

NOTIFICATION OF SANCTION

To: Adrian FERNANDEZ

No: 31

Class: Moto3™

Team: Leopard Racing

Date: 5th June 2026

Time: 12:30 UTC +2 hours

According to Article 3.8 of the FIM Grand Prix World Championship Regulations, we confirm our decision with a hearing.

Motive

At the completion of the MICHELIN® GRAND PRIX OF FRANCE 2026, the relevant engine manufacturer requested, in accordance with standard procedure, for the seals be removed from their riders first group of engines, which had reached the end of their service life. While proceeding to remove the seals from all engines, it was observed that the wire seals on engine #810 were not consistent with the standard wiring procedure. The Technical Director and staff therefore carried out a further inspection of the engine's actual sealing stickers, which, in his opinion, also showed signs of tampering.

Therefore, based on the Technical Director's findings regarding the seals and the official report from the engine manufacturer, it was found that engine #810 has been opened without authorisation.

This contravenes the Article 2.6.3.3 of the FIM Grand Prix World Championship Regulations, Moto3™ class Engine Durability and Article 3.3.2.2 (any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event).

Convocation

You were summoned to attend a hearing with the FIM MotoGP™ Stewards Panel during the GRAND PRIX OF HUNGARY. You attended the hearing and acknowledged the facts presented.

Sanction

For the above reasons, the FIM MotoGP™ Stewards Panel has imposed a disqualification from the events where engine #810 was in use:

PT Grand Prix of Thailand

Estrella Galicia 0,0 Grand Prix of Brazil

Red Bull Grand Prix of the United States

Estrella Galicia 0,0 Grand Prix of Spain

Explanation

The Technical Director determined, based on physical inspection, manufacturer evidence and examination of the engine seals, that the integrity of the approved sealing system had been compromised and that the engine had been opened without authorisation. Pursuant to Art. 2.6.3.3.13(c), an engine with damaged, tampered with or missing security seals is deemed to have been rebuilt and must be treated as a new engine in the rider allocation.

In the case of engine A810, the engine had already completed one service life and had been removed from the rider's allocation under the normal end-of-life procedure. However, the subsequent finding that the security seals had been tampered with and that the engine had been opened without authorisation requires that engine to be treated as a rebuilt engine and therefore as a further engine within the rider allocation. Accordingly, engine A810 counts as one engine used during its original service life and one additional engine by virtue of the deemed rebuilding under Art. 2.6.3.3.13(c).

Consequently, engine A810 has been used as an allocated engine and, following the finding that the approved security sealing system was compromised, is deemed under Art. 2.6.3.3.13(c) to be a rebuilt

engine and therefore treated as a new engine in the rider allocation. The rider's engine allocation has been adjusted accordingly

The Technical Director's decision was based solely upon the established fact that the integrity of the approved sealing system was compromised and that the engines were opened without authorisation.

The FIM MotoGP Stewards Panel agree with the application of the Technical Regulations as determined by the Technical Director and the resulting allocation consequences prescribed by Art. 2.6.3.3.13(c).

Article 2.4.5.3 (3) Presentation of a machine (at Technical Control) will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.

The FIM MotoGP Stewards Panel considers that the unauthorised interference with the approved technical sealing system constitutes an action prejudicial to the interests of the meetings or of the sport within the meaning of Article 3.3.2.2.

Right of Appeal

According to articles 3.7.2, 3.7.2.2 and 3.7.2.4 of the FIM Grand Prix World Championship Regulations, you have the right to appeal against this decision of the FIM MotoGP™ Stewards Panel to the FIM Appeal Stewards. A statement of appeal must be made within 60 minutes from the date and time of this notification, and accompanied by a security deposit of €1320. the appeal can be lodged with IRTA who may also arrange for guarantee of the security deposit payment.

Sincerely,

FIM MotoGP™ Stewards Panel

**Simon CRAFAR
Andres SOMOLINOS
Tamara MATKO**