



PRESS KIT

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MICHELIN'S ACTIVE ROLE

as the MotoGP™ and MotoE™ World Championships evolve for 2023

- > Michelin's MotoGP™ tyres to play an even more frontline role as a **new race-weekend format** comes into effect
- > **Extended use of sustainable raw materials** for Michelin's second-generation MotoETM tyres
- > Michelin's **environmental awareness** illustrated by smaller tyre numbers for private testing and grand prix weekends

The last weekend of March will see MotoGP™ action resume after February's two tests at Sepang, Malaysia, and on March 11-12 at Portimão, Portugal. Michelin is clearly impacted by the exciting changes that have been introduced for 2023's twenty-one MotoGP™ rounds and MotoE™'s eight clashes.

Promoter Dorna Sports used

the winter break to work with its partners on fine-tuning the different changes that have been made to the regulations which had remained stable since 2021 and the pandemic. With the 2023 campaign now upon us, it's all systems go as these improvements come into effect, beginning with a major change to the format of grand prix weekends.



**EXTENDED
MICHELIN
COMMUNICATION
SERVICE**

AT MotoGP™ WEEKENDS

To cater for the rising interest in the role tyres play in the MotoGP™ and MotoE™ World Championships, Michelin has enhanced the communications service it provides to the media for 2023, with a number of media-touchpoint opportunities at races. Every Friday, Saturday and Sunday evening, a **Piero Taramasso podcast** will be shared via a bespoke WhatsApp group for those journalists who wish to receive additional tyre-related information (to subscribe, simply contact a member of the Michelin media team). This short declaration (a couple of minutes) will provide updates on Michelin matters in near-real time.

It is also planned to organise in-person meetings to address tyre-related questions at grands prix and trade ideas on this fundamental aspect of the sport.



EVEN MORE ENTERTAINING, EVEN FEWER TYRES

The 2023 MotoGP™ World Championship sees the introduction of a revised format which provides more competitive action thanks to the addition of a sprint race ahead of the headlining grand prix at every round. These shorter shoot-outs will last around 20 minutes, with a distance of half the number of laps planned for the main attraction. They will form part of Saturday afternoon's programme, instead of qualifying's former slot.

As a result, Friday's Free Practice 1 (45 minutes) and FP2 (60 minutes, instead of 45 minutes previously) will decide those riders who will contest Q2, with Saturday morning's FP3 (30 minutes) no longer a part of the process, in the same way as FP4 previously. Qualifying will determine the grid order for both the sprint race and the grand prix, making the session particularly crucial.

"We are thrilled that Dorna Sports has succeeded in adding to the excitement of race weekends. The stakes associated with these new sprints will put the spotlight on our tyres even more often," says **Piero Taramasso**, the manager of Michelin's MotoGP™ involvement. "At the same time, in spite of these additional races, we have managed to reduce the number of tyres necessary for each round. The idea of combining more action and extra entertainment with fewer tyres fits perfectly with Michelin's approach to motorsport!"

MICHELIN'S TYRES

FOR THE 2023 MotoGP™ WORLD CHAMPIONSHIP

In all the disciplines in which it is involved, Michelin uses motorsport to develop and evaluate new technologies and solutions conceived to improve efficiency and protection of the environment. On top of that, revised regulations for the 2023 MotoGP™ World Championship mean it has been able to reduce the number of tyres that are available at each grand prix.

This year again, **three different Michelin compounds** are proposed (Soft, Medium and Hard), **but only two rear options will be available** per race, with three alternatives still allowed for the front. While asymmetric rears will be specified for most circuits, asymmetric fronts are only planned for the Sachsenring, Phillip Island and Valence.

For the calendar's new venues, India and Kazakhstan, three rear compounds will be on-hand for safety reasons and to reassure the riders as they familiarise themselves with these tracks.

Another change for 2023 concerns **the tyre-allocation per grand prix which has been reduced from 28 to 27**, i.e. 15 fronts (five of each compound option) and 12 rears (seven of the softest compound, plus five of the harder alternative available for the race in question). Riders will be authorised to run up to 22 tyres each (10 fronts/12 rears), which means only five of their initial package will not be used. This equates to a reduction

of three fewer tyres per rider over the past two years, for a total saving of 66 tyres per race and 1,254 over the course of 19 races (i.e. not including the two new venues). This reduction also means fewer pre-heated tyres will be carried over to the riders' allocations.

