FIM Grand Prix World Championship

Decision of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM), Herve Poncharal (IRTA) and Takanao Tsubouchi (MSMA), assisted by Carlos Ezpeleta (Dorna), Mike Trimby (IRTA) and Corrado Cecchinelli (Director of Technology), in various electronic meetings held on June 12 2018, made the following decisions:

TYRES FOR MotoGP CLASS QUALIFYING

It was previously agreed that riders who progressed from QP1 to QP2 are allocated an extra rear tyre. It has now been agreed that such riders will also be allocated an extra front tyre.

The wording of the regulations on this matter has been amended to:

Riders who participate in both QP1 and QP2 qualifying sessions (maximum 2 riders) will be allocated one extra front tyre of their preferred specification, (therefore, if taken, a maximum of 6 of that specification) and one extra rear slick tyre of specification A (highest grip level) after QP2 (therefore, if taken, a maximum of 7 of specification A).

In the case that QP1 and QP2 sessions are both declared wet by the Race Director, the extra tyres allocated will be rain tyres (of the specification the rider prefers for both front tyre and rear tyre). In the case that QP1 and QP2 sessions are declared as different weather conditions (dry or wet) then no extra tyre will be allocated.

TEST RESTRICTIONS MotoGP CLASS

MotoGP class teams and Factories had previously agreed to a reduction in the number of testing days permitted for contracted riders. The policy is partly a reaction to the increased number of races in the calendar but also seeks to reduce costs and the workload of team and technical supplier staff. The first agreement was to eliminate one of the three-day winter tests outside of Europe. The teams have now agreed to further reductions that will become effective in the 2018/2019 season,

The Grand Prix Commission have approved regulation changes incorporating the proposals from the teams. The practical effect on the 2018/2019 testing Programme is that maximum testing with contracted riders in teams not benefiting from concessions will be:

- Two-day official test in Valencia following the final GP of 2018.
- Two-day official test at Jerez in late November 2018
- Three-day official test at Sepang in early February 2019
- Three-day official test at Losail approximately two weeks before the 2019 Grand Prix at that circuit
- Three, one-day official tests on Mondays after 2019 events. Venues to be confirmed after publication of the calendar
- One, two-day official test at a circuit in Europe during the season. Venue to be confirmed after publication of the calendar. (As per existing rules this test may not be within 14 days prior to the event at the same circuit and not during the test ban period.)

Note: The new regulations do not apply to riders in teams which benefit from concessions. Testing regulations for such riders remain unchanged.
RIDERS AIRBAG REGULATIONS

With effect from the 2018 season it was compulsory for all riders to start each session with a functioning airbag system within their race suit that meets the FIM standards. The only exceptions to these regulations were wild cards and replacement/substitute riders who were exempt for their first two events of the season. Following an incident at the Mugello GP, where a wild card rider not using an airbag suffered extensive injuries, the Grand Prix Commission, after consultation with the medical staff and the clothing manufacturers have made the following changes to the relevant regulations:

Wild Card Riders

With immediate effect: all MotoGP class wild card riders must comply with the current airbag regulations for contracted riders, meaning they must start each track session with a functional airbag system within their race suit.

With effect from the Austrian GP: all Moto2/3 class wild card riders must comply with the current airbag regulations for contracted riders, meaning they must start each track session with a functional airbag system within their race suit.

It will be responsibility of all wild card riders to ensure that their airbag system meets the current FIM Regulations. The system must be presented to technical control for inspection, along with all other safety equipment, prior to the start of the event.

Substitute or replacement riders

It will be compulsory for any substitute or replacement riders to have an airbag system from the second event in which the rider participates.

Clarification of MotoGP FP4, QP1 and QP2 sessions

The current wording of the airbag regulations requires that every rider must start each track session with a functional Airbag system (2.4.5.2.3.c.i). However, due to the limited time available between MotoGP sessions FP4, QP1 and QP2, these three sessions are treated as one track session. This means that the above regulation are not enforced for the start of QP1 and/or QP2 for any rider that may have crashed in the previous session. However, in the interests of safety, it is strongly recommended that any rider that crashes, resulting in their airbag system being deployed, should change their race suit before taking to the track again.

MotoGP CLASS WILD CARD ENTRIES

The Grand Prix Commission approved the application of two MotoGP class wild card entries for the San Marino GP:

Michele Pirro - Ducati Team
Stefan Bradl - HRC

A regularly updated version of the FIM Grand Prix Regulations which contains the detailed text of the regulation changes may be viewed shortly on: