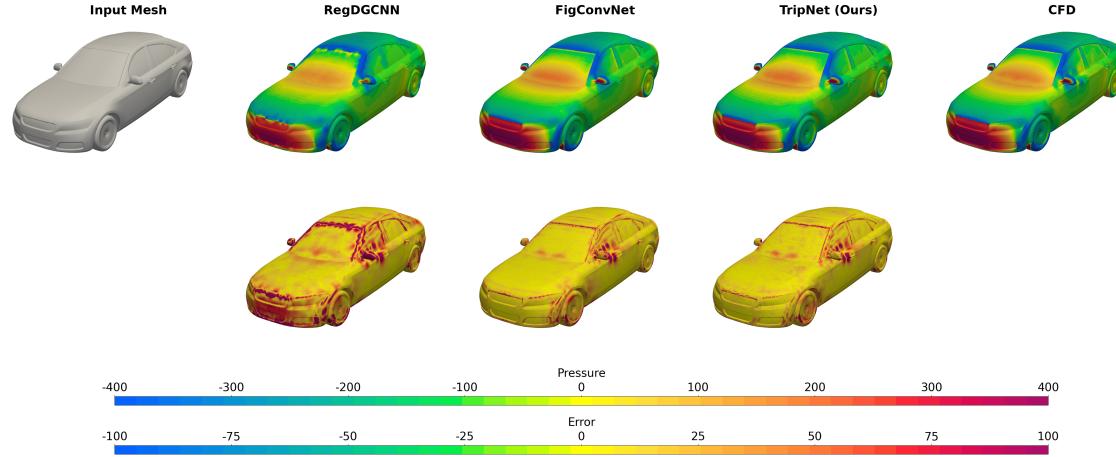
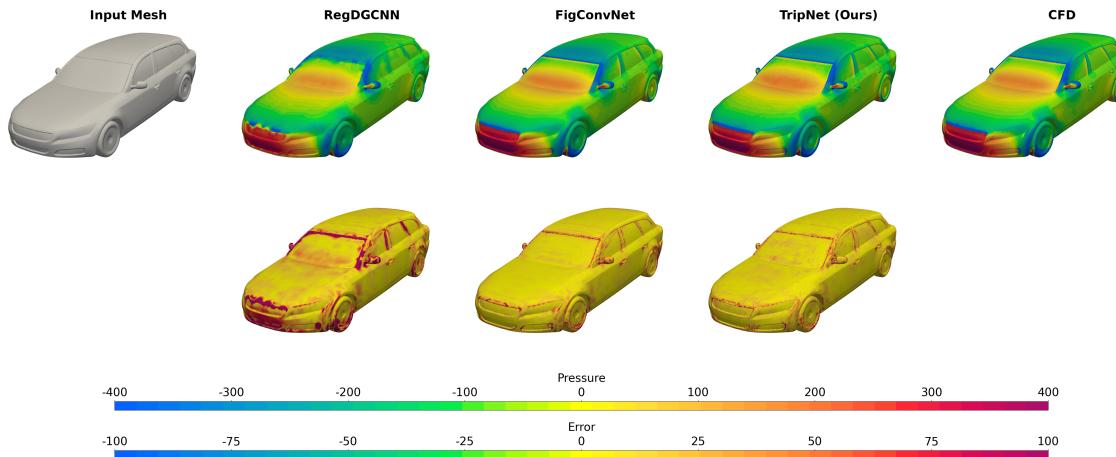


(a) Car design F_D_WM_WW_1769 (fastback with detailed underbody, with wheels, and with mirrors).

