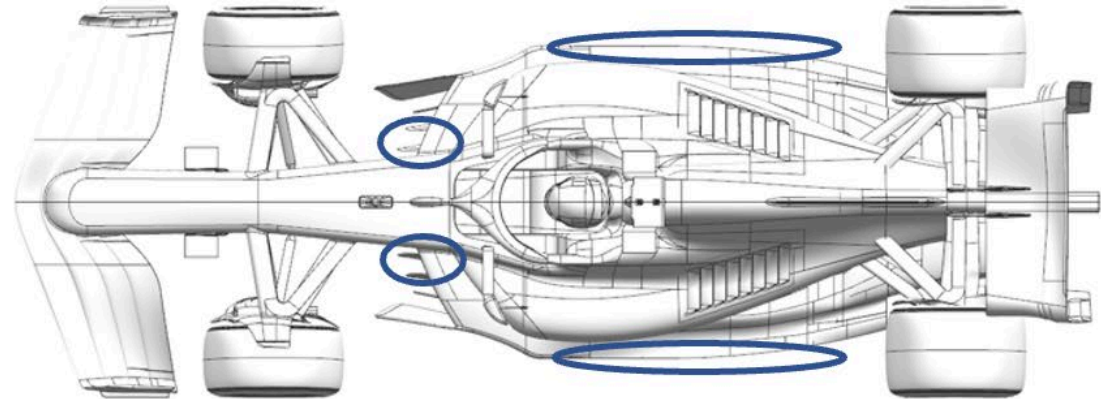
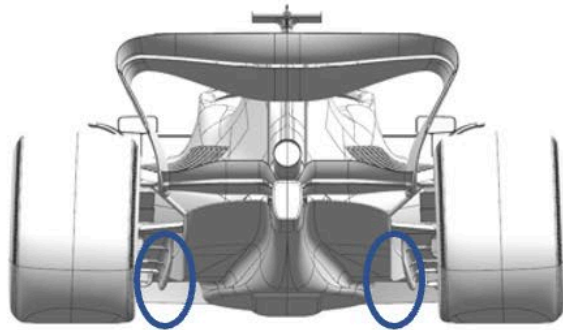
## BWT ALPINE F1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Floor Body	Performance - Flow Conditioning	Revised diffuser letterbox in the diffuser sidewall.	Revised flow around the rear corner improves flow control around the rear tyre.
2	Floor Fences	Performance - Local Load	Heavily revised inboard front floor fence geometry.	Significant change from flow to front of the floor gives an increase in overall downforce.
3	Floor Edge	Performance - Flow Conditioning	Revised floor edge wing.	Different flow around the floor edge effecting performance further down the car.





