



SEASON PREVIEW

MOTORSPORT

Sepang (Malaysia), February 5, 2025

Michelin in the 2025 FIM MotoGP™ World Championship **New challenges and ever more versatile tires in service of cutting-edge motorcycles**

- The MICHELIN Power Slick tires, launched in 2024 with new rubber compounds, are making a strong comeback for the 2025 championship.
- With 22 races across five continents, the 2025 calendar introduces two new circuits: Brno (Czech Republic) and Balaton Park (Hungary). Michelin has already analyzed these tracks using simulators to provide its partners with the most suitable tire compounds.
- Michelin is committed to environmental preservation and resource conservation. In less than a decade, the French manufacturer has halved the number of available tire specifications and reduced the number of tires used in races, all while continuously improving tire performance.

The 2025 MICHELIN Power Slick tire range

The next-generation tire range, introduced last season, will continue to deliver performance and versatility throughout the 2025 championship. These tires feature compounds that have been developed iteratively, in collaboration with riders, over multiple test sessions. This new generation of rubber has already shattered numerous records, some of which had stood for years. To support racing motorcycles at their highest level, Michelin Motorsport engineers have worked with distinct objectives for the front and rear tires.

Front tire

To meet the ever-increasing demands placed on the front wheel, Michelin has enhanced the rigidity of its compounds. In some cases, compounds previously classified as **Medium** have now been rebranded as **Soft**, with a similar reclassification occurring between **Hard** and **Medium**. These compounds are the result of an innovative new **blending process** and are designed to push performance even further in 2025, aiming for new lap records.

Rear tire

Michelin has also incorporated cutting-edge technologies in both the composition and **blending techniques** of the rear tire materials. The goal was to **improve performance consistency** and **reduce wear** over race distances. This objective has been successfully achieved, regardless of the circuit's wear characteristics.



MOTORSPORT

*"The 2024 championship proved that our new tire compounds fully met the expectations of all teams," says **Piero Taramasso**, Michelin's Two-Wheel Motorsport Manager. "Thanks to the exceptional consistency and versatility of our tires, riders achieved unprecedented performance levels. For 2025, as motorcycles will see only minor technical changes, we have decided to focus on technological stability. This continuity allows our partners to build on proven foundations, enabling them to refine their setups and chase those final tenths of a second on track. With this strategy, we approach the 2025 season with both confidence and the humility that defines our approach."*

Michelin reduces tire specifications while increasing competitiveness

As in all motorsport disciplines in which it is involved, **Michelin** develops technological and logistical solutions with efficiency and environmental protection in mind. The measures introduced in 2023 to reduce the number of tires allowed per race weekend will remain in place for the **2025 season**.

*"Fewer tires used means fewer raw materials to source and consume, less logistics, fewer mounting and dismounting operations, and also less recycling," explains **Piero Taramasso**, Michelin's Two-Wheel Motorsport Manager. "But what is less visible is our ability to reduce the number of tire specifications used. While we bring a maximum of three compounds—Soft, Medium, and Hard—to each race, these are selected from a portfolio that, in some years, included dozens of variations. In less than a decade, we have managed to **cut the number of specifications in half**, keeping only the most versatile ones. This results in a much smaller stock of tires at the end of the season and a **significant reduction in raw material usage**, aligning with our sustainability goals. Additionally, season after season, we see that our tires enhance competition and contribute to making motorsports more **sustainable and responsible**."*

Regulations on tire compounds and allocations

For both **front and rear wheels**, Michelin will provide three tire compounds—**Soft, Medium, and Hard**—selected from a catalog of different rubber blends depending on track characteristics and weather conditions.

- **Front Tires:** All three selected compounds (**Soft, Medium, Hard**) will be available.
- **Rear Tires:** Only **two** of the three compounds (Soft and Medium) will be allocated.
- **Per-rider allocation:**
 - **Front:** 15 tires (5 of each compound)
 - **Rear:** 12 tires (7 of the softer compound, 5 of the harder one)
 - **Rain tires:** 6 front and 7 rear, available in Soft and Medium.



