



Moto2™ Moto3™

2026 Grand Prix of Malaysia – Preview

26 October 2026

### PRESS RELEASE



### Pirelli favours softer rear tyres for the Malaysian GP

The F0192 development supersoft returns in Moto2™ alongside the standard soft to tackle Sepang's abrasive and low-grip asphalt

### TYRE ALLOCATION PER RIDER

| Moto2™                                                                                            |  |                                                                                                    |  |
|---------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------|--|
|  FRONT         |  |  REAR           |  |
| 8  <b>SC1</b>  |  | 9  <b>F0192</b> |  |
| SOFT                                                                                              |  | SUPERSOFT                                                                                          |  |
| 8  <b>SC2</b>  |  | 9  <b>SC0</b>   |  |
| MEDIUM                                                                                            |  | SOFT                                                                                               |  |
| 5  <b>SCR1</b> |  | 6  <b>SCR1</b>  |  |
| RAIN                                                                                              |  | RAIN                                                                                               |  |

| Moto3™                                                                                             |  |                                                                                                     |  |
|----------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------|--|
|  FRONT          |  |  REAR          |  |
| 8  <b>SC1</b>  |  | 9  <b>SC1</b>  |  |
| SOFT                                                                                               |  | SOFT                                                                                                |  |
| 8  <b>SC2</b>  |  | 8  <b>SC2</b>  |  |
| MEDIUM                                                                                             |  | MEDIUM                                                                                              |  |
| 5  <b>SCR1</b> |  | 6  <b>SCR1</b> |  |
| RAIN                                                                                               |  | RAIN                                                                                                |  |

- **Soft compounds to maximise grip.** The **Sepang** circuit, the venue for the upcoming **Grand Prix of Malaysia**, features particularly rough and abrasive asphalt that does not automatically deliver high levels of grip. Track temperatures, often above 55 °C due to Malaysia's typically hot and humid climate, can cause tyres to overheat, increasing sliding and reducing the available grip. To counter these effects, **Pirelli** is once again opting for softer rear solutions in Moto2™ this year: the **development supersoft F0192**, previously

used at the Spanish GP in Jerez, and the **standard soft SC0**. The F0192 specification retains the construction of the standard supersoft SCX but features a new compound designed to improve wear resistance and performance consistency. In the 2025 race, every rider chose the SC1 front paired with the SCX supersoft rear, at that time still known as the E0126 development specification.

- **Unchanged allocation for Moto3™.** Riders in the entry-level class will have the two standard solutions available: **soft SC1** and **medium SC2**, for both front and rear. Given Sepang's typically high temperatures, the softer options could also prove particularly effective in Moto3™. In last year's race, every rider chose the SC1 rear, while the SC2 was the most widely used front option. One exception was Taiyo Furusato (Honda), who won the race with an SC1 front, confirming the potential of the softer compounds at the Malaysian circuit.
- **A more even track, more abrasive asphalt.** Recent levelling work has made the track surface more level, removing bumps and dips in critical areas. Despite now being more level, Sepang's asphalt remains particularly rough and abrasive due to weathering caused by the sun, tropical rain and monsoons. The section between Turns 7 and 12 benefits from complete resurfacing carried out in 2023, while the rest of the circuit retains its 2016 asphalt base.



#### **Soft solutions retained for an updated Sepang**

*"Sepang comes into this year's event with some changes to the track surface. Recent levelling work has made the asphalt more even in the most critical areas, removing bumps and dips caused over time by the heavy rainfall and water infiltration typical of the monsoon climate. Although the circuit is now more even, there are still differences between the section fully resurfaced in 2023, between Turns 7 and 12, and the rest of the track, which retains its 2016 asphalt base. In addition, prolonged exposure to high temperatures and the elements has gradually increased the surface roughness, making it particularly abrasive.*

*With these characteristics in mind, we have decided to retain an allocation focused on softer rear solutions, an approach that proved successful at last year's event. However, both the development supersoft F0192 and the soft SC0 available this year have different characteristics from the specifications used in 2025, making it particularly interesting to assess their behaviour, performance and consistency over race distance. It will also be important to see whether the changes to the track affect the performance balance between the two rear options, either confirming the supersoft as the benchmark for the race or allowing the soft SC0 to be more competitive over the distance".*