

MotoGP™ introduces new manufacturer concession system

MotoGP™ is introducing a new system of concessions for manufacturers, effective immediately as the test day allocation for the 2024 season begins on Tuesday the 28th of November.

Approved by the Grand Prix Commission ahead of the Valencia GP, the new system covers test days and riders, wildcard appearances, the number of engines, engine specifications and freezes, aero updates and the number of tyres supplied for testing. Factories will be classified into four groups – A, B, C or D – depending on the percentage of the possible maximum points they have accrued in each window.

There are now **two** windows in which each factory's performance is assessed: from the first event to the last event of the season AND from the first event after the summer test ban to the last event before the summer test ban of the following season. This allows factories to more quickly gain, or lose, their concessions based on their most recent form – ensuring competition in the world's most exciting sport can stay as close as possible.

All manufacturers, via the MSMA, approved the proposal for the same reason.

| RANK | Percentage of points | Test tyres | Private testing | GP circuit testing | Wild cards | Engines x season | Engine spec | Aero updates |
|------|----------------------|------------|-----------------|--------------------|------------|------------------|-------------|--------------|
| A | >=85% | 170 | Test rider only | 3 circuits | 0 | 7 or 8 | freeze | 1 |
| B | >= 60% < 85% | 190 | Test rider only | 3 circuits | 3 | 7 or 8 | freeze | 1 |
| C | >= 35% < 60% | 220 | Test rider only | 3 circuits | 6* | 7 or 8 | freeze | 1 |
| D | <35% | 260 | Free | Any GP circuit | 6* | 9 or 10 | free | 2** |

* Wildcards not subject to engine specification freeze. A maximum of three wildcards before the summer test ban and a maximum of three wildcards after the summer test ban are permitted. **Must discard a previous aero specification.

Concessions are calculated in two windows:

Window 1: From the first event to the last event of the season.

Window 2: From the first event after the summer test ban to the last event before the summer test ban begins in the following season.

If a manufacturer changes rank during Window 2, the following permissions are granted:

Immediately

- Test tyre allowance will be reduced/increased as per their rank – unless the manufacturer has already used more tyres than the number they have been reduced to
- Private testing with or without contracted riders



- Testing at any GP circuit or three manufacturer-nominated circuits for the remainder of the season
- Wildcard allowance increased or reduced. This includes the cancellation of any wildcards that had already approved by the GPC for the period after the test ban.
- Aero updates will be reduced/increased as per their rank (unless manufacturer has already used more aero specifications than the ones reduced to).
- **If changing down from Rank C to D:** Engine allowance increased, free engine specification, and one more aero update allowed if a previous iteration is discarded

For the following season:

- **If changing up from Rank D to C -** Engine allowance reduced, engine specification frozen UNLESS the manufacturer returns to Rank D by the end of the season

