



Moto2™ Moto3™

2026 Grand Prix of Italy – Preview

25 May 2026

PRESS RELEASE



Pirelli goes supersoft at Mugello

After the strong appreciation shown for the SCX at the 2025 Italian GP, this year Pirelli will also offer Moto2™ riders a second supersoft option, the F0192, which debuted at Jerez

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
 FRONT		 REAR		 FRONT		 REAR	
8  SC1		8  SCX		8  SC1		8  SC1	
SOFT		SUPERSOFT		SOFT		SOFT	
8  SC2		6  F0192		8  SC2		8  SC2	
MEDIUM		SUPERSOFT		MEDIUM		MEDIUM	
5  SCR1		6  SCR1		5  SCR1		6  SCR1	
RAIN		RAIN		RAIN		RAIN	

- **Double supersoft option.** For the **2026 Grand Prix of Italy**, scheduled for this weekend at the **Mugello International Circuit**, Pirelli has chosen to focus on the softest rear solutions, particularly for the **Moto2™** class, where riders will have two supersoft alternatives available: **the standard SCX and its development version F0192**. The latter made its debut this year at the Spanish Grand Prix, where it was used by the

majority of riders in the race. The two solutions share the same structure but differ in compound, and in the case of the F0192, the aim is to ensure reduced wear and greater performance consistency.

- **New solutions for Mugello.** Neither the standard SCX nor the development supersoft F0192 have previously been used by Moto2™ riders at this circuit. The standard SCX offered this year is in fact different from the one used last season, as it is the E0126 development specification promoted in 2026 to the new standard supersoft.
- **How it was in 2025.** In last year's races at this Grand Prix, in Moto2™ all riders used the 2025 standard SCX rear, paired in most cases with the SC1 soft at the front. In Moto3™, the choice was unanimous for the SC1 soft rear, while at the front 14 out of 26 riders opted for the SC2 medium and the remainder for the SC1 soft.



The comparison between supersoft rears in Moto2™ continues

"In 2024, the year of Pirelli's debut in the World Championship, at Mugello the Moto2™ riders raced using the standard SC0 soft rear, the softest solution among those available. Following the analyses carried out, it emerged that the circuit, although placing tyres under considerable stress due to its frequent changes of direction and elevation, fast corners and heavy braking, does not have particularly abrasive asphalt and therefore tyre wear is fairly limited.

On the basis of this evidence, last year we decided to introduce the SCX supersoft rear as well, with which the riders achieved a further performance improvement in terms of lap times.

For this edition, given Mugello's suitability for the use of very soft solutions, riders will be able to rely not only on the new standard SCX, introduced last year as the E0126 development specification, but also on a further supersoft alternative, the F0192, which debuted at the Spanish Grand Prix and was used in the race by many riders. In both cases, these are solutions never previously tried on the Italian circuit but are already familiar to the riders, particularly as regards the standard SCX which has already been used in races this year at the United States, Spanish and French Grands Prix.

It will therefore be interesting to see which of the two supersoft solutions receives the greater appreciation and whether, weather conditions permitting, it will be possible to improve further both the lap record and race pace".