Individual rain-tyre allocations are unchanged compared with last year and remain at six fronts and seven rears, with the availability of two specifications. Note that Michelin has also lowered the number of tyres that are provided to the bike-makers for private-testing purposes from 240 to 200. This figure is based on previous experience and is aimed at reducing production requirements, streamlining stock management and further protecting the environment.

"Fewer tyres means fewer materials needed for production, simpler logistics and fewer tyres to fit, remove and recycle," observes Piero Taramasso. «The performance and versatility of our tyres today mean that we are able to optimise the number of compound choices our partners have at each circuit. The decision was taken after consultation with the teams and is a significant, win-win step in the right direction in sporting terms. To have succeeded in making the sport more entertaining with fewer tyres speaks a great deal for Michelin Motorsport's engagement and awareness in all these areas."

ALLOCATION PER RACE:

22
POWER "SLICK"

10 front slicks



12 rear slicks

7 A specification



+ 5 B specification



13
POWER RAIN :

6 front Power Rain
of 2 specifications



7 rear Power Rain
of 2 specifications



LESS PRESSURE...

After formerly standing at 2.0, then 1.9 bar, minimum tyre pressures have been further lowered this season to 1.88 bar for at least half of the race duration. Pressures will be monitored by a TPMS (Tyre Pressure Monitoring System) which comprises a sensor that transmits encrypted data to the organisers in real time. This measure has been dialled into the regulations and will be evaluated at the season's first three grands prix where no penalties will be applied for breaches. "This will allow the teams to familiarise themselves with this new rule which we back on safety grounds," explains **Piero Taramasso**. "Given the small tolerances involved and the fact that the bikes may no longer run front ride-height devices, the step is likely to favour performance consistency given the significant constraints front tyres face."



