

## **PRESS RELEASE**

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# **FIM Grand Prix World Championship**

## **Decisions of the Grand Prix Commission**

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM), Hervé Poncharal (IRTA) and Biense Bierma (MSMA), in the presence of Carlos Ezpeleta (Dorna), Mike Webb (IRTA, Secretary of the Meeting), Corrado Cecchinelli (Director of Technology), Jorge Viegas (FIM President), Paul King (FIM CCR Director) and Dominique Hebrard (FIM CTI Technical Manager) met in Jerez on 26 April 2024.

The commission ratified the outline of new technical regulations to be introduced in the 2027 season:

### **MotoGP Class Technical Regulations – Effective Season 2027**

#### **1.9.1/2.2**

MotoGP class engine displacement will reduce from 1000cc to 850cc. The maximum cylinder bore will reduce from 81mm to 75mm. Engines will remain 4-stroke only, with 4 cylinders.

#### **2.4.2 Concessions**

Manufacturers who have raced in 2026 will start the 2027 season in Rank B. Rankings will be revised at the mid-season checkpoint in 2027, based on the first part of the 2027 season results only – 2026 results, before the regulation changes, won't be counted. The regular ranking system will resume at the end-season checkpoint at the end of 2027.

Any manufacturers who have not raced in 2026 will start 2027 season in Rank D. Their rankings will also be revised at the mid-season checkpoint in 2027, based on the first half of the 2027 season.

#### **2.4.3.3 Engine durability**

The number of engines available for use by each permanent contracted rider will reduce to 6 engines per season (up to 20 races), or 7 engines per season in the case of 21 or 22 races on the calendar.

Manufacturers in Concessions Rank D will continue to be able to use two additional engines per rider per season.

#### **2.4.3.5 GPS**

GPS data from all riders will be made available to all teams at the end of each session.

#### **2.4.3.9 Transmission**

In the MotoGP class the total number of gearbox ratios (pairs of gears) permitted will reduce to 16, plus 4 different overall ratios for the primary drive, for each season.

#### **2.4.4.1 Minimum weight**

The minimum bike weight in the MotoGP™ class will be 153kg.

#### **2.4.4.4 Suspensions and dampers**

No ride height devices of any kind will be permitted, including “holeshot” devices activated solely for race starts.

#### **2.4.4.5 Fuel Tanks**

Fuel tank capacity will be reduced to 20 litres for Grand Prix races and a maximum of 11 litres will be permitted for the Sprint.

#### **2.4.4.7 Reduction of aero surfaces**

The maximum permitted width of the high portion of the front fairing Aero Body will reduce from 600mm to 550mm, the maximum rear end height will reduce from 1250mm to 1150mm, the foremost point of the front fairing (nose) will be moved back by 50mm, and the rearward taper of the front fairing aero appendices will also narrow.

#### **Homologation of aero surfaces**

The rear end of the machine – any aerodynamics behind the rider – must be homologated as part of the Aero Body. Manufacturers will be permitted to make one update per season.

#### **2.4.5.1 Fuel and Oil**

The use of 100% non oil-refinement origin fuel is confirmed from 2027.

The FIM, together with MSMA and the MotoGP fuel suppliers, will clarify all technical details via the TWG1 working group, including representatives from Dorna and IRTA, beginning in May 2024.

**A regularly updated version of the FIM Grand Prix Regulations which contains the detailed text of the regulation changes may be viewed shortly [HERE](#)**

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#### **About the FIM ([www.fim-live.com](http://www.fim-live.com))**

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 121 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 70 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country Rallies, Speedway and E-Bikes. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.