

Rule changes and new features in Formula One

WEIGHT DISTRIBUTION Standardised for one year while teams adapt to new Pirelli tyres



Minimum weight up by 20kg to 640kg



53.4-54.5%

45.5-46.7%

291kg

Minimum weight at front and rear

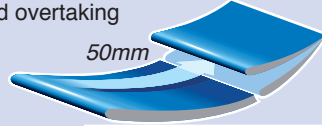
342kg

GEARBOX: Must last five races, with one allowance to change out of sequence

SHARK-FIN: Shortened so it can no longer connect to rear wing to stabilise airflow

ADJUSTABLE REAR WING: Drivers can open gap in rear wing to reduce drag and aid overtaking

50mm

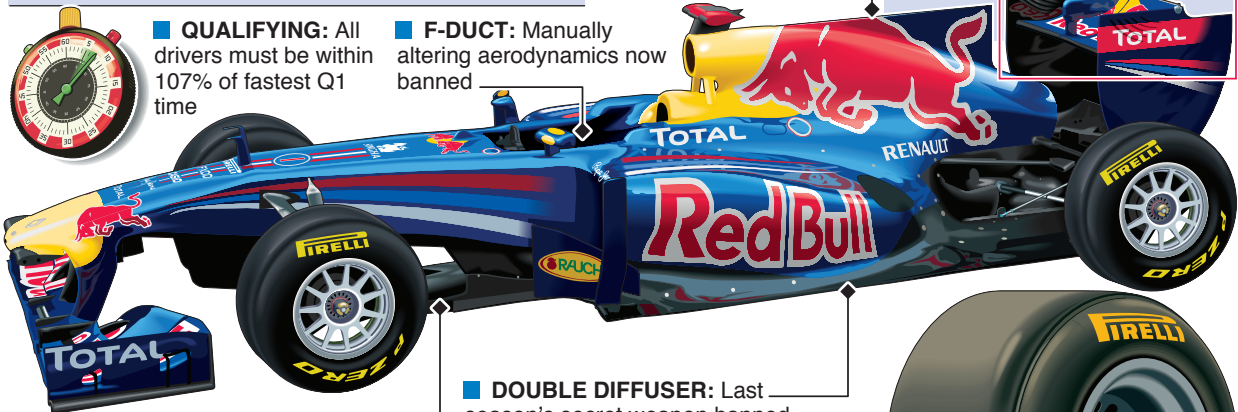


QUALIFYING: All drivers must be within 107% of fastest Q1 time

F-DUCT: Manually altering aerodynamics now banned

DOUBLE DIFFUSER: Last season's secret weapon banned, resulting in loss of downforce

TYRES: Pirelli replaces Bridgestone as sole supplier. Main tyre choice expected to last 100-110km so two or even three changes may be required



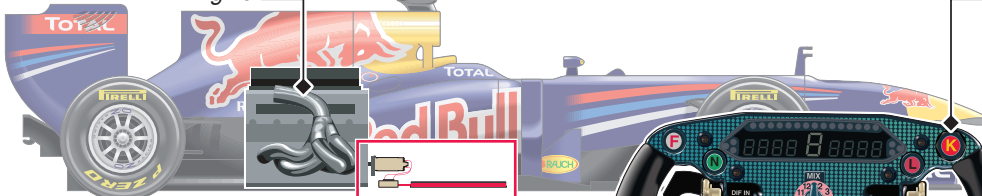
FRONT WING: Adjustable front wings no longer used

RIGID FLOOR: Deflection of only 5mm under 200kg load compared to 20mm under 100kg load in 2010

RETURN OF KERS: By 2013, *Kinetic Energy Recovery Systems* – which store energy and release it via electric motor – will provide up to 33% of powertrain output



Engine



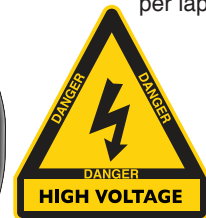
Motor/generator unit (MGU):

Generates electricity during deceleration, powers driveline for acceleration boost

Control Unit: Directs power from generator to batteries, or from batteries to drive motor



Steering wheel: Push-button control for power-boost of up to 60kW (80bhp) for 6.67 seconds per lap



Batteries: Lithium ion cells – more compact than 2009 – store up to 400 kilojoules of energy