FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

PRESS RELEASE

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FIM Road Racing World Championship Grand Prix

- Changes to the 2010 Regulations -

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Claude Danis (FIM), Hervé Poncharal (IRTA) and Takanao Tsubouchi (MSMA), in the presence of Messrs Vito Ippolito (FIM President), Ignacio Verneda (FIM Sport Director), Javier Alonso (Dorna) and M. Paul Butler (Secretary of the meeting), in a meeting held on December 11 in FIM Headquarters in Mies, unanimously decided to introduce the following amendments to the Road Racing World Championship Grand Prix Regulations. Changes in bold.

Application 2010

Sporting Regulations

1.1.1 A series of motorcycle races counting toward the FIM World Championship for riders and constructors (engine for 125cc and MotoGP - frame for Moto2) will be organised.

1.21 Behaviour During Practice and Race

.../...

20) Penalties for infrigment of article 2.3.6 (Engine durability in MotoGP).

- **Infringement before the race: the rider will start the race from the pit lane 20'' after the start of the race.**
- **Infringement during the race: ride through.**

Application: from 2012

Basic concept for MotoGP

- **Maximum displacement: 1000cc**
- **Maximum number of cylinders: 4**
- **Maximum bore: 81 mm**

Technical Regulations

Application 2010

2 Technical Regulations

These Regulations derogate and supersede all and any other previous regulations in place before the date of publication of these regulations. Specifically for the Moto2 class these regulations derogate and supersede the technical regulations published in December 2008.

2.2 Classes
The following classes will be accommodated, which will be designated by engine capacity:

125 Over 80cc up to 125cc - Maximum one cylinder

Moto2 **Moto2 Official Engine** ~~over 175cc up to 250cc - Maximum two cylinders~~

MotoGP Up to 800cc – Unlimited cylinders **4-stroke only**

Four stroke motorcycles participating in the MotoGP class must be prototypes. Those that are not entered by a member of MSMA must be approved for participation by the Grand Prix Commission.

2.3.6 Moto2 class Engines
Engine Supply
1) Only engines from the official Supplier are allowed to be used. The term official Supplier shall refer to the engine producer and/or to the company nominated to perform such functions as engine assembling, rebuilding, maintenance, and logistics.

2) Sealed engines will be provided to each team, allocated on a random basis by the Technical Director and staff.

3) Security seals may not be removed or broken and the team may not open the engine, except to remove unsealed covers for maintenance as described in Art 2.3.6. 4) Specifically the cam cover, cylinder head, cylinders, crankcase may not be opened or removed.

4) Teams may only perform maintenance of parts specifically authorised by the Championship Organisers which does not involve removal of security seals. This includes change of oil and external items as detailed in the following articles including cooling, fuel and electrical systems, and clutch parts including plates, hubs, control mechanisms.

5) All other maintenance and repair, specifically that involving removal of security seals will be carried out by the official Supplier. Regular maintenance, rebuilding and replacement of engines will be at the sole discretion of the Championship Organisers, and on a schedule determined by them.

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6) Engines returned for maintenance, repair or replacement must be in the original condition as delivered, that is with the original fittings in place as required by the Championship Organiser, which may include:
covers, cooling system including hoses and connectors, electrical system including wiring and connectors, clutch.

7) In the case of engine breakdown or damage, another engine may be allocated by the Technical Director. Such allocation can not be made during a Moto2 practice session or within 30 minutes of the pitlane being opened for the race sighting lap.

<u>Engine Definition, Specification and Modification</u>
8) Use of the complete engine is mandatory, and it may not be modified in any way except as specifically described in these regulations.
The engine design and specification will be determined by the official Supplier in consultation with the Championship Organisers. The engine design and specification may be changed at any time with the agreement of both the official Supplier and the Championship Organiser. New technologies (for example; materials, cylinder head and valve design, valve operating mechanisms, alternative fuels, etc.) are encouraged provided they meet the Series' principle of cost reduction and long-term cost control, and are agreed by the official Supplier and Championship Organiser.
The official Supplier may change the specification of individual parts from time to time, as is normal to improve reliability and function.
All engines supplied to teams must be equal in specification and performance (within a reasonable margin of error for such measurements).