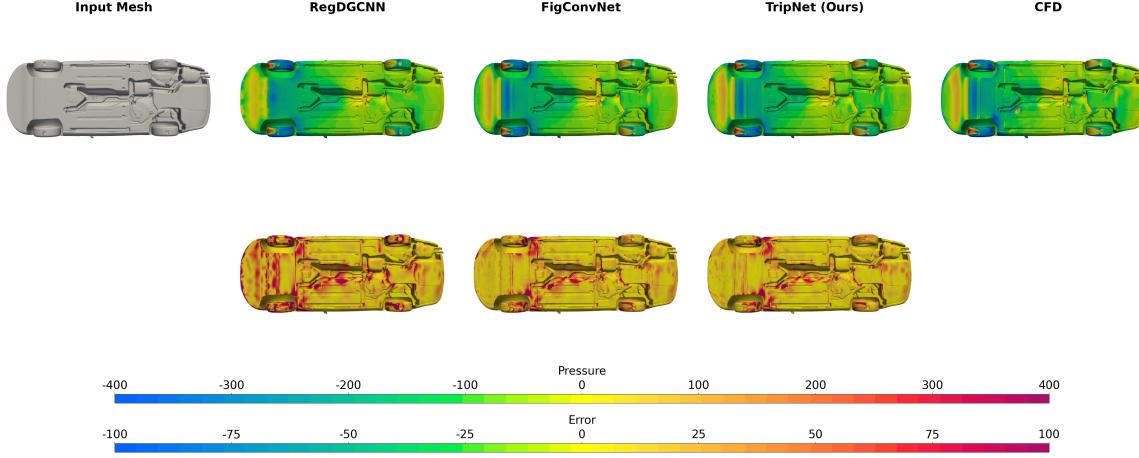


(b) Car design F_S_WWC_WM_504 (fastback with smooth underbody, wheels closed, and with mirrors).

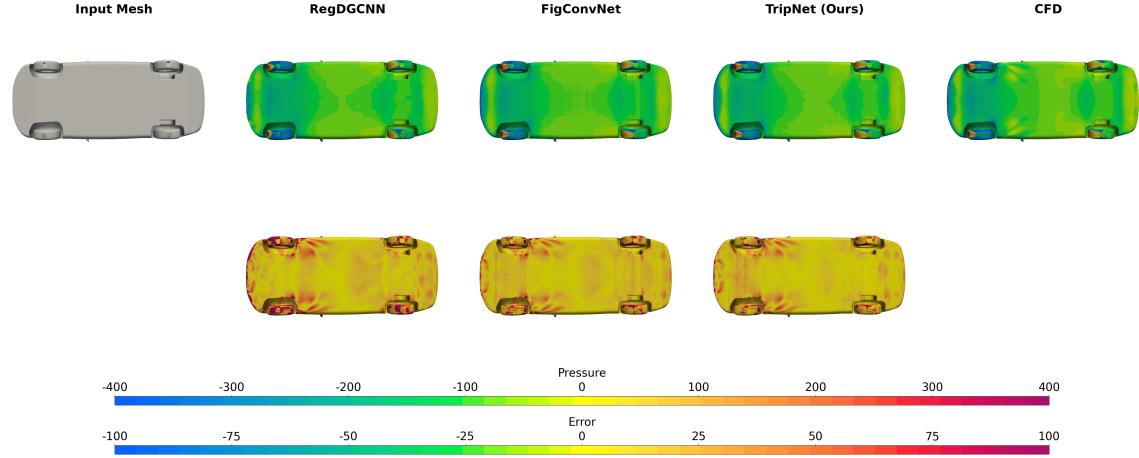


(c) Car design E_S_WWC_WM_094 (estateback with smooth underbody, wheels closed, and with mirrors).

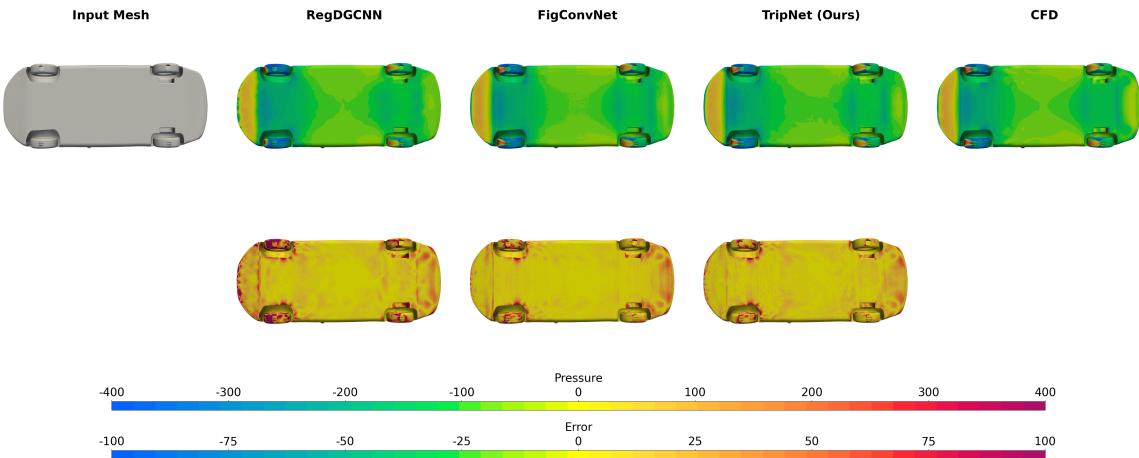
Figure A3. Comparison of pressure predictions and errors for three car designs from the unseen test set. For each car, the first row shows the input mesh followed by predictions from RegDGCNN, FigConvNet, TripNet (ours), and the ground-truth CFD. The second row highlights the absolute difference between the predictions and the ground-truth CFD, visualizing the absolute error distribution for each model.