Front Slick
1,88 BAR

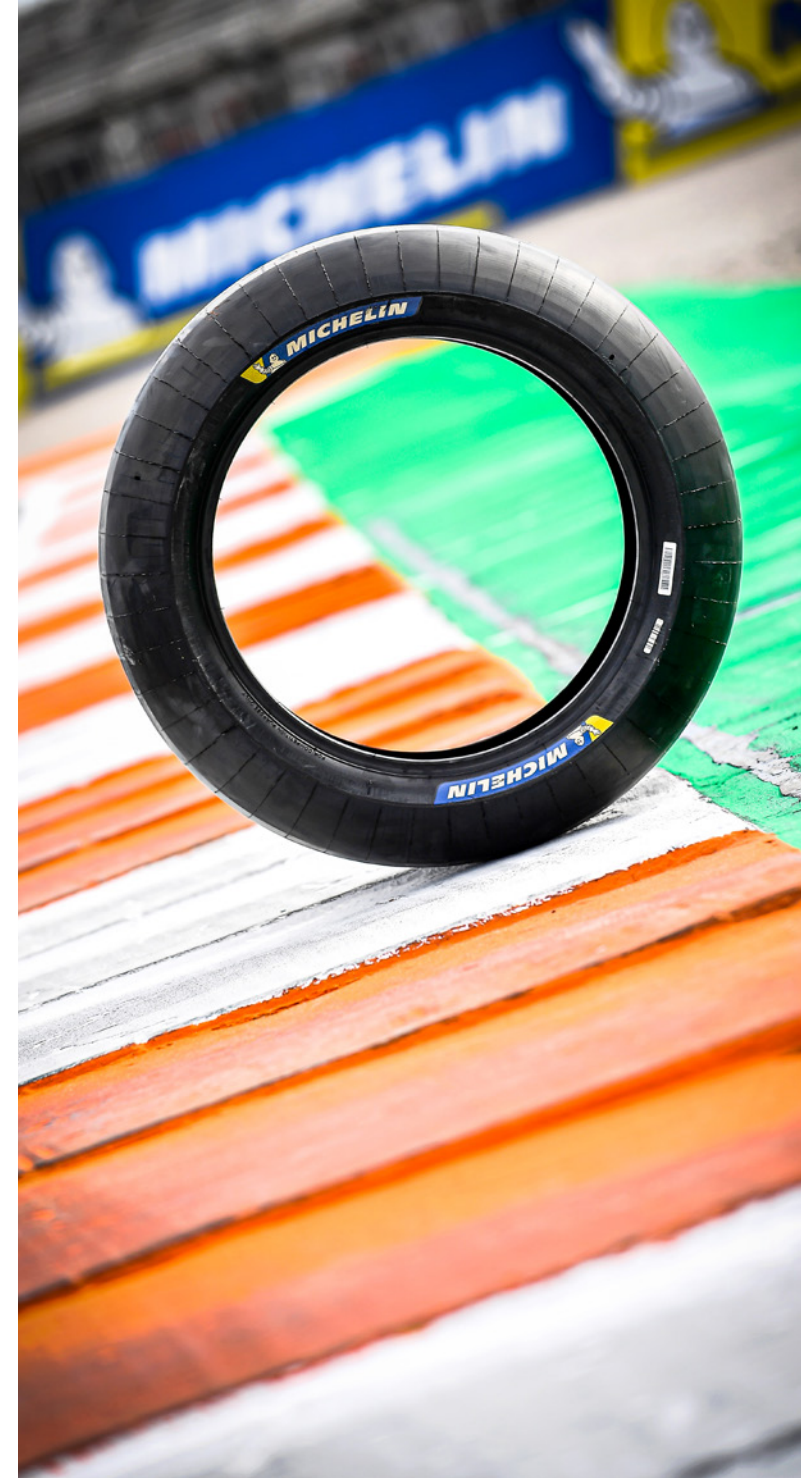


MICHELIN PARTNERS



DUCATI LENOVO TEAM	PECCO BAGNAIA (ITA) ENEAS BASTIANINI (ITA)	
MONSTER ENERGY YAMAHA	FABIO QUARTARARO (FRA) FRANCO MORBIDELLI (ITA)	
APRILIA RACING TEAM	ALEIX ESPARGARÓ (ESP) MAVERICK VIÑALES (ESP)	
RED BULL KTM FACTORY RACING	BRAD BINDER (RSA) JACK MILLER (AUST)	
REPSOL HONDA TEAM	MARC MÁRQUEZ (ESP) JOAN MIR (ESP)	
PRIMA PRAMAC TEAM	JOHAN ZARCO (FRA) JORGE MARTIN (ESP)	
GRESINI RACING MOTOGP	FABIO DI GIANNANTONIO (ITA) ALEX MÁRQUEZ (ESP)	
MOONEY VR46 RACING TEAM	MARCO BEZZECCHI (ITA) LUCA MARINI (ITA)	
LCR HONDA	ALEX RINS (ESP) TAKAAKI NAKAGAMI (JPN)	
CRYPTODATA APRILIA RNF MOTOGP TEAM	MIGUEL OLIVEIRA (POR) RAÚL FERNÁNDEZ (ESP)	
TECH3 GASGAS FACTORY RACING	POL ESPARGARÓ (ESP) AUGUSTO FERNÁNDEZ (ESP)	

11 TEAMS / 22 RIDERS





MICHELIN PARTNERS



TYRE SUPPLIER

DYNAVOLT INTACT GP

RANDY KRUMMENACHER 
HECTOR GARZO 



FELO GRESINI

MATTHIEU FERRARI 
ALESSIO FINELLO 



LCR E-TEAM

ERIC GRANADO 
MICHEL PONS 



OCTO PRAMAC

LUCA SALVADORI 
TITO RABAT 



ONGETTA SIC58

KÉVIN ZANNONI 
KÉVIN MANFREDI 



RIVE OUVERTE ASPAR

MARIA HERRERA 
JORDI TORRES 



PONS RACING 40

NICOLAS SPINELLI 
MATTHIAS CASADEI 



EQUIPE RNF MotoE™

ANDRÉA MANTOVANI 
MIKA PEREZ 



TECH3 E-RACING

ALEXANDRE ZACCONE 
HIKARI OKUBO 



9 TEAMS / 18 RIDERS

THE 2023 MotoGP™ CALENDAR

**AN EXTRA RACE
AND TWO NEW VENUES**

The 2023 season will see the teams and riders gather for a total of 21 rounds, which is one more than last year. The schedule includes **two circuits that are being visited for the first time, namely Sokol (Kazakhstan) and Buddh (India)**, while the number of grands prix held in Spain has fallen from four to three (Motorland Aragon dropped). Notable date changes include the Catalonia Grand Prix's switch from June to September and the choice of Portimão (Portugal) for the season's opener instead of Losail (Qatar) which will host the series in November once work has been completed.