The complete engine ('engine' in these regulations) is defined as the supplied engine cases, covers and everything contained within, and including the following external parts supplied by the official Supplier:
a) Fuel system including airbox, air filter, fuel pump & regulator, throttle bodies, intake manifolds, air intake funnels, fuel injectors primary & secondary, fuel delivery lines and hoses.
b) Electrical system including generator, ignition coils, ECU (engine electronic control unit).
c) Lubrication system including oil filter, oil cooler, oil pressure switch.

9) To ensure reliability and performance, the official Supplier does not recommend any changes to the engine. However at the Team's risk the following items may be replaced and/or modified:
a) Coolant hoses and fittings may be changed to suit individual radiator designs. Where an inlet/outlet pipe fitting is changed it must have the same internal diameter as the original part.
b) The fuel delivery line between the fuel pump and the primary injectors may be modified to adjust the length and/or to fit a connector in-line.

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10) The following external items may not be replaced, removed or modified, except if replaced with an original part due to malfunction or damage (as authorised by the Technical Director):

a) Water pump
b) Oil cooler (heat exchanger)
c) Oil filter
d) Oil pressure sensor
e) Gearbox output speed sensor
f) Water temperature sensor
g) Electrical cables and connectors supplied as part of the engine

Cooling System

11) Design and construction of the cooling system is free, provided it complies with Articles 2.3.6. 9) and 2.3.6. 10), and Article 2.3.6.15) ensuring that the engine meets the operating parameters specified by the official Supplier (refer to Table 2 in the Appendix).

12) The standard engine oil cooler is mandatory, and additional oil coolers are not permitted.

Engine Use

13) The engine may be used only at official Moto2 events as defined by the Championship Organisers. Moto2 events include Official Tests and Grand Prix race events.

14) The Championship Organisers may require that engines are returned at the completion of certain events and/or maintenance period (Art. 2.3.6. 5). This is at the sole discretion of the Championship Organisers, and Teams must comply with such requests.

15) The engine must be used at all times respecting the range of operating parameters provided by the official Supplier, and avoiding deliberate misuse. Refer to Table 2 in the Appendix.

Ignition and Electronics

16) Only the electronic ignition/fuel injection control units (ECU) supplied by the official Supplier are allowed.
This ECU must remain unmodified in hardware and software as delivered by the official Supplier, with the exception of the normal tuning adjustments allowed only by the standard software 'Setting Tool' supplied as part of the Moto2 Kit.

17) The ECU is defined as part of the engine (refer to Art. 2.3.6.8. b)). ECU units may be distributed to teams at official Moto2 events, and may be required to be returned during or after the event for checking and/or re-distribution.

18) The Technical Director may inspect all ECU hardware and software at any time, including access to all stored information. The Technical Director may require the team to change the ECU on any machine for another identical standard one at any time.

19) Design and construction of the wiring harness is free to accommodate the needs of different machine designs, provided it respects the official Supplier's wiring diagram. Only the standard ECU, Datalogger and junction

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units may be connected to the harness, and connection of the components listed in Art. 2.3.6. 8 and 2.3.6.10 is mandatory.

Datalogger

20) Only the standard Moto2 Datalogger system (including hardware, sensors and software) approved by the Championship Organiser is allowed to be used at official Moto2 race and test events.

21) The Technical Director may inspect and access the datalogger system at any time, including the reading and downloading of data. Team data, with the exception of engine performance data, will be treated as confidential. The Technical Director may require the team to change the datalogger for another identical standard one at any time.

22) The Moto2 Datalogger will be supplied with a standard sensor package. There are additional logger channels available for optional sensors. No other sensors are permitted on the machine at official Moto2 events. Refer to Table 1 in the Appendix.

2.3.7 Engine Durability

1.) In the MotoGP class the number of engines available for use by each rider is limited. For the **2010** season a maximum of **6** engines may be used by each **permanent contracted** rider for **all** the scheduled races of the season. ~~that is from and including the Czech Grand Prix until the end of the season~~. Should a rider be replaced for any reason, the replacement rider will be deemed to be the original rider for purposes of engine allocation.

Each manufacturer is allowed 2 additional engines for the exclusive use of Wild Card riders only.

2.) The engines available for the exclusive use of each rider must be marked and sealed by the Technical Director prior to first use. It is the Team's obligation to register any new engine with the Technical Director prior to use. Once registered and used for the first time, engines may not be swapped between riders, even within the same team. A new engine is deemed to be used when the motorcycle with that engine crosses the transponder timing point at the pitlane exit.

3.) The engines will be sealed by means of wiring and identification tabs, so that:

a. the timing system is not accessible (e.g. the head cover must be wired to the cylinder head),
b. the timing driving system is not accessible (e.g. the geartrain/chain cover is wired so that it cannot be removed),
c. the cylinder head and the cylinders block (if any) cannot be removed from the engine (e.g. the cylinder head is wired to the cylinders block and the cylinders block is wired to the engine crankcase),
d. the crankcase cannot be opened (e.g. the crankcase halves are wired together).

All the parts that are accessible without removing the sealing wiring can be replaced. Breaking or removing the seal~~ing~~ **or** wiring without supervision by the Technical Director will be deemed to be "engine rebuilding" and engines with broken**, tampered with** or missing security seals will be treated as a new engine in the allocation.

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4.) Should a competitor, for any reason (e.g. mechanical failure, crash major damage, etc.) require the use of another engine above their allocation, the Technical Director must be informed before the new engine is used, and Race Direction will apply the appropriate penalty according to the Sporting Regulations.
The damaged engine will be removed from the allocation and if it is used again, it will be treated as a new engine with the appropriate penalty.
5.) There is no limit to the number of times a sealed, allocated engine can be fitted to and used in a motorcycle, provided the security seal is not broken or removed. Replacing an engine with another sealed engine (new or used) from the rider's allocation is allowed with no penalty.
6.) To prevent the running of a used, allocated engine outside of MotoGP events, all allocated engines will have security seals placed over either exhaust or inlet ports (on at least one cylinder bank, in the case of V-type engines) before leaving the circuit. Teams wishing to re-use such an allocated and sealed engine must request the Technical Director to remove the security seals. If the Technical Director or his staff finds that the security seals are not intact, the engine will be deemed to be a new engine in the allocation, with the appropriate penalty.

2.3.8 Control Systems

2.3.8.1 In the MotoGP class, the use of hydraulic and/or pneumatic pressurized powered systems is not allowed, with the exception of cylinder inlet/exhaust valve springs. All hydraulic systems on the motorcycle must be powered only by the rider's manual inputs.
Normal hydraulic hand/foot controls such as master/slave cylinders for brakes/clutch are allowed. Pneumatic engine valve actuating systems are allowed. Oil/water pumps for engine lubricating/cooling are allowed.
The use of engine lubricating oil for any purpose other than lubrication and cooling (such as powered hydraulic systems) is not allowed.
In the case of a new manufacturer who has never participated in the MotoGP class prior to 1.1.2010, this regulation will apply only from 1.1.2011.

2.3.8.2 In the MotoGP class, variable valve timing and variable valve lift systems, driven by hydraulic and/or electric/electronic systems are not permitted.