MOTORSPORT

During each Grand Prix weekend, each rider may use:

- **Up to 10 front tires**
- **Up to 12 rear tires** over the three days of track activity.

Asymmetrical vs. Symmetrical tire configurations

- **Rear tires** are almost always **asymmetrical**, meaning they feature different rubber compositions on the left and right sides, depending on the circuit's turn distribution.
- **Front tires** are **typically symmetrical**, with just **three exceptions** in the season:
 - **Sachsenring (Germany)**
 - **Phillip Island (Australia)**
 - **Valencia (Spain)**

On these three tracks, the front tire tread is made up of **two distinct rubber compounds**, distributed in a **2/3 to 1/3 ratio** to adapt to the circuit's unique demands.

The 2025 Championship as seen by Piero Taramasso, Michelin's Two-Wheel Motorsport Manager

*"For the new circuits on the calendar, **Brno** and **Balaton** (see schedule), we took a digital approach using simulators. Since we don't have the opportunity to test on-site, and the asphalt at Brno is due for resurfacing, we relied on simulation to determine the ideal tire profiles for these races. This is a delicate process, and we will work closely with our partners to ensure the best tire selection.*

*Additionally, we need to support the teams with close collaboration and clear guidance, as the championship is undergoing **a record 13 team changes** and will introduce **three new riders**. This is a significant shake-up, requiring an adaptation period.*

*Finally, while the season promises to be as thrilling as ever, it also presents logistical challenges. The calendar is packed with **seven back-to-back races**, meaning two events occur in consecutive weeks. Some transitions, like **Portugal to Spain**, are relatively manageable, but others—such as moving from **Australia to Malaysia**—demand much more **advanced planning**. These logistical challenges, however, are part of the excitement and intensity of the championship, and we are eager for the season to begin."*



MOTORSPORT

A race format that has proven its effectiveness

The **regulatory changes introduced in early 2023** remain in effect for 2025, and they have significantly improved both the **on-track spectacle** and the **smooth running of race weekends**.

At each **Grand Prix**, action begins **Friday morning** with a **45-minute Free Practice session**. This is followed by another session, simply called **Practice**, which lasts **one hour** and allows the **10 fastest riders** to qualify directly for **Q2**, the second phase of Saturday's qualifying.

On **Saturday morning**, after a **second Free Practice session** (30 minutes open to all riders), those who did not qualify directly for Q2 compete in a **15-minute Q1 session**. The **top two riders from Q1** then advance to **Q2**, forming a final group of **12 riders** who battle in another **15-minute session** to determine the final grid positions.

Following this, the weekend features **two races**:

- **Tissot Sprint** – A fast-paced race on **Saturday afternoon** lasting about **20 minutes**
- **Grand Prix** – The **main race** on **Sunday**, covering **twice the number of laps**

Tissot Sprint races generally start at **3:00 PM local time**, while Grand Prix races take place at **2:00 PM local time**.

*"After two seasons with this format, we clearly see how successful it has been and how much interest it has generated," says **Piero Taramasso**. "Dorna Sports, the championship organizer, wanted more excitement, and we got it—thanks to the riders' determination and the performance of the bikes, which is also made possible by the consistency of our tires.*

*The **Tissot Sprint format** on Saturdays pushes riders to go all-out, often matching **qualifying lap times**. This creates thrilling action that excites both **fans** and **teams** alike. However, while Sprint Races are an important part of the championship, they also require a degree of **caution** from the riders, who must **preserve their condition** for Sunday's Grand Prix.*

*For us, these two race formats showcase the **versatility and durability** of our tires. They perform exceptionally well under full attack in the **Sprint Race**, and they also deliver **endurance and consistency** over the **longer Grand Prix race**. This is a true demonstration of our technological expertise."*



MOTORSPORT

MotoGP 2025 calendar: 22 races, 18 countries, 5 continents

The MotoGP World Championship will travel to all major regions of the world in 2025: the United States, South America, Asia, Oceania, the Middle East, and, of course, Europe. It will feature two new tracks: Brno (Czech Republic) and Balaton Park (Hungary). For these two circuits, Michelin will provide an additional tire specification, as stipulated by the regulations.

