



Grand Prix of Austria 2025 - Preview

11 August 2025

PRESS RELEASE

Two Pirelli development rears for Moto2™ at the Red Bull Ring

Given the fast layout of the Austrian circuit and low wear levels, this year's allocation for Moto2™ is softer than in 2024 and will see the debut of the supersoft E0126, alongside the already well-known soft E0125

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
	FRONT		REAR		FRONT		REAR
8		8		8		8	
6		6		8		8	
5		6		5		6	

- The MotoGP World Championship is back on track after the summer break for the **Grand Prix of Austria** which will take place next weekend at the **Red Bull Ring** in Spielberg. The allocation that Pirelli has decided to make available to the **Moto2™** riders includes **two rear development tyres**, one already known and one new, to be combined with the standard **front** options: **soft SC1** and **medium SC2**.
- The **rear** solution already known to the **Moto2™** riders is the **development soft in E0125 specification**, which was introduced at Silverstone and brought to three subsequent rounds, including the last one at Brno, and has been the most used of the rear tyres, both in practice and in the race. This tyre uses the same tread compound as the standard SC0 soft, but adopts a different structure developed to improve stability and consistency over race distance. The new option is the **E0126**, a **supersoft** compound tyre that makes its debut in Moto2™ on the strength of the wide consensus obtained in the Superbike World Championship, where it was the most chosen option in all three rounds in which it was taken. Again, the tread compound is the same as its range counterpart, the SCX, but with the innovative structure already present on the E0125.
- The **Moto3™** class will continue to use the base allocation adopted this season, consisting of **SC1** and **SC2** for both front and rear, with eight tyres of each option for each rider.



Two advanced solutions to offer more grip on a track that is not very aggressive

"In 2024 we raced at the Red Bull Ring without direct references, and we found that the standard solutions performed very well, but also left us room to explore softer options. The circuit offers little grip and is not particularly severe on the tyres. Proof of this was that last year all the Moto2™ riders used the soft SC0 in the race, which was the softest solution they had available, and improved the average lap time of the race by a good tenth. Considering this information, this year we decided to keep the soft but replace the medium with a supersoft, to help the riders find more grip. Both solutions are development, to seek confirmation of the positive feedback received so far and take a further step forward. The E0125 specification soft has already been used successfully in four Grands Prix this year and is therefore the familiar option that riders can rely on. The other alternative is the supersoft in E0126 specification, which is making its debut in Moto2™ but has already been widely appreciated in World Superbike, where it was the most used option in the three rounds in which it was present. Both adopt a new structure designed to ensure greater stability and consistency of performance over the race distance, qualities particularly suitable for a circuit like the Austrian one, which is very fast, with short curves and sudden decelerations. We will also have to keep an eye on the weather, which in Austria in August could play some tricks, as happened last year when rain mixed with hail fell on Saturday, resetting the evolution of the track."