2.3.9 Fuel System

2.3.9.1 In the MotoGP class the maximum permitted fuel pressure is 10 Bar.

2.3.9.2 <u>Moto2 class fuel system</u>
1) Use of the fuel system (as described in Article 2.3.6.8. a)) from the official Supplier is mandatory, and it must remain standard, as delivered by the official Supplier. The only modifications permitted are those specifically described in these regulations. The Technical Director may require the team to exchange any parts of the fuel system for another standard part, at any time.
2) <u>Fuel Pump</u>: The fuel tank gauge assembly (ie. float, arm and support bracket) of the standard fuel pump may be removed.
3) <u>Fuel Tank</u>: Design and construction of the fuel tank is free, within the constraints of the FIM Grand Prix Regulations, Art. 2.6. There are no capacity restrictions.
4) <u>Fuel Delivery Hoses</u>: Fuel delivery hose fittings must remain standard, as supplied. However it is permitted to fit quick -connectors (eg. "dry-break" connectors) in the fuel lines.

5) Airbox: Only the standard airbox supplied by the official Supplier (including air filter and secondary injectors) may be used. No modifications, alterations or additions to this airbox are allowed, except as described in Art. 2.3.9.2. 6)

6) To ensure correct performance the official Supplier does not recommend any change to the airbox. However at the risk of the team, the following changes are allowed:

a) The intake ducts, ahead of the air filter, may be changed to suit individual chassis designs.

b) The resonance chambers on top of the airbox lid may be removed, either together with the top cover they are attached to, or the top cover may be left in place. They may be replaced by a blanking cover approximately flat in shape. The total airbox volume, from the filter back, may not be increased from the original. Refer to Diagram 4 in the Appendix. If such a blanking cover is fitted, the original air temperature sensor must be fitted on this cover in a position equivalent to the original position, and may not be horizontally closer to the secondary injectors than the original position. Refer to Diagram 5 in the Appendix.

2.4 ~~Gears~~ **Transmission**

2.4.1 ~~There must be~~ A maximum of six gear **ratios is permitted**.

2.4.2 Twin clutch transmission systems (DSG) are not permitted.

2.4.3 Continuously Variable Transmission systems (CVT) are not permitted.

2.4.4 Automatic transmission systems are not permitted. Manual transmissions with gearshifts assisted by quick-shifter systems are permitted.

2.4.5 Moto2 class Clutch

1) A racing slipper clutch (back-torque-limiter) and clutch cover will be supplied to each rider. Only this clutch and cover may be used, without modification, and it's use is mandatory at all official Moto2 events.

2) It is the team's responsibility to fit, adjust and maintain all parts of the clutch. Engines returned for maintenance, repair or replacement will have the racing clutch removed, and the team retains their own clutch for use with subsequent engines.

2.5 Weights

2.5.1 The following are the minimum weights permitted:

125cc		motorcycle + rider	136 kg
~~250cc~~	~~1 cylinder~~	~~motorcycle~~	~~100 kg~~
	~~2 cylinders~~	~~motorcycle~~	~~100 kg~~
Moto2		**motorcycle**	**135 kg**
MotoGP	2 cylinders or less	motorcycle	**135** kg
	3 cylinders	motorcycle	**142,5** kg
	4 cylinders	motorcycle	**150** kg
	5 cylinders	motorcycle	**157,5** kg
	6 cylinders or more	motorcycle	**165** kg

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2.7 Safety and Construction Criteria
Note: Please also refer to diagrams 1, 2 and 3.

Chassis Design and Construction
In the Moto2 class, the chassis must be a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations. The main frame, swingarm, fuel tank, seat and fairing/bodywork from a non-prototype (ie. series production road-homologated) motorcycle may not be used.

2.7.3 Brakes
2.7.3.1 Motorcycles must have a minimum of one brake on each wheel that is independently operated.
2.7.3.2 In the 125cc and ~~250cc~~ **Moto2** classes, only brake discs of ferrous materials are allowed.
2.7.3.3 **In the MotoGP class, carbon brake discs may be a maximum diameter of 320mm. From 1.1.2011 onwards carbon brake discs will be allowed with only 320mm diameter, and only 2 standard choices of disc mass. Carbon brakes will be permitted in MotoGP at least until the end of the 2012 season.**
2.7.3.4 **In all classes, ceramic composite materials are not permitted for brake discs or brake pads.**
Ceramic materials are defined as inorganic, non metallic solids (e.g. Al_2O_3, SiC, B_4C, Ti_5Si_3, SiO_2, Si_3N_4).

