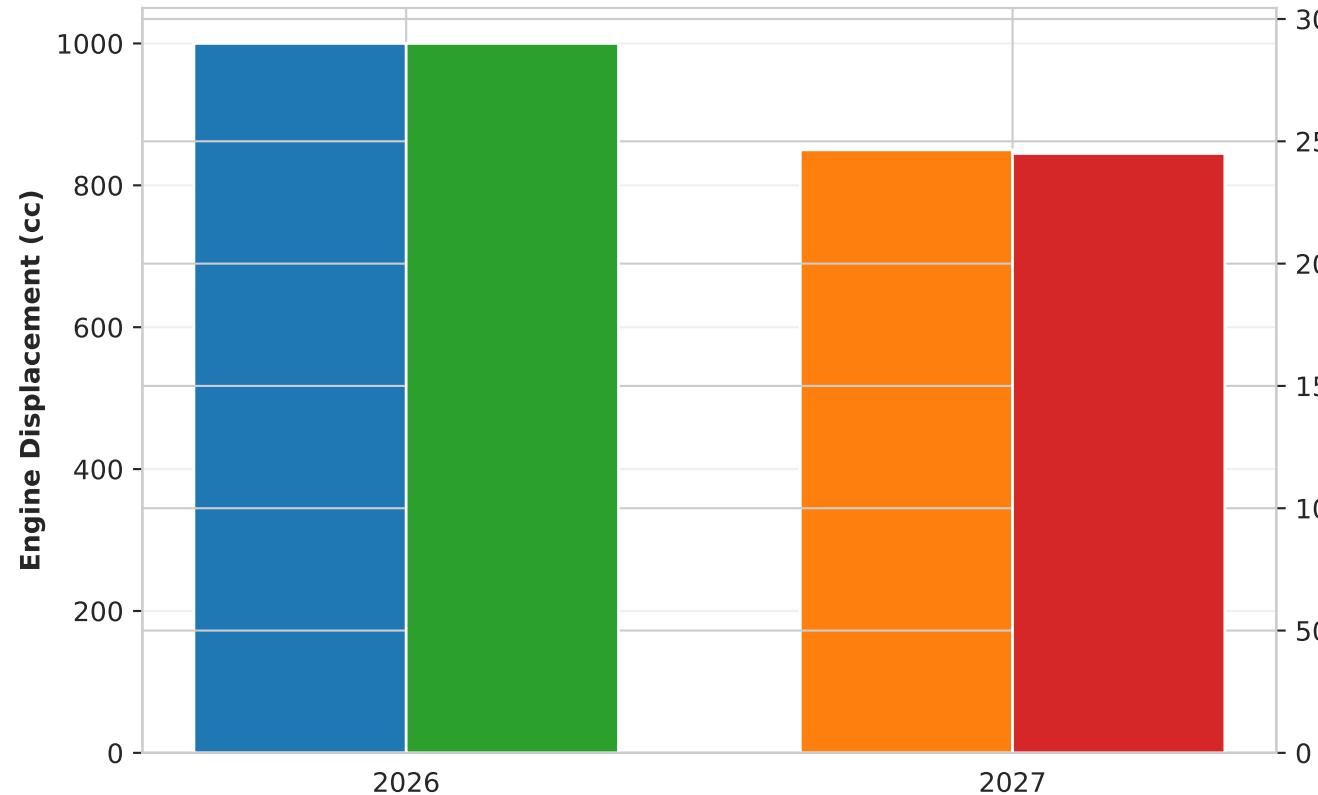
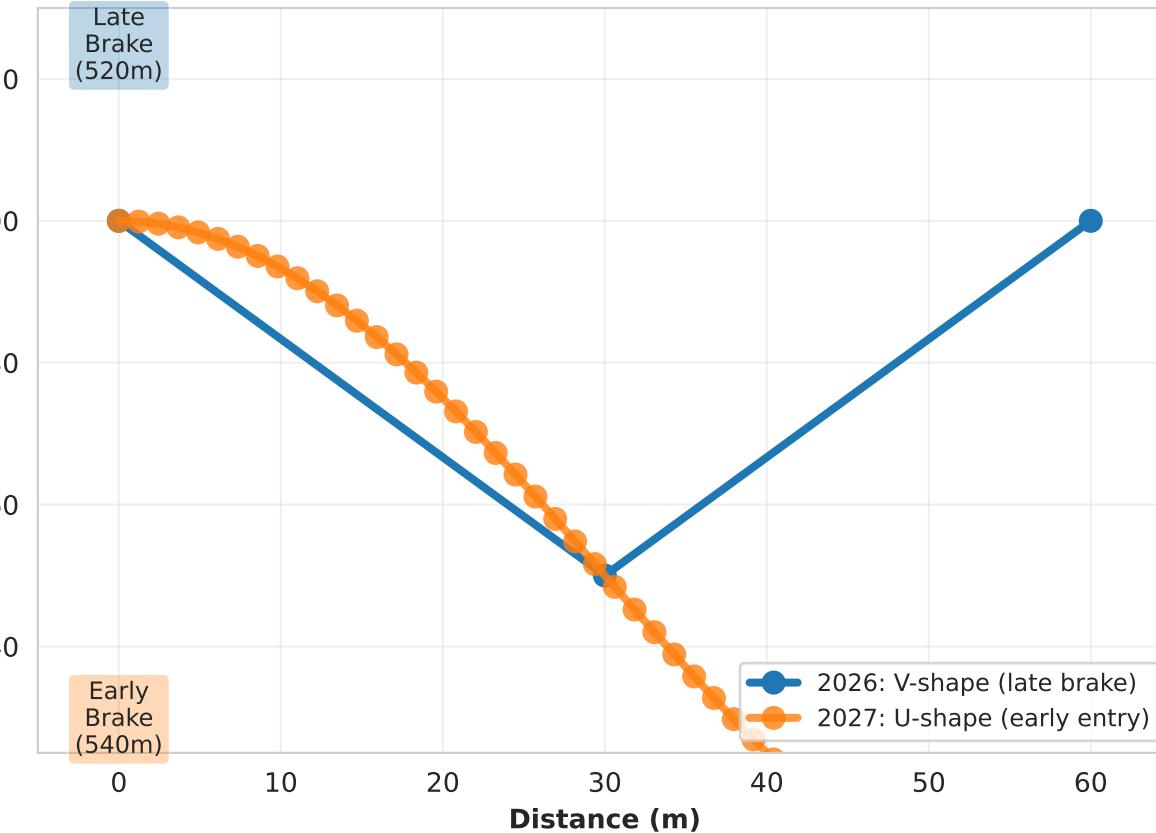


