

Driver cooling leads 2025 F1 rule changes

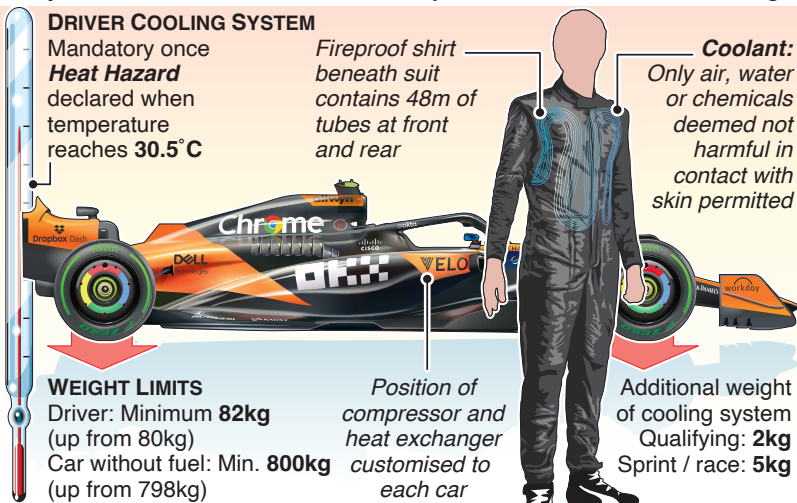
With the heat and humidity at several races exceeding safe limits, the FIA has introduced new rules to prevent drivers overheating ahead of a major overhaul in 2026 to include new power units with built-in cooling

DRIVER COOLING SYSTEM

Mandatory once **Heat Hazard** declared when temperature reaches **30.5°C**

Fireproof shirt beneath suit contains 48m of tubes at front and rear

Coolant: Only air, water or chemicals deemed not harmful in contact with skin permitted



WEIGHT LIMITS

Driver: Minimum **82kg** (up from 80kg)
Car without fuel: Min. **800kg** (up from 798kg)

Position of compressor and heat exchanger customised to each car

Additional weight of cooling system
Qualifying: **2kg**
Sprint / race: **5kg**

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Removal of bonus point for fastest lap in a GP



Race drivers only take part in 4 days out of 20 for Testing of Previous Car

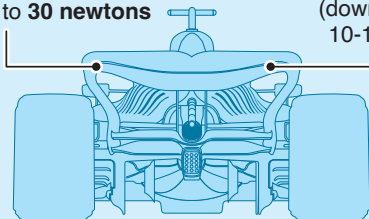


Must field "young driver" in free practice twice per season

DRAG REDUCTION SYSTEM

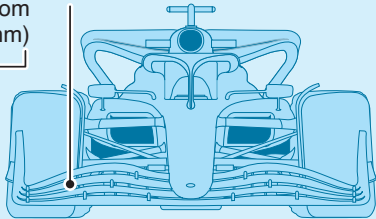
Rear wing slot gap
Maximum deflection
Up from 10 newtons to **30 newtons**

Only two modes
Open: max **85mm**
Closed: **9.4-13mm** (down from 10-14mm)



FRONT WING

Deflection limits to be introduced from Round 9 in **Barcelona** still to be approved



After DRS application, wing must return completely to closed position