After the pre-season tests in Sepang and Buriram in February, Thailand will make history by becoming the first Southeast Asian country in 25 years to host the opening round of the championship (and the first time ever for Thailand).

Among the changes to existing race dates, Silverstone (United Kingdom) has been moved forward from August to May, while Portugal shifts from March to November. The Catalan Grand Prix, which moved from June to September in 2023, took place in May 2024 (and later at the end of the season as a replacement for Valencia, which was hit by severe weather). It will now return to early September. Aragon has also been moved forward from September to June.

The season will kick off with an intense schedule, featuring 11 races—exactly half of the planned Grand Prix events. A short break will take place from mid-July to mid-August, followed by four European races. After that, the championship will head to Asia and Oceania for four rounds before returning to Europe for two final races in November, in southern Portugal and then in Valencia.

It's a packed schedule that is sure to keep MotoGP fans on the edge of their seats!

DATE	COUNTRY	TRACK
28 février au 2 mars	Thaïlande	Buriram
14 au 16 mars	Argentine	Termas de Rio hondo
28 au 30 mars	Etats-Unis	Austin
11 au 13 avril	Qatar	Losail
25 au 27 avril	Espagne	Jerez
9 au 11 mai	France	Le Mans
23 au 25 mai	Angleterre	Silverstone
6 au 8 juin	Espagne	Aragon
20 au 22 juin	Italie	Mugello
27 au 29 juin	Pays-Bas	Assen
11 au 13 juillet	Allemagne	Sachsenring
18 au 20 juillet	République Tchèque	Brno
15 au 17 août	Autriche	Spielberg
22 au 24 août	Hongrie	Balaton
5 au 7 septembre	Espagne	Barcelone
12 au 14 septembre	Italie (San Marin)	Misano



MOTORSPORT

26 au 28 septembre	Japon	Motegi
3 au 5 octobre	Indonésie	Mandalika
17 au 19 octobre	Australie	Philip Island
24 au 26 octobre	Malaisie	Sepang
7 au 9 novembre	Portugal	Portimao
14 au 16 novembre	Espagne	Valence

Michelin's 2025 partners in MotoGP – 11 teams and 22 riders

Team	Riders
Ducati Lenovo Team	Francesco Bagnaia (Ita) Marc Márquez (Esp)
Monster Energy Yamaha	Fabio Quartararo (Fra) Alex Rins (Esp)
Aprilia Racing Team	Jorge Martin (Esp) Marco Bezzecchi (Ita)
Red Bull KTM Factory Racing	Brad Binder (RSA) Pedro Acosta (Esp)
Honda HRC	Luca Marini (Ita) Joan Mir (Esp)
Prima Pramac Team	Jack Miller (Aust) Miguel Oliveira (Por)
Gresini Racing MotoGP	Alex Márquez (Esp) Fermin Aldeguer (Esp)
Pertamina Enduro VR46 MotoGP Team	Franco Morbidelli (Ita) Fabio Di Giannantonio (Ita)
Honda LRC	Johan Zarco (Fra) Somkiat Chantra (Tha)
Red Bull GasGas Tech3	Maverick Viñales (Esp) Enea Bastianini (Esp)
Trackhouse Racing	Raul Fernandez (Esp) Ai Ogura (Jpn)

About Michelin

Michelin is building a world-leading manufacturer of life-changing composites and experiences.

Pioneering engineered materials for more than 130 years, Michelin is uniquely positioned to make decisive contributions to human progress and to a more sustainable world.



MOTORSPORT

Drawing on its deep know-how in polymer composites, Michelin is constantly innovating to manufacture high-quality tires and components for critical applications in demanding fields as varied as mobility, construction, aeronautics, low-carbon energies, and healthcare.

The care placed in its products and deep customer knowledge inspire Michelin to offer the finest experiences. This spans from providing data- and AI-based connected solutions for professional fleets to recommending outstanding restaurants and hotels curated by the MICHELIN Guide.

Headquartered in Clermont-Ferrand, France, Michelin is present in 175 countries and employs 132,200 people.

MICHELIN GROUP MEDIA RELATIONS

+33 1 45 66 22 22

7 days a week

www.michelin.com