



Moto2™ Moto3™

Grand Prix of France 2026 – Preview

4 May 2026

PRESS RELEASE



For Le Mans, Pirelli's allocation is unchanged but with the new 2026 SCX

As in 2025, the supersoft SCX rear is confirmed for Moto2™ riders, but in the new range version (known previously as the E0126 development specification)

TYRE ALLOCATION PER RIDER

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

Moto3™			
 FRONT	 REAR		
8  SC1 SOFT	9  SC1 SOFT		
8  SC2 MEDIUM	8  SC2 MEDIUM		
5  SCR1 RAIN	6  SCR1 RAIN		

- **Same allocation, plus something new.** For the 2026 Grand Prix of France, Pirelli will provide Moto2™ and Moto3™ riders with the same compounds brought to last year's event: **soft SC1 and medium SC2 on the front** for both classes, while **on the rear supersoft SCX and soft SC0** for Moto2™, and **soft SC1 and medium SC2** for Moto3™. Compared with last year, however, there is **something new: this year's SCX**

is not the same as the one riders used in 2025 but is the **new supersoft range option previously known as the E0126 development specification**.

- **New SCX range option.** This is not the first GP of the year in which Moto2™ riders have the new SCX available: it was already present at both Austin and Jerez, and in 2025 it was used at Spielberg and Misano as the E0126 specification. Compared with the previous range version, the new 2026 SCX uses the same compound but an innovative structure, the same one also adopted by the new soft SC0, which last year was known as the E0125 specification.
- **Soft also for Moto3™.** Riders in the entry class of the World Championship will almost certainly opt for the rear soft SC1, which was used successfully last season, mostly pairing it with the front soft SC1.



Le Mans is well suited to the use of the supersoft rear

"The Le Mans circuit is characterised by particularly low levels of abrasiveness and mechanical stress, which result in low tyre wear. These conditions make it a track fully compatible with the use of the softest rear compounds, such as the supersoft SCX. In 2025, this solution was adopted in the race by all Moto2™ riders, enabling a clear improvement in performance compared with 2024, a season in which the soft SC0 was the softest rear option available.

The 2026 range SCX does not coincide with the version used last year but is the former E0126 development specification. While the compound formulation remains unchanged, the structure has been modified with the aim of increasing the contact patch area and, consequently, overall grip levels. It will therefore be interesting to assess whether this structural evolution translates into a further performance gain