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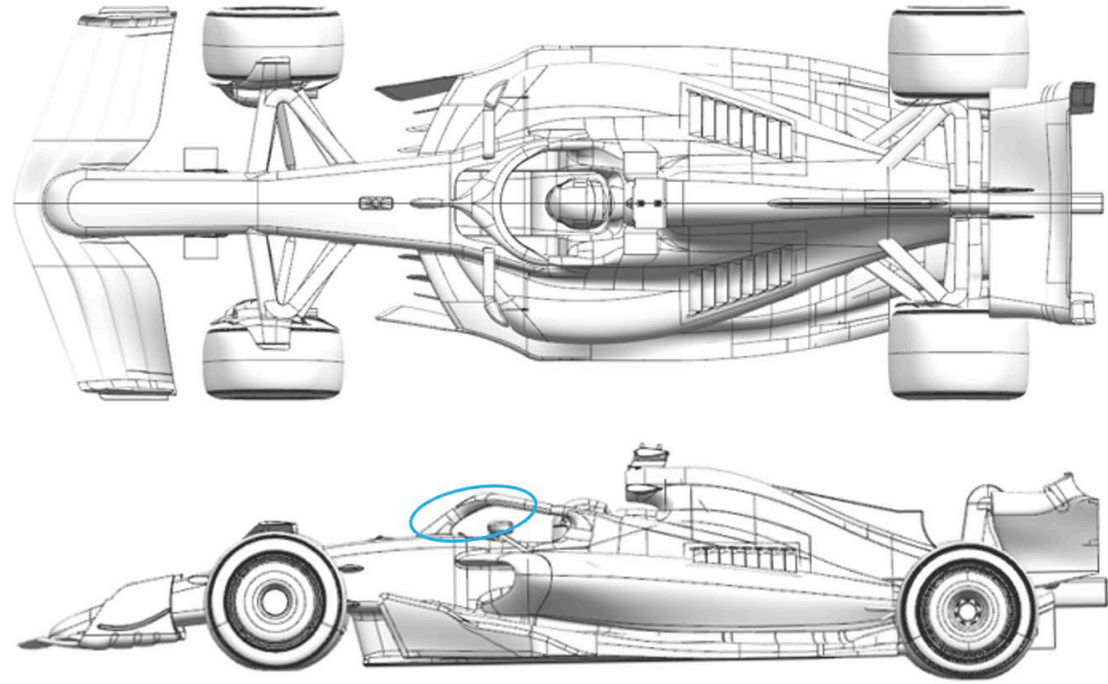
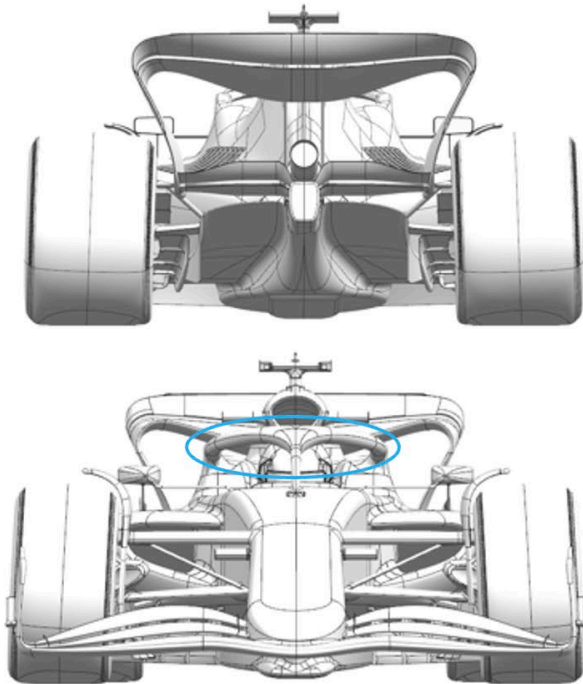


## WILLIAMS RACING

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Halo	Performance - Flow Conditioning	The geometry of the forward part of the HALO shroud is updated.	The new geoemtry cleans-up the flow around the HALO and better controls the losses from the cockpit opening. This helps improve the flow to the rear wing and beam wing and gives a small increase in aerodynamic efficiency.



