



PRESS RELEASE

Pirelli deploys a new rear tyre for the new asphalt at Aragón

For the WorldSBK riders, there will be two versions of the SC0, the standard one and the new development D0640, which join the SCX chosen for this round as the option for qualifying and the Superpole Race

Straight from the Italian round that has just ended in Cremona, **Pirelli** and the **FIM Superbike World Championship** riders return to Spain for the **Aragon round**, which will take place this weekend at the **Motorland Aragón** circuit. The track has recently been resurfaced and the new asphalt has different levels of grip and abrasiveness compared to previous editions. Pirelli has decided to differentiate the soft choice for the rear, presenting **two variants of the SC0** as an option: the standard solution and the **D0640 development solution**, which features a compound with overall better performance than the standard version. At the front, the **standard SC1** will also be joined by its **D0715 specification development version**, which debuted at Magny-Cours and features an innovative structure with the aim of improving the stability of the SC1 family. The other important change concerns the option for qualifying and the Superpole Race, which at Aragón will be the **supersoft SCX** instead of the extra soft SCQ that the riders have available on circuits with less aggressive asphalt.



We make available to Superbike a new rear soft

"We've been racing WorldSBK at Aragón for several years now; therefore, it is a track that we know well. A few months ago, however, it was completely resurfaced, and this changed the references we had. We have already had the opportunity to ride on the new asphalt, with the tests and the Moto2™ and Moto3™ races held at the end of August and we have seen that it offers good grip but is also more abrasive than in the past. That's why we decided to offer the teams a range of options with solutions that are, on average, harder than in the other rounds, with the adoption of the SCX instead of the SCQ for qualifying and the Superpole Race and two SC0 options as softer choices for the rear in long races. The soft SC0 family has always given excellent confidence to the riders and is a valid alternative to the SCX for the most aggressive tracks, which is why we will offer both the standard version and the D0640 specification development variant in WorldSBK, which thanks to a new compound should offer further improvements. In any case, it is likely to expect that the track conditions will progressively improve as the sessions unfold, the confidence of the drivers will increase gradually, and everyone will be able to find the most congenial compound solution among those available. Finally, we will also re-propose the development SC1 front in D0715 specification that we have allocated from Magny-Cours, to give the teams the opportunity to test it well, considering that in France and Cremona, due to the weather and tracks conditions, there was not many opportunities."



- **Harder allocation:** For the front, WorldSBK riders will be able to choose between two medium options, the standard SC1 available in 8 units and the development specification D0715 in 8 units. The third alternative is the standard SC2 in 6 pieces. For the **rear**, there will be 8 units of both **SC0 options, the standard one and the development one in D0640 specification**, which can be chosen as an alternative to the standard **SC1**, present in quantities of 5 units per rider. For Superpole and Superpole Race, the riders will be able to count on 4 pieces of **SCX**. In case of rain, each rider will have 3 units of Intermediate tyres and 8 of **SCR1** tyres, both for the front and rear. In **WorldSSP**, each rider will have 7 units of **SC1** and 6 of **SC2** units available for the front, which can be combined with **SC0** or **SC1** at the rear, in quantities of 7 and 6 units respectively. All solutions in this class are standard.
- **Technical circuit:** The MotorLand Aragón circuit is just under 5,100 metres long, has a total of 18 corners and is quite technical. The first part of the track is a flow of curves where the stability and precision of the front are the protagonists. The greatest difficulty, as well as spectacularity, is represented by the "sacacorchos" (corkscrew): a downhill S that is often the scene of spectacular line crossings. The exit from the "sacacorchos" leads into the very fast left turns 10 and 11, which put a strain on the rear tyre, requiring great acceleration performance while leaning. Finally, turn 16 is the only real braking point on the track, which calls into action the support of the front tyre during braking.

More details on tyre allocation are available in the technical data sheets attached to this press release.