(a) Car design F_D_WM_WW_1769 (fastback with detailed underbody, with wheels, and with mirrors).

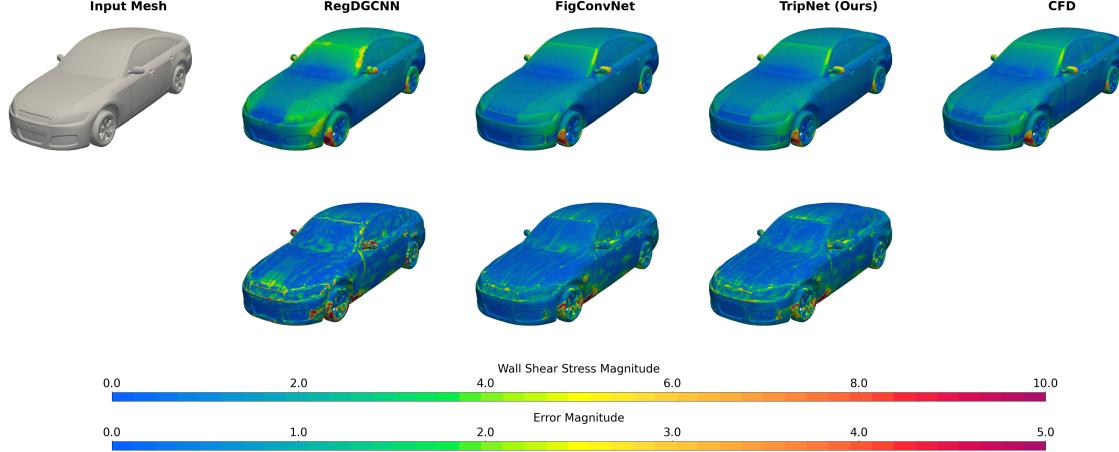


(b) Car design F_S_WWC_WM_504 (fastback with smooth underbody, wheels closed, and with mirrors).

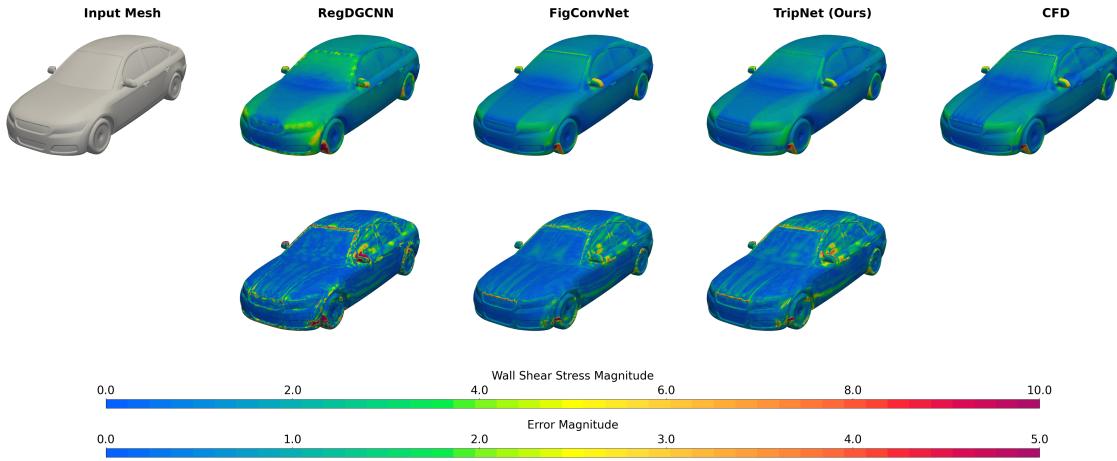


(c) Car design E_S_WWC_WM_094 (estateback with smooth underbody, wheels closed, and with mirrors).

