



Australian Motorcycle Grand Prix 2025 - Preview

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PRESS RELEASE

Pirelli brings harder compound rears for Moto2™ in Australia

To tackle the demanding Phillip Island circuit, Pirelli will provide Moto2™ riders with the D0922 rear specification development tyre and the standard hard SC3

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
	FRONT		REAR		FRONT		REAR
8	 SC1	8	 D0922	8	 SC1	8	 SC1
	SOFT		MEDIUM		SOFT		SOFT
8	 SC2	6	 SC3	8	 SC2	8	 SC2
	MEDIUM		HARD		MEDIUM		MEDIUM
5	 SCR1	6	 SCR1	5	 SCR1	6	 SCR1
	RAIN		RAIN		RAIN		RAIN

- For the **2025 Australian Motorcycle Grand Prix** at **Phillip Island**, one of the most demanding circuits for tyres on the World Championship calendar, **Pirelli** will provide **Moto2™** riders with **two rear options in harder compounds** than those usually used. This is to cope with the peculiarities of the Australian track that puts a lot of stress on the tyres, particularly on the left hand side, and which has asphalt that generates high levels of wear.
- The first of these options is the **D0922 development specification**, a medium compound tyre that Moto2™ riders have already had the opportunity to use this year at the German GP where it was unanimously chosen for the race. Compared to the standard SC1 medium, the D0922 differs both in structure and in the compound, the latter being a little softer and halfway between a soft and a medium, with the aim of increasing stability and improving consistency of performance.
- As an alternative to the D0922, riders will be able to opt for the **SC3**, i.e. the hard standard tyre from the DIABLO™ Superbike range, which has a more protected compound and is therefore suitable for tackling particularly abrasive asphalt.
- Considering the lower power on offer from the class, for the riders in the **Moto3™** division, Pirelli confirms the reference solutions for this year, **SC1** and **SC2** for both the front and rear. Last year, the SC2 was the most used compound in the race both at the front and rear.



Phillip Island remains a very demanding circuit for the tyres

"The Australian circuit is undoubtedly one of the most demanding circuits for the tyres among those on the World Championship calendar and it is perhaps even more so after last year's resurfacing. At Phillip Island the tyres are subjected to strong and constant thermo-mechanical work, especially on the left side due to the layout of the track, and usually there is an overheating of an area of the tyre but at the same time there is also a maximum lean angle that generates different drift forces with very strong torsion and oblique work. This is a circuit capable of generating both mechanical stress and constant thermal stress for the tyres at the same time. It is therefore a track that must be tackled with the right caution and with tyres suited to its characteristics. For this reason, for the Moto2™ riders we have decided to bring two rather protected rear solutions in terms of wear: the D0922, that the riders have already used at Sachsenring, is an evolution of the D0532 used last year while the SC3 is our harder rear. In Moto3™, on the other hand, considering the lower power involved, the standard allocation consisting of exclusively standard tyres is also suitable for this track, as we have already had the opportunity to verify last season".