MotoGP™ MICHELIN'S RECORD

485
WINS

33
TITLES
RIDERS WORLD
CHAMPION
(1976-2022)



1	26/03		PORTUGAL Autódromo Internacional do Algarve	
2	02/04		ARGENTINA Termas de Río Hondo	
3	16/04		USA Circuit Of The Americas	
4	30/04		SPAIN Circuito de Jerez / Angel Nieto	
5	14/05		FRANCE Le Mans	<i>motoE</i>
6	11/06		ITALY Autodromo Internazionale del Mugello	<i>motoE</i>
7	18/06		GERMANY Sachsenring	<i>motoE</i>
8	25/06		NETHERLANDS TT Circuit Assen	<i>motoE</i>
9	09/07		KAZAKHSTAN Sokol international circuit	
10	6/08		GREAT-BRITAIN Silverstone Circuit	<i>motoE</i>
11	20/08		AUSTRIA Red Bull Ring / Spielberg	<i>motoE</i>
12	3/09		CATALONIA Circuit de Barcelona/Catalunya	<i>motoE</i>
13	10/09		SAN MARINO Misano World Circuit Marco Simoncelli	<i>motoE</i>
14	24/09		INDIA Buddh international circuit	
15	01/10		JAPAN Twin Ring Motegi	
16	15/10		INDONESIA Pertamina Mandalika Circuit	
17	22/10		AUSTRALIA Phillip Island	
18	29/10		THAILAND Chang International Circuit	
19	12/11		MALAYSIA Sepang International Circuit	
20	19/11		QATAR Losail International Circuit	
21	26/11		VALENCIA Circuit Ricardo Torm	

A RANGE OF EVEN MORE SUSTAINABLE

MICHELIN MotoE™ TYRES FOR 2023

Since its launch in 2019, MotoE has enjoyed FIM world cup status, but it has now been upgraded to an official FIM-sanctioned world championship from this year. Another major change this season is a switch to Ducati as supplier of the identical, all-electric bikes.

Michelin has accordingly developed a new, specific range for the series that features an even higher proportion of sustainable materials, with no detriment to performance compared with last year. The new front is lighter and incorporates a new casing for enhanced performance, while the proportion of sustainable materials employed to manufacture the front tyre increases and now exceeds 50 percent in the rear tyre thanks to a new compound.

“The Michelin Group is committed to using sustainable materials exclusively to manufacture all its tyres by 2050. Our aim is to accelerate the process in racing by making use of biosourced, recycled and recovered materials,” explains **Piero Taramasso**. “For us, MotoE™ is the perfect arena to introduce innovations. A lifecycle analysis of our

MotoE™ tyres - from their design to their recycling - revealed that 75 percent of their environmental impact results from the materials they are made from. To be able to race bike tyres that incorporate bio-sourced, recycled and recovered materials with no adverse effect on the other aspects of their lifecycle is a sound idea, and we were further encouraged to increase the proportion of sustainable materials for 2023 by the fact that lap times have come down considerably over the years.”

As in previous seasons, Michelin will provide the MotoE™ teams with a single type of front and rear slick, with the riders able to use up to five of the former and six of the latter per race weekend. A specific, particularly versatile wet-weather tyre is also available (three fronts + four rears).

MotoE™ rounds take place within the framework of MotoGP™ meetings, with races lasting approximately 15 minutes (generally around eight laps, depending on venue) after three free-practice runs and a qualifying session.

REAR MICHELIN
POWER MotoE™
CONTAINS

MORE THAN
50%
SUSTAINABLE
MATERIALS

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