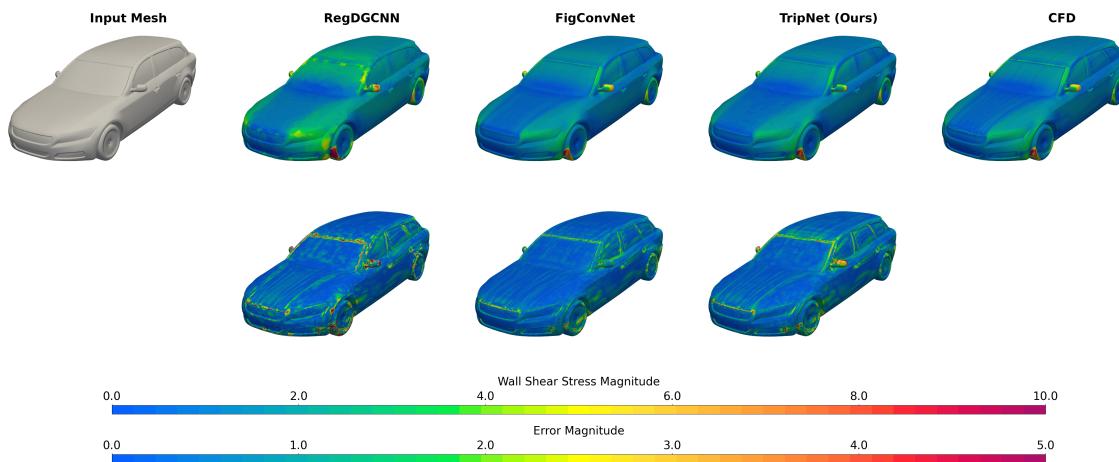
Figure A4. Comparison of pressure predictions and errors for three car designs from the unseen test set. For each car, the first row shows the input mesh followed by predictions from RegDGCNN, FigConvNet, TripNet (ours), and the ground-truth CFD. The second row highlights the absolute difference between the predictions and the ground-truth CFD, visualizing the absolute error distribution for each model.



(a) Car design F_D_WM_WW_1769 (fastback with detailed underbody, with wheels, and with mirrors).

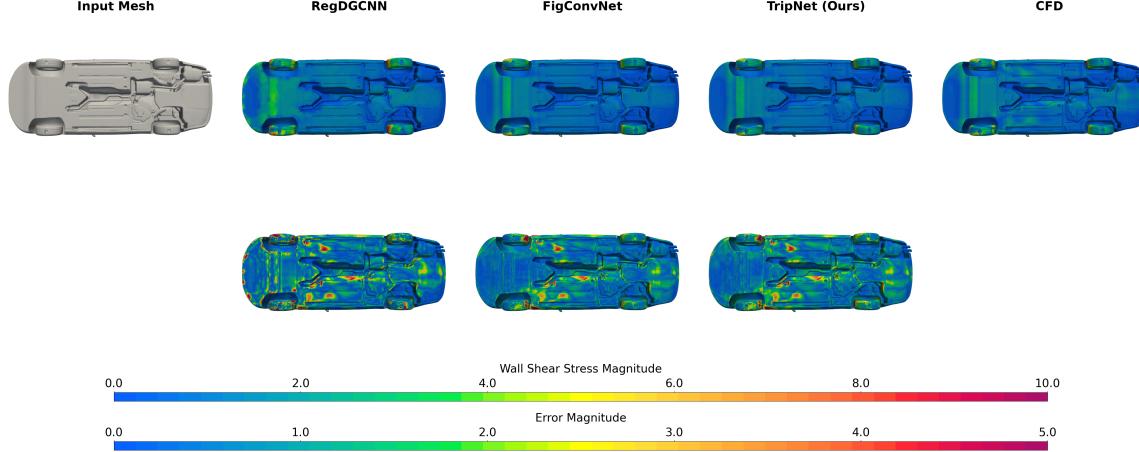


(b) Car design F_S_WWC_WM_504 (fastback with smooth underbody, wheels closed, and with mirrors).

