



Grand Prix of San Marino and the Rimini Riviera 2025 - Preview

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PRESS RELEASE

The new Pirelli supersoft for Moto2™ is back on stage at Misano

After its debut in the Austrian GP, the Moto2™ riders will again find the E0126 specification in supersoft compound, which will join the already very popular E0125 soft

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
	FRONT		REAR		FRONT		REAR
8	SC1 SOFT	8	E0126 SUPERSOFT	8	SC1 SOFT	8	SC1 SOFT
6	SC2 MEDIUM	6	E0125 SOFT	8	SC2 MEDIUM	8	SC2 MEDIUM
5	SCR1 RAIN	6	SCR1 RAIN	5	SCR1 RAIN	6	SCR1 RAIN

- At the **Grand Prix of San Marino and the Rimini Riviera**, the **E0126 specification supersoft rear** is back on the scene for **Moto2™**. It made its debut in the Austrian GP and has not been used since, although in the Superbike World Championship it has been taken to several rounds and found the appreciation of the riders. This new solution uses the same compound of its standard counterpart, the SCX, while the structure is the one already present on the **E0125**. The latter solution, which the riders will have as a second alternative for the rear, features a soft compound and has been much appreciated and used by the riders in recent GPs.
- While Moto2™ will be able to count on two rear development solutions, in **Moto3™** the riders will find the standard allocation consisting of the soft SC1 and the medium SC2. The rear options, both in Moto2™ and Moto3™, can be combined with two alternatives for the front, the **soft SC1** and the **medium SC2**, both of which are standard.
- In 2024, the Misano circuit hosted two consecutive GPs. In both cases, all the Moto2™ riders in the race used SC1 compound tyres at the front while at the rear the D0640 specification, i.e. the current standard SC0. In Moto3™, the soft solutions in SC1 compound prevailed for both front and rear.



This year for Misano the Moto2™ riders will have an even softer rear

"Last year Misano hosted two consecutive GPs and, in both cases, the Moto2™ riders used the D0640 specification rear that would later become the current standard soft SC0. This year, however, they will have two alternatives that, based on what has been seen so far, should have even more performance: on the one hand, the E0125 development soft, which has been the undisputed protagonist of almost all the last races, and on the other, an even softer option, namely the E0126 specification development SCX, which made its successful debut in Austria and has already been widely used by World Superbike riders with excellent results. Both these development solutions share the same structure, so the only distinguishing element lies in the compound. It will be interesting to see how they perform on this track and which of the two will gain the riders' preferences. On paper, the supersoft should offer more grip and be favoured in the event of higher temperatures, while if it gets cooler, the E0125 could be the most suitable choice. In Moto3™ the tyres are the same as the 2024 allocation but riders and teams have a year more experience with our tyres and the bikes have also changed a bit, so we'll see if they can improve compared to last season."