2.7.4 Exhausts
2.7.4.3 Variable length exhaust systems are not permitted.
2.7.4.4 Exhaust Gas Recirculation (EGR) systems are not permitted.

2.7.4.5 Moto2 class exhaust:
1) The design and construction of the exhaust system is free provided it conforms to the FIM Grand Prix regulations, and respects the engine Supplier's specified layout (ie. 4 into 2 into 1). There are recommended dimensions from the engine Supplier. Refer to Diagram 6 in the Appendix.
2) The Linear Air-Fuel sensor (LAF, or Lambda) will be located 120mm after the final 2 into 1 junction of the exhaust, with a tolerance of 20mm (minimum 100mm, maximum 140mm after the 2 into 1 junction). Refer to Diagram 6 in the Appendix.

2.7.9 Breather Pipes
Any breather pipe from the engine or gearbox must discharge into **the airbox and/or** a suitable container. ~~with a minimum capacity of 200cc and a maximum of 250cc. There must be a separate container for each breather pipe.~~

2.7.10 Materials
The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.
The basic structure of the crankshaft and camshafts must be made from steel or cast iron. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fibre reinforcing materials.

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Brake ~~callipers~~ **calipers** must be made from aluminium materials with a modulus of elasticity no greater than 80 Gpa.

No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than 50 Gpa / (g/cm3).

The use of MMC (Metal Matrix Composite) and FRM (Fibre Reinforced Metal) materials is forbidden.

In the MotoGP class, hollow structure connecting rods are not permitted. Oil galleries of less than 2mm diameter in the connecting rod are permitted.

2.7.12 **Suspension and Dampers**
Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters.

2.7.13 **Tyre temperature sensors are not permitted.**

2.8 **Wheel** Rims

2.8.1 ~~Maximum~~ **Permitted wheel** rim ~~widths~~ **sizes** are as follows:

	Front	Rear
125cc	2.5" **maximum width**	3.5" **maximum width**
~~250cc~~	~~4.0"~~	~~5.5"~~
Moto2	**3.75" x 17" only**	**6.00" x 17" only**
MotoGP	4.0" **maximum width**	6.25" **maximum width**
	16.5" diameter only	**16.5" diameter only**

In the MotoGP class for the seasons 2010, 2011, 2012, each manufacturer is restricted to two different widths of front wheel rim, and one width of rear wheel rim, within the maximum widths noted above. All MotoGP wheel rims must be 16.5" diameter.
Each MotoGP manufacturer must notify the Technical Director of their selected wheel sizes no later than the close of technical control at the first race of the 2010 season.

2.8.2 **In the Moto2 class, composite construction wheels (including carbon fibre reinforced, glass fibre reinforced, and similar) are not permitted.**

2.9 Tyre restrictions ~~for MotoGP~~

2.9.1 In the MotoGP **and Moto2** class**es**, only tyres from the official appointed tyre supplier **for each class** may be used in a Grand Prix event, including official ~~MotoGP~~ tests.

The official tyre supplier will provide sufficient tyres for all riders entered in the event.
The tyre specifications available at each event will be determined by the tyre supplier. Identical tyres of each specification must be available to every rider, and the ~~allocated~~ **total** quantit**y** of ~~each specification of~~ tyre**s** will be the same for every rider.

2.9.2 On the day prior to the start of official practice, the tyre supplier must provide to the Technical Director details including specifications, quantities and the identification markings of the tyres available for that event.

The Technical Director and staff will allocate the tyres available for the exclusive use of each entered rider (as described in Article 2.9.3). The allocation of individual tyres will be made on a random basis with no involvement of any representative from the tyre supplier, teams or riders.
This allocation should be completed by ~~12.00~~ **14.00** hrs of the same day and no further allocation of tyres is allowed after 17.00 hrs. on the day prior to the start of official practice (except under Arts. **2.9.3 front tyre specification choice,** 2.9.7 or 2.9.8).
In the case of a rider change after the **final** tyre allocation has been made, the replacement rider must use only the tyres allocated to the original rider.

