



Grand Prix of Indonesia 2025 - Preview

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PRESS RELEASE

Two Pirelli soft rear options for Moto2™ at the Indonesian GP

The soft SC0 standard and E0125 development tyres will be the rear options available in Lombok for Moto2™ riders.

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

- This is the second consecutive Asian round for the World Championship, which moves from Japan to the Indonesian island of Lombok for the **Indonesian Grand Prix**, scheduled from 3 to 5 October at the **Pertamina Mandalika International Circuit**. The Moto2™ riders will have two soft compound rear solutions at their disposal: the standard SC0 and the development E0125, which can be combined with the SC1 or SC2 fronts.
- The **E0125** is an evolution of the standard SC0: it maintains the same compound but introduces an innovative carcass developed in 2025. It is already well known by Moto2™ riders, who have used it in eight previous Grands Prix, receiving excellent feedback and wide consensus.
- The allocation is unchanged for the riders of the **Moto3™** class, who will have **SC1** and **SC2** available for both the front and rear.
- In view of the high risk of rain to which the region is subject, compared to the last GP, Pirelli has increased the allocation of **SCR1** wet tyres for both classes by one unit. The quantities available thus increase from 4 to 5 for the front and from 5 to 6 for the rear.



Temperatures and rain are the pitfalls of Lombok

"Lombok is not a particularly demanding track in terms of abrasiveness, but it presents critical issues related to high temperatures and variable weather conditions. At this time of year, the climate is hot and humid, with the asphalt reaching up to 60 °C, while episodes of intense and sudden rain are not uncommon. To cope with the latter scenario, we have increased the allocation of SCR1 wet tyres by one unit, so as to ensure the necessary coverage in the event of persistent rainfall. As for slicks, the history of this championship and WorldSBK confirms a clear preference for soft compound rear solutions. For this reason, in Moto2™ we have planned the standard SC0 and its development E0125 evolution, already widely appreciated in previous rounds. We expect that the riders will also be able to quickly find the positive feeling already experienced elsewhere at Mandalika. It's still a track that puts more stress on the front axle than the rear, but both the SC1 and SC2 have already shown great versatility over a wide range of conditions, which is why we're confident they'll offer excellent support in this context too. In Moto3™, as usual, the SC1 is the softest option available and will probably be the most chosen in the event of dry asphalt."