

- iii) relocate main shafts, countershaft, or transmission gears/gearbox layout (relative position of the shaft must be changed requiring a new casting)
- iv) Valvetrain type change or valve actuation type change
- b) Or changes to three of:
  - i) in/ex valve change (shape/material type e.g. steel to ti)
  - ii) conrod change (weigh 4%/material/length 2mm/)
  - iii) abolishment of balancer (for homologated model)
  - iv) introduction of seamless transmission or a new kind of actuation system
  - v) included valve angle change (need value)
  - vi) piston (weight by 4% or compression height by 1mm)
  - vii) crankshaft inertia change 8%
  - viii) Throttle body (split, bore, main dimensions)
  - ix) Airbox layout and variable trumpets mechanism.
- k) The Rev-limiter in all gears will be analysed to check for anomalies.

Use the EU/ECE, USA or ASIA homologation dyno test on the OEM motorcycles to determinate the Max power rpm. Without the presentation of the EU/ECE, USA or ASIA homologation, the dyno test will take place during the homologation inspection. (See Appendix: "FIM Homologation Rules for Motorcycles" for details available on [www.fim-moto.com/en/documents](http://www.fim-moto.com/en/documents)).
- l) The Superbike Commission can at any time modify the handicap system to ensure fair competition.

#### **2.4.2.2 Rev limit**

The manufacturer specific rev limit will be adjusted in increments of 250 rpm (up).

The rev limit will be controlled by the manufacturers software and will be monitored by the FIM rev-logger (see Art. 2.4.9.1). Over rev because of downshift will be ignored. ECU Hard limiter must be set to the WSBK specified rev limit.

WSBK Initial rev-limit		
Brand/Manufacturer	Model Code	Proposed
Aprilia RSV4 1000 RR/RF	ZD4RK	14700
BMW S1000 RR (2019)	K67 (0E21)	14900
BMW M1000 RR (2021)	K66 (0E71)	15500
BMW M1000 RR (2023)	K66-MÜ (0P01)	15500
Ducati Panigale V4R (2019)	DA	16100
Ducati Panigale V4R (2023)	3D	<b>16100</b>
Honda CBR 1000 RR (SP) 2020	SC82 (2020)	15600
Honda CBR 1000 RR (SP) 2022	SC82 (2022)	15600
Honda CBR 1000 RR (SP) 2024	<b>SC82 (2024)</b>	<b>15600</b>
Kawasaki ZX-10RR (2021)	ZXT02N	14600
Kawasaki ZX-10RR (2023)	ZXT02T	15100
Suzuki GSX-R 1000 (R)	L7 - L9	14900
Yamaha YZF-R1 (M) (2017)	BX4 / 2KS	14700
Yamaha YZF-R1 (M) (2020)	B3L / B4S	15200

### 2.4.3 Concessions and Super Concession's

- a) At the start of each season manufacturers will begin with 0 Concession points.
- b) If a newly homologated machine maintains the same engine design as its predecessor and the manufacturer has not earned a between season update token then the new machine must begin with the same engine specification as the last season with the eligible concession parts. The FIM SBK Technical Director decision is final.
- c) Machines considered as new will have their part declared eligible by December 31<sup>st</sup> to allow part to be supplied to supported teams for the first race. A minimum of 3 sets of part must be supplied to teams before January 10<sup>th</sup>.