



Moto2™ Moto3™

Grand Prix of the United States 2026 - Preview

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PRESS RELEASE



Pirelli at the US GP: the SCX returns to the Moto2™ allocation

The supersoft rear tyre, already used at some GPs in 2025 and previously known as the E0126 development specification, makes its first appearance of the year as it debuts on the American circuit

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
 FRONT		 REAR		 FRONT		 REAR	
8 SC1	SOFT	9 SCX	SUPERSOFT	8 SC1	SOFT	9 SC1	SOFT
6 SC2	MEDIUM	6 SC0	SOFT	8 SC2	MEDIUM	6 SC2	MEDIUM
5 SCR1	RAIN	6 SCR1	RAIN	5 SCR1	RAIN	6 SCR1	RAIN

- **SCX is back in the spotlight.** At the **Grand Prix of the United States**, Moto2™ riders will once again have access to the supersoft rear compound, introduced by Pirelli in the intermediate class last year and made available at selected Grands Prix throughout the season. As a very soft solution, it is not suitable for all circuits but only for those that do not excessively wear the tyres. At the **Circuit of The Americas**, the SCX makes its absolute debut, as it has never been included in the allocation during the previous two editions of the GP.

- **From E0126 to SCX.** The version available to riders at COTA will be the 2026 standard version of the supersoft compound which, until last year, was known under the E0126 development specification. The SCX will replace the medium SC1 normally present in the allocation, positioning itself as a valid alternative to the standard soft SC0.
- **Nine tyres per rider.** To allow riders and teams to familiarise themselves with the SCX on this circuit, Pirelli has decided to allocate nine tyres per rider for this compound, enabling its use throughout the entire weekend should it be immediately appreciated by the riders.



A softer rear-tyre allocation compared with previous years for Moto2™

"This is our third season at COTA with Moto2™ and Moto3™ and, based on the data collected over the past two editions of the Grand Prix, this year we have opted for rear compounds that are one step softer for Moto2™. This decision also stems from the fact that, at this circuit, we observed that the medium SC1 is not competitive compared with the soft SC0, so it seemed appropriate to offer riders an option that could serve as a valid alternative to the soft. As a result, the supersoft SCX will accompany the soft SC0, which has so far been the reference solution on this track for the intermediate class.

Austin is a track that could lend itself well to the use of softer rear compounds such as the supersoft SCX, which we expect to provide even more grip and enable improvements in lap times. This is not a new tyre for the riders: in 2025 it was used both in the previous standard version and in the E0126 development specification, which has now been promoted to the new standard SCX option as part of our ongoing and well-established development process. This allows us to keep our product range consistently aligned with the latest technological advances, benefiting not only the riders competing in World Championships on our tyres but also those racing in national series—whether professional or amateur—and demanding motorcyclists who enjoy track days and can rely on the same tyres used by top-level champions.

In its current range version, the SCX was chosen by all riders at the Austrian and San Marino Grands Prix, with excellent feedback. We will now see whether, at the United States Grand Prix, the supersoft compound will confirm the positive responses received so far or whether the SC0 will remain the most competitive option".