



Grand Prix of Malaysia 2025 - Preview

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PRESS RELEASE

Pirelli head to Malaysia with the supersoft rear for Moto2™

Compared to 2024, the rear allocation for the intermediate class includes compounds that are one step softer with the development supersoft E0126 and the standard soft SC0

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	SC0 SOFT	8	SC2 MEDIUM	8	SC2 MEDIUM
5	SCR1 RAIN	6	SCR1 RAIN	5	SCR1 RAIN	6	SCR1 RAIN

- For the **Grand Prix of Malaysia 2025**, which will be held next weekend in **Sepang**, the **Moto2™** riders will be able to count on rear tyres one step softer than those they had available in 2024. Last season, the softest option was the soft SC0 which was also the race reference, while the alternative was the medium SC1. This year, however, the development supersoft E0126 will be the softest tyre while the soft SC0 is confirmed but as the harder option.
- This is the third allocation appearance for the **supersoft E0126** after its debut in the Austrian GP and the successful use in the San Marino and Riviera di Rimini GP. It is a tyre that uses the same compound as the standard supersoft SCX but applied to a different structure. Sepang is a circuit that lends itself well to the use of soft compounds because it usually reaches very high temperatures that make the asphalt very slippery; so the grip of the supersoft should help the riders to have more traction.
- The same allocation as in 2024 has been confirmed for **Moto3™**, which is also the standard one used over the year, with soft SC1 and medium SC2 as options for both axles. In 2024, all the solutions were used in the race, with soft SC1 as the most chosen option at the rear and medium SC2 at the front, a combination also adopted by winner David Alonso.



In Sepang we are focusing on the new supersoft to offer even more grip to Moto2™

"The Sepang circuit has quite demanding characteristics for tyres due to the long straights alternating with slower corners that cause high braking stress, a fast and tight technical section between turns 9 and 14 that requires good handling, and weather conditions that are often unpredictable with torrential and sudden rains or extremely high temperatures affecting grip. The last corner, which connects the two longest straights, has negative banking, i.e. an inclination of the asphalt towards the outside, which generates a lot of lateral loads on the tyres of both axles at the maximum lean angle. The asphalt is moderately abrasive but last year in Moto2™ we saw good wear in the race with the soft SC0 so we think the supersoft E0126 could be a valid solution for this track, especially if the temperatures were to be particularly high because in the heat the natural grip offered by the asphalt is reduced and the track becomes more slippery so having a very soft compound can help the riders maintain good traction throughout lap time advantage. We will see if this is the case and if this new development supersoft will confirm the excellent performance already demonstrated at the Red Bull Ring and Misano."