MotoGP Regulatory Change Impact: 2026 vs 2027

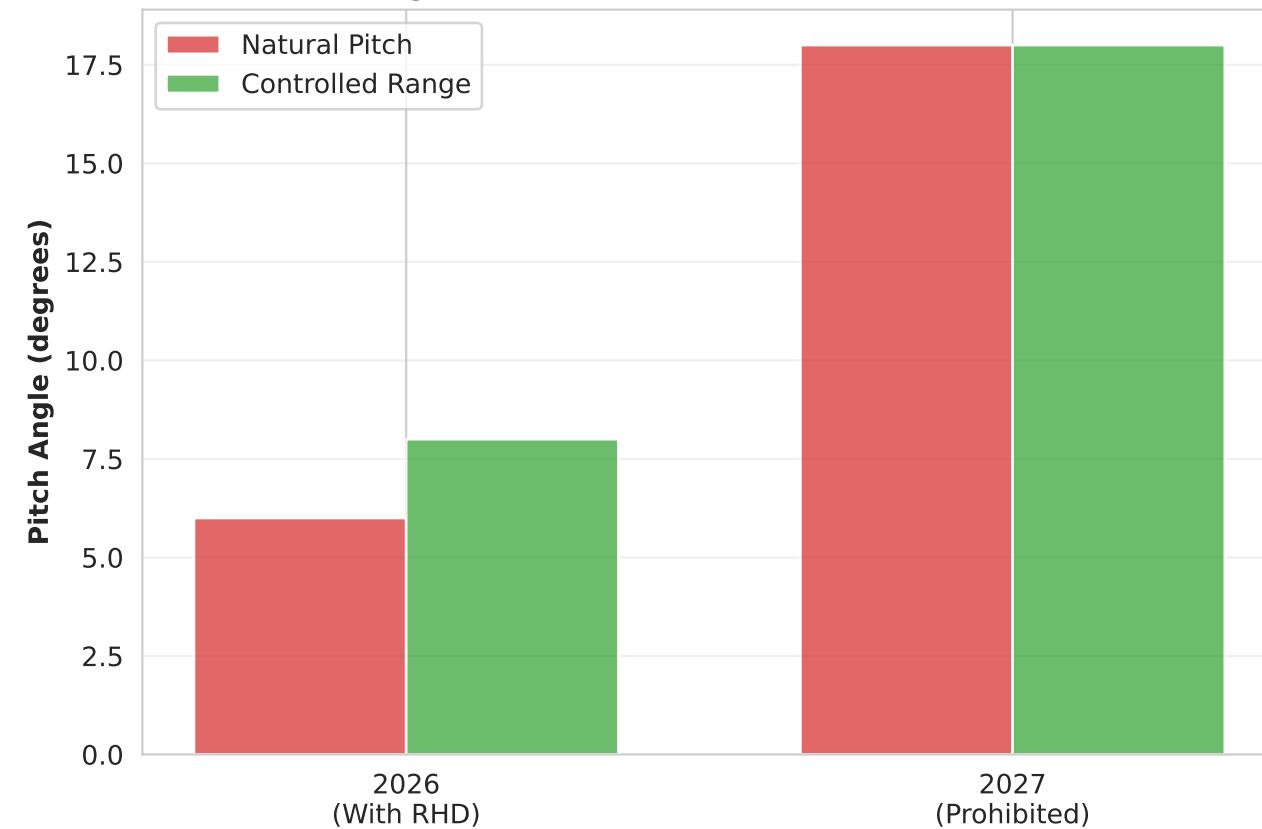
Engine: 1000cc → 850cc (-40 Nm torque)



Trajectory Geometry: Braking Strategy



Ride-Height Device: Mechanical vs Natural Control



Natural pitch
(new anomaly detection needed)

RHD controls
pitch actively

New 2027 Anomaly Classes

Headshake 8-15 Hz Front damper failure	Sev: 90%
Brake Shaking Fork resonance no aero damping	Sev: 80%
Tire Graining Accel Premature edge wear pattern	Sev: 60%
Exhaust Anomaly Combustion efficiency shift	Sev: 40%