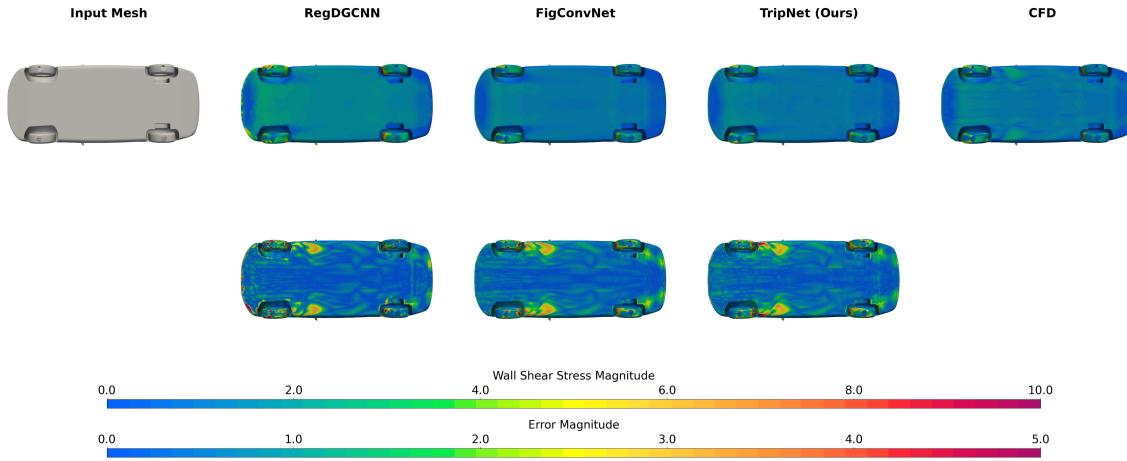


(c) Car design E_S_WWC_WM_094 (estateback with smooth underbody, wheels closed, and with mirrors).

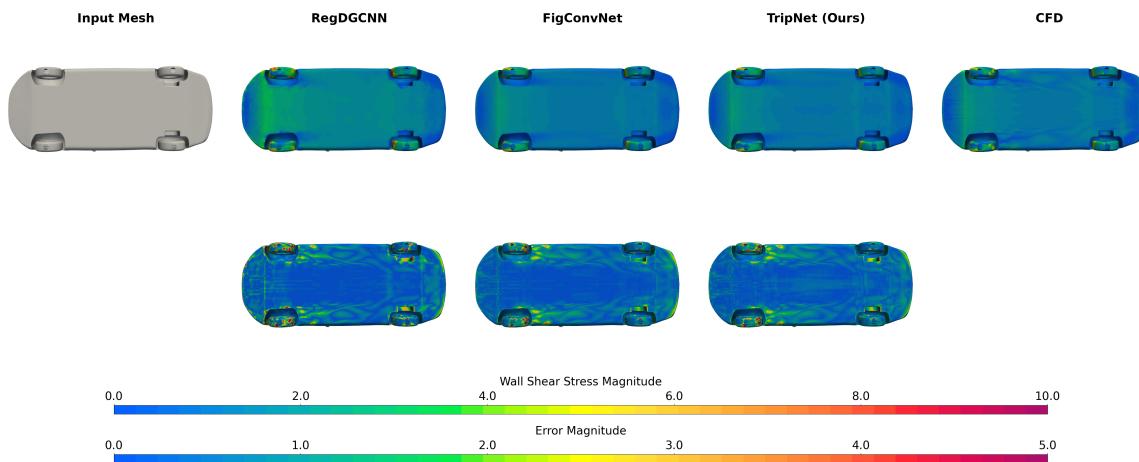
Figure A5. Comparison of wall shear stress predictions and errors for three car designs from the unseen test set. For each car, the first row shows the input mesh followed by predictions from RegDGCNN, FigConvNet, TripNet (ours), and the ground-truth CFD. The second row highlights the absolute difference between the predictions and the ground-truth CFD, visualizing the absolute error distribution for each model.



(a) Car design F_D_WM_WW_1769 (fastback with detailed underbody, with wheels, and with mirrors).



(b) Car design F_S_WWC_WM_504 (fastback with smooth underbody, wheels closed, and with mirrors).



(c) Car design E_S_WWC_WM_094 (estateback with smooth underbody, wheels closed, and with mirrors).

Figure A6. Comparison of wall shear stress predictions and errors for three car designs from the unseen test set. For each car, the first row shows the input mesh followed by predictions from RegDGCNN, FigConvNet, TripNet (ours), and the ground-truth CFD. The second row highlights the absolute difference between the predictions and the ground-truth CFD, visualizing the absolute error distribution for each model.