2.9.3 For Grand Prix race events, each rider will be restricted in the quantity and specification of tyres that they may use at a single race event as follows:

MotoGP Class:
During all practice sessions, warm up and the race a maximum of ~~20~~ **18** slick tyres, specifically:

Front slick tyres: ~~4 of Specification "A" + 4 of Specification "B" =~~ 8 in total**, comprised of either:**

3 of specification "A" + 5 of specification "B", or:
4 of specification "A" + 4 of specification "B", or:
5 of specification "A" + 3 of specification "B".

Front tyre specification choice will be made as follows:
6 tyres comprised of: 3 of specification "A" and 3 of specification "B" will be allocated on the day before the start of official practice, as per Art. 2.9.2.
2 tyres will be allocated after the first practice, comprised of:

2 of specification "A" or
2 of specification "B" or
1 each of specification "A" and "B".

The rider's selection of front tyre specification must be informed to the tyre supplier no later than 2 hours after the end of the first practice session. If no specification selection is received by this time the allocation of the 2 tyres will automatically be 1 of specification "A" and 1 of specification "B". This allocation will be final and no changes are permitted after this time. In the case of a rider being replaced after this tyre selection deadline, the replacement rider must use only the tyres allocated to the original rider.

Rear slick tyres: ~~6~~ **5** of Specification "A" + ~~6~~ **5** of Specification "B" = ~~12~~ **10** in total**, all allocated on the day before official practice starts as per Art. 2.9.2**

During all practice sessions, warm up and the race a maximum of 8 wet tyres, specifically

Front wet tyres: 4 of the standard specification
Rear wet tyres: 4 of the standard specification

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Moto2 Class:
During all practice sessions, warm up and the race a maximum of 16 slick tyres, specifically:
Front slick tyres: 4 of specification "A" + 3 of specification "B" = 7 in total
Rear slick tyres: 5 of specification "A" + 4 of specification "B" = 9 in total

During all practice sessions, warm up and the race a maximum of 6 wet tyres, specifically
Front wet tyres: 3 of the standard specification
Rear wet tyres: 3 of the standard specification

Wet tyres, MotoGP and Moto2 classes:
The tyre supplier may allocate 1 extra set (1 front + 1 rear) of wet tyres to every rider, should this be deemed necessary by Race Direction due to weather conditions at the event. Specifically in the case of every practice session being ~~fully~~ **declared** wet, **and** requiring the use of wet tyres, 1 extra set of wet tyres will be allocated to every rider for the race.

A wet tyre is defined as a tyre which has a land to sea ratio of at least 20% overall, and a minimum ratio of 7% in each third of the section profile.
The tyre may be moulded or hand cut, but each groove must have a minimum depth of three millimetres over 90% of its length. Any tyre with a land to sea ratio of less than 20% will be deemed a slick tyre and therefore must be part of the rider's slick tyre allocation. In case of dispute the decision of the Technical Director will be final.

2.9.4 1) Riders may use only the tyres allocated for his/her exclusive use (as described in Article 2.9.3).
2) Tyres will be individually identified and may not be exchanged between riders, including between team-mates, and may not be exchanged by the tyre supplier after allocation, except with the permission of the Technical Director (for example, under Article 2.9.8).
3) Tyres may not be materially altered in any way after allocation, such as hand-cutting and any other action or treatment that will alter the tyre's performance (with the exception of the use of tyre warmers), unless deemed necessary by the tyre supplier. Such alterations may be performed only by the tyre supplier, and shall be made equally for all riders.

2.9.5 Each allocated tyre must be marked with it's specification and carry an official identification label with a unique serial number. In the event of damage to or loss of the official label, the tyre company must be able to satisfy the Technical Director as to the tyre's specification. Tyres may be checked for compliance at any time, before or after use.

2.9.6 In the case of an interrupted race, a rider must use tyres from his allocation of marked tyres for the restarted race.

