



Grand Prix of the Netherlands 2025 - Preview

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PRESS RELEASE

Pirelli focuses on soft rear tyres for Assen

In Holland, the comparison in Moto2™ between the soft rear compounds, the standard SC0 and the development E0125, which began at Silverstone and then Aragón, returns

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
	FRONT		REAR		FRONT		REAR
8	SC1 SOFT	8	E0125 SOFT	8	SC1 SOFT	8	SC1 SOFT
6	SC2 MEDIUM	8	SC0 SOFT	8	SC2 MEDIUM	8	SC2 MEDIUM
5	SCR1 RAIN	6	SCR1 RAIN	5	SCR1 RAIN	6	SCR1 RAIN

- With the Italian Grand Prix archived, the **Grand Prix of the Netherlands** is scheduled for next weekend, which will take place as usual at the historic **TT Circuit in Assen**, Holland. For the occasion, Pirelli will provide **Moto2™** riders with two rear options in soft compound, **the standard SC0 and the development E0125**, to be combined with the **soft SC1** or the **medium SC2** front tyres. Each of these solutions will be supplied in 8 units per rider, with the exception of the front SC2 available in 6 pieces. As per the regulations, the maximum number of tyres that each rider can use during the entire weekend is 17, consisting of 8 front and 9 rear.
- The soft **development tyre in E0125 specification** made its debut at Silverstone and was also brought to Aragón, resulting in this **being the rear** used by all the riders at both GPs. It is an evolution of the standard soft which uses **the same tread compound but combining it with a different structure** specially developed to further increase stability and ensure even more consistent performance over full race distance.
- The **Moto3™** riders will find the same specifications and quantities allocated as the previous rounds, namely **SC1 soft and SC2 medium for both the front and rear**, each available in 8 units. Again, the maximum number of tyres that can be used by each rider over the weekend is set at 17 tyres.



In "The Cathedral" we continue the comparison between the soft rear tyres for Moto2™

"As we know, Assen is a very technical and fast circuit, it is not for nothing that it is called <<The Cathedral of Speed>>, and also the weather conditions can play an important role. This is why we have chosen to return to an allocation with rear specifications for Moto2™ that are a little more protected than the SCX, and as we did at Silverstone and Aragón we rely on two softs, the standard one and the development E0125 which has performed very well in the two Grands Prix already held. Both in England and Spain they proved to be a solid step forward in the search for absolute performance and over race distance, being by far the preferred option in both practice and races. We believe that its characteristics are well suited to the Dutch track and the versatility it has already shown should also help us with the track temperatures that could fluctuate a lot between the morning and afternoon sessions or between one day and the next. It will also be a great opportunity to further test this specification on such a particular track and consolidate our database."