2026 Formula 1 Power Unit

PU Technical Regulations

Fuel

Fully sustainable fuel is a cornerstone of the 2026 regulations and all fuel components must come from sustainable sources – either non-food-bio-derived, from genuine municipal waste or from sustainable carbon capture. This ensures that no new fossil carbon will be in the fuels used in Formula 1 and therefore no new fossil carbon will enter the atmosphere from a Formula 1 car exhaust.

Fuel regulations encourage any sustainable production method to be followed without prejudicing on-track performance so fuel suppliers can use Formula 1 as a step in their own pathway to global and commercial scaling up of sustainable technology.

- All fuel constituents must be fully sustainable.
- The overall greenhouse gas saving will be in line and stay in line with latest European standards as they evolve.
- Fuel flow rate to the ICE will be limited by energy, not mass or volume.
- More parameters will be limited to ensure the fuel developed is a relevant, drop-in gasoline that will be competitive whichever production method is produced.

Internal Combustion Engine (ICE)

The ICE will retain the V6, 1.6-litre layout at the same RPM, with a reduced fuel flow rate to aim for a power output of approximately 400kW. The ICE will be broadly split in two parts:

- The lower part, involving the engine block, crankshaft, connecting rods, pumps, and ancillaries which will be more prescribed.
- The upper part, mainly focused on the combustion area and the associated components will also feature prescription but there will be more freedom to develop the combustion system for the new fuel.

The objective is for ICE competition to focus primarily on the upper part, with the lower part being more prescribed dimensionally, and having longer homologation periods.

A range of standardisation and simplification measures has been developed across the whole ICE to achieve a cost reduction.

- The MGUH will be removed.
- Variable trumpets and their actuation and control systems will be removed.
- Limited ranges to key dimensions are defined (for example piston, crank, block, valves, injector position, turbocharger wheels).
- Overall PU element legality volumes are now more precisely defined.
- Material limitations have been extended to exclude many high-cost options.
- Extension of standardisation of components or of their design features (injector, knock sensor, ignition coils, ‘powerbox’, torque/temperature/pressure sensors).
- The supply perimeter has been extended to ensure parts such as exhaust systems and ancillaries must be designed for a complete PU life resulting in a significant cost saving over a season. An upgrade and homologation schedule has been defined to control development and changes of specification between years.

Energy Recovery System (ERS)

The ERS will be increased in power to 350kW. This will remain a key area of competition between the PU Manufacturers, with an emphasis on energy flow management to achieve the key objectives of spectacle, increased hybridisation and similar overall performance to the current PU.

- Regulations will aim to increase the road-relevance of the cells, power electronics and MGUK.
- Cells will be an area of development, but their supply will have non-exclusivity provisions to contain a potential cost escalation.
- Design constraints to improve ERS safety and the ability to police have been mandated.
- Controls have been introduced that either limit or require recycling of critical materials.

Overall PU Layout

The positioning of key PU components is more restrictive in the 2026 PU Regulations in order to not lock in long-term advantages or disadvantages. A range of reference volumes has been defined within which each PU element must lie.

PU Sporting Regulations

PU Usage

In each year, each driver will be able to use:

- 3x ICE / turbocharger / exhaust units.
- 2x Energy stores / MGUKs.

For the first year of these new regulations (2026), these numbers will be increased by one.

PU Test Bench Restrictions

For cost control reasons, clear definitions are given to the various PU Test Benches that can be used by a PU Manufacturer for the development of their PUs. The potential PU Test Benches (and the maximum number each PU Manufacturer may use) are:

- Single-Cylinder Dynamometers: 3
- Power Unit Dynamometers: 3
- Power Train Dynamometer: 1
- Full Car Dynamometer: 1
- ERS Test Benches: 2

The number of operational hours that PU Manufacturers can use for their development is limited to control costs, according to the following table:

Operation hrs / year	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
2026 PU limit - ICE	300	5400 (over 3 years)			700	400	400	400	400
2026 PU limit - ERS	200	3400 (over 3 years)			500	400	400	400	400

PU Financial Regulations

The FIA 2026 F1 Power Unit Financial Regulations have been developed by FIA with the assistance of Deloitte LLP. Deloitte LLP has issued a Certification Report to confirm that the proposed FIA 2026 F1 Power Unit Financial Regulations are fit for purpose to achieve the objectives illustrated below.

Objectives and Cost Cap Level

Regulations to come into from 1 January 2023 to help achieve the following objectives:

- To promote the long-term competitive balance of the championship in respect of PUs.
- To promote the long-term sporting fairness of the championship in respect of PUs.
- To ensure the long-term financial stability and sustainability of the PU Manufacturers, while preserving the unique technology and engineering challenge of Formula 1.

Cost Cap level (adjusted for Indexation) is set at 95 USD MM for the Reporting Periods 2022-2025 and at 130 USD MM from 2026 onwards.

Exclusion of Costs

Main categories of cost incurred by PU Manufacturers excluded from the calculation of Relevant Costs are the following:

- Marketing and Heritage Assets Activities.
- Depreciation, Finance costs, Taxation, Fx exchange losses.
- HR Activities, Finance Activities and Legal Activities.
- Health & Safety costs.
- Non-PU Activities.
- Manufacture and servicing of PU leased to Customer Teams.
- Current Generation (2023-2025) PU Activities.

Breaches and Penalties

Procedural Breach will result in Financial Penalties or Minor Sporting Penalties (in case of aggravating factors).

Minor Overspend breach (<5% Cost Cap) will result in Financial Penalties and/or Minor Sporting Penalties.

Material Overspend breach (>=5% Cost Cap) will result in Mandatory Championship points deductions (Teams and or Drivers) and any other Financial Penalties and/or Material Sporting Penalties.

Non-Submission Breach will result in Mandatory Constructors Championship points deductions and any other Financial Penalties and/or Material Sporting Penalties.

Policing and Enforcement

- The Cost Cap Administration is responsible for administering, monitor compliance with these Power Unit Financial Regulations, investigate instances of suspected non-compliance, and take appropriate enforcement action in respect of any alleged breaches.
- The Cost Cap Administration can enter, when deemed appropriate, into settlement with PU Manufacturers in case of Procedural Breach or Minor Overspend Breach or refer the case to

the Cost Cap Adjudication Panel in case of Procedural Breach, Minor or Material Overspend Breach or Non-Submission Breach.

- The Cost Cap Adjudication Panel is elected by FIA General Assembly in accordance with the FIA Statutes.
- The Cost Cap Adjudication Panel decision can be appealed in front of the International Court of Appeal.