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2.9.7 In the unlikely event of a tyre being accidentally damaged before it is used (for example during the fitting process) and deemed to be unusable by the Technical Director, it may be replaced with a tyre of the same specification with the permission of the Technical Director. Such replacement tyres will be marked and included in the allocation of the rider concerned. The damaged tyre will be removed from the allocation and may not be allocated again.

Once it is used (ie. has exited pitlane) a tyre may not be replaced because of damage or defect, except in the following circumstances:

a) The tyre supplier must confirm to the Technical Director that the damage is solely due to a manufacturing defect or problem, and not due to any other reason such as impact, cut, abrasion or accident.

b) The tyre supplier must confirm to the Technical Director that the damage is significant enough to deem the tyre unsafe to use.

c) For each rider at any one event, any single tyre deemed to be defective after use will not be eligible for a replacement tyre. Only the second and any subsequent used tyre(s) deemed to be defective by the tyre company (whether due to the same defect or a different defect) during the same event, will be eligible for replacement.

d) In determining whether a replacement will be allowed the decision of the Technical Director will be final.

e) If a replacement tyre is granted, it must be of the same specification as the damaged tyre and selected at random by the Technical Director and/or his staff.

2.9.8 Should an exceptional and unpredictable safety problem arise for the tyre supplier during an event, so as to prevent riders from safely competing in the race, then the tyre supplier must inform the Technical Director and Race Direction of the problem as soon as possible.
A re-allocation of suitable tyres may be made under the supervision of the Technical Director. Such allocated tyres will be the same specification(s) and quantities for all riders, the quantity being determined by the tyre supplier in consultation with the Technical Director.

2.9.9 **Tests, MotoGP Class:**

1) For official Post-Race tests of 1 day duration, each rider will be restricted in the quantity and specification of tyres that they may use at a single test event as follows:

During all practice sessions, a maximum of 8 slick tyres, specifically:
Front slick tyres: 2 of Specification “A” + 2 of Specification “B” = 4 in total
Rear slick tyres: 2 of Specification “A” + 2 of Specification “B” = 4 in total

During all practice sessions, a maximum of 4 wet tyres, specifically:
Front wet tyres: 2 of the standard specification
Rear wet tyres: 2 of the standard specification

2) For official Winter tests of 2 days (or more) duration, each rider will be restricted in the quantity and specification of tyres that they may use at a single test event as follows:

During all practice sessions on Day 1, a maximum of 8 slick tyres, specifically:
Front slick tyres: 2 of Specification “A” + 2 of Specification “B” = 4 in total
Rear slick tyres: 2 of Specification “A” + 2 of Specification “B” = 4 in total

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During all practice sessions on each additional day, a maximum of 6 slick tyres, specifically:
Front slick tyres: 3 tyres out of the 2 specifications "A" and "B" = 3 in total
Rear slick tyres: 3 tyres out of the 2 specifications "A" and "B" = 3 in total

During all practice sessions over the 2 (or more) days of the test, a maximum of 4 wet tyres per day, up to a maximum total of 8 wet tyres, specifically:
Front wet tyres: 4 of the standard specification, (maximum of 2 per day)
Rear wet tyres: 4 of the standard specification, (maximum of 2 per day)

3) At any official Post-race or Winter test, the tyre supplier may choose to allocate extra tyre sets with a different specification. Such extra allocation will be determined solely by the tyre supplier.
The same quantity of identical specification tyres will be allocated to at least all permanent MotoGP class riders contracted to factory teams at the test.
When a new specification tyre is to be introduced, the tyre supplier should inform all teams at least two months in advance of the proposed test date for the new specification.

Tests, Moto2 Class:
For all official winter and post race tests, each rider will be restricted in the quantity and specification of tyres they may use at a single test. The tyre supplier will determine the number of specifications and quantities it will bring to each test. Every rider present at the test will receive the same allocation of tyre quantities and specifications.