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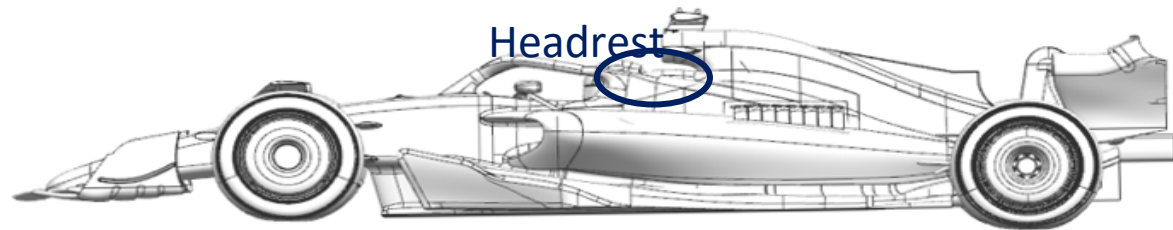
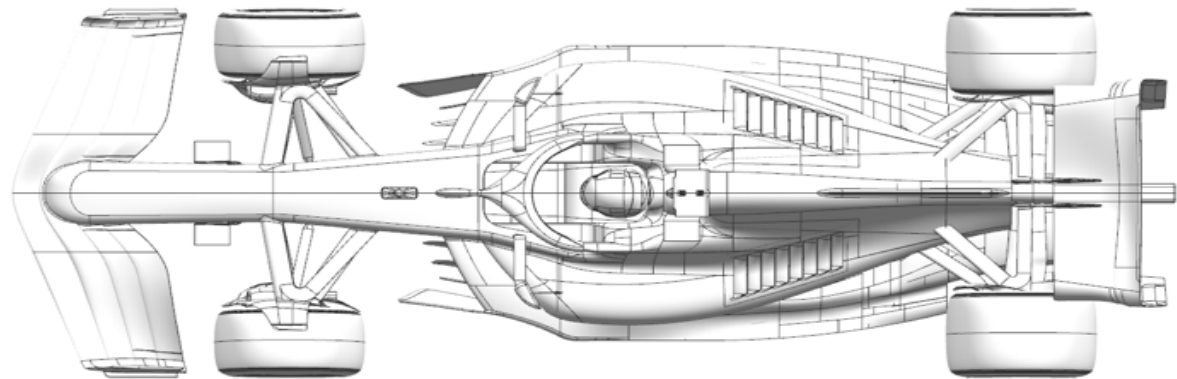
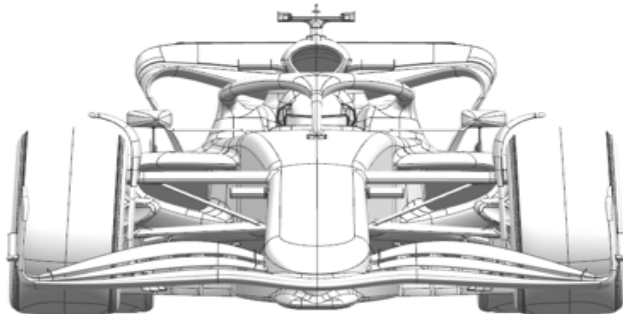
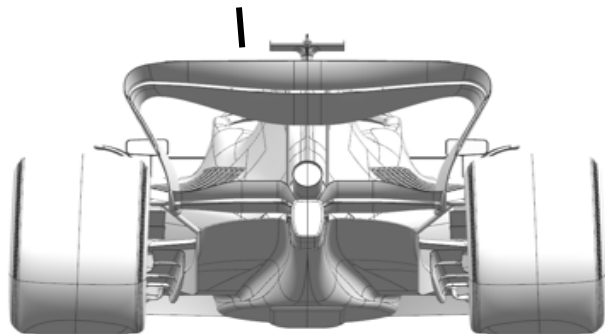


### VISA CASH APP RB FORMULA ONE TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Headrest	Performance - Flow Conditioning	The area of the headrest behind the driver's helmet has been reshaped.	Airflow separation behind the driver's helmet is reduced, improving the flow quality downstream.



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## STAKE F1 TEAM KICK SAUBER

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	Floor Fences	Performance - Flow Conditioning	Improved alignment of the front floor fences	The new layout improves floor extraction and works in combination with the new floor later edge, resulting in more downforce.
2	Floor Edge	Performance - Local Load	Re-alignment of the floor edge devices	This new geometry is designed to work in combination with the new front floor fences, with the aim to improve drivability.
3	Coke/Engine Cover	Performance - Drag reduction	Slimmer centre exit with larger cooling louver layout	This configuration allows improved performance all over the cooling polar slope, as it reduces the lower energy flow impacting the rear end of the car.
4	Rear Corner	Performance - Flow Conditioning	Rear Corner devices incidence change	The incidence change on the rear corner elements improves the local flow features, resulting in an increase in local load.
12	Mirror	Performance - Flow Conditioning	Slimmer Mirror housing	The new design shrinks the frontal size of the Mirror and therefore reduces its wake, minimizing the impact on the rear of the car.



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