

Key F1 technical changes for 2015

A redesigned nose cone is the most noticeable alteration to Formula 1 cars this year, as the usual slew of new technical regulations, designed to push teams to their limits, come into effect

AERODYNAMICS

More complex rear diffusers with less intrusion from boat-tail centre section

More vanes separating volume of air under rear of car



Car weight (without fuel):
Not less than **702kg**

Sidepods: Winglets to reduce lift created over top of sidepods, which cuts downforce

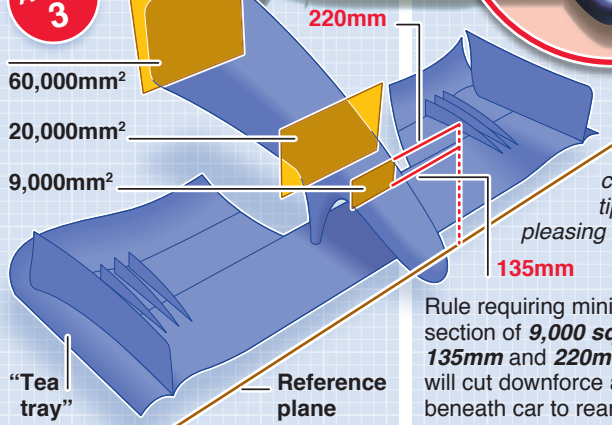
Scuderia Toro Rosso STR10 2015 car

Suspension:

Mandatory use of titanium skid blocks, that wear away quickly, requires hydraulics optimised to keep front "tea-tray" splitter off ground during braking

NOSE CONE

Article 3

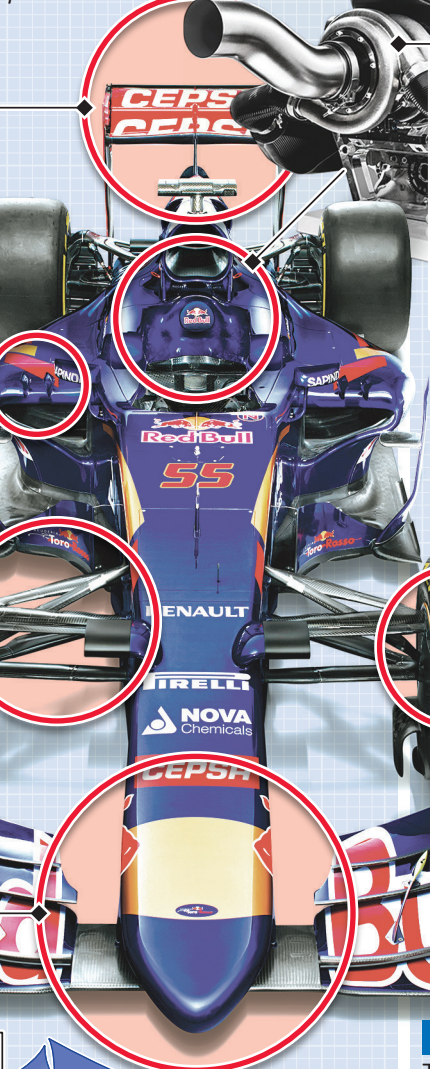


Strict rules on height and dimensions of nose, from chassis bulkhead to tip, will ensure more pleasing aesthetics but also improved safety

Rule requiring minimum cross section of **9,000 sq mm**, between **135mm** and **220mm** above track will cut downforce and stop airflow beneath car to rear diffuser

POWER UNIT

Scuderia Toro Rosso 2014 powertrain



Development "tokens":

Different areas of engine given value of up to three tokens each. Teams permitted to modify engine up to total spend of 32 tokens

Article 5

Turbocharger

Internal combustion V6 engine

Engines: Four per driver instead of five. Expected to use 2014 model for first few races, while 2015 engines developed further

Split turbos: Larger compressors mounted at front of engine expected, for more power from engine

Movable inlet trumpets: Increase airflow into cylinders

BRAKES

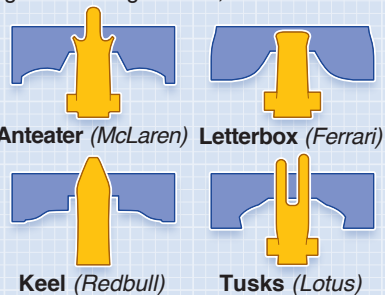
Article 11

Carbon-carbon disk and pads

Disk must rotate at same speed as wheels

NOSE CONTROVERSY

Tightening of rules on unusual designs will stop teams trying to get round regulations, as in 2014



Anteater (McLaren) Letterbox (Ferrari)

Keel (Redbull) Tusks (Lotus)