2.10 Numbers and Backgrounds

2.10.1 Racing numbers must be affixed to the front and the two sides of the motorcycle. For the MotoGP class, only the front number is compulsory.

2.10.2 Numbers ~~must~~ **should** be a minimum height of 140 mm.

2.10.3 ~~In the 125cc and 250cc classes, the main body of the~~ Numbers must be ~~of a single colour which is~~ **easily legible,** distinctive and contrast strongly with the background colour.

2.10.4 Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25mm around the numbers.

2.10.5 In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.11 Fuel and Oil
All motorcycles must be fuelled with unleaded petrol
Moto2 class fuel and oil:
1) Only fuel from the appointed fuel supplier is permitted. This fuel will be available at all official Moto2 events, and will conform to the FIM Grand Prix 'Moto2' specification. Use of this fuel without any addition or alteration is mandatory.
2) Only engine oil from the appointed oil supplier is permitted. This oil will be available at all official Moto2 events and will conform to the FIM Grand Prix 'Moto2' specification. The use of this oil without any addition or alteration is mandatory. The Technical Director may require that an oil sample be taken from any team or machine at any time.

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2.11.1 Unleaded petrol must comply with the FIM Grand Prix specification **for each racing class**.

2.11.2 Unleaded petrol will comply with the FIM Grand Prix specification if:
(a) It has the following characteristics:
MotoGP and 125cc classes – *(same as 2009 regulation)*

Moto2 class – *(tba)*

(h) In the Moto2 class, oil for engine lubrication will comply with the FIM Grand Prix Moto2 specification if:
(tba)

2.11.3 Implementation of the fuel regulation
In the MotoGP and 125cc classes when a rider taking part in a meeting is under contract or agreement for the exclusive use of a certain brand of petrol or oil, the Organisers must give free access to the circuit for that fuel or oil.
Any final dispute will be settled in accordance with the FIM Grand Prix Disciplinary and Arbitration Code.

2.11.4.1 Fuel **and Oil** Approval

2. All companies supplying oil, for mixing with petrol to create a two stroke mixture **or for engine lubrication in the Moto2 class**, to participating teams must submit two litres (2 x 1 L) of the oil to the laboratory appointed by the FIM/Dorna for approval. If the oil conforms to the specifications, a certificate will be issued. The test report number given on the certificate must be supplied to teams which intend to use the oil.

2.11.4.2 Fuel **and Oil** Sampling and Testing

14. In the Moto2 class, the above fuel sampling and testing procedure will apply to engine oil also. In the case that the oil sample does not comply with the Moto2 specification as described in Art. 2.11.2.(h), the Technical Director will inform Race Direction who may impose a penalty.

2.12.7 Helmets must be of the full face type and conform to one of the recognised international standards:

- Europe ECE 22-05 'P'
- Japan JIS T 8133 : 2000**, JIS T 8133: 2007**
- USA SNELL M 2005, **SNELL M 2010**

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2.14.4 The maximum noise levels at all times are:

2 stroke:	113 dB/A
Moto2:	**115 dB/A**
MotoGP 4 stroke:	130 dB/A

~~measured at a mean piston speed of 13 metres per second (two stroke) and 11 metres per second (four stroke).~~

For ~~the~~ convenience, made possible by the similarity of piston stroke per engine configuration within capacity classes, the test may be conducted at a fixed RPM.

	1 cylinder	2 cylinders	3 cylinders	4 cylinders and more
125 cc (2-stroke)	7'000 rpm			
~~250cc (2-stroke)~~		~~7'000 rpm~~		
MotoGP, **Moto2**		5'000 rpm	5'500 rpm	5'500 rpm

About FIM

FIM (WWW.FIM-LIVE.COM), the world governing body for motorcycle sport, is an independent association formed by 98 National Federations throughout the world. It is recognized as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 49 FIM World Championships its main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro and Speedway. FIM also deals with non-sporting matters such as leisure motorcycling, mobility, transport, road safety and public policy and the environment, FIM was the first International sporting Federation to enforce an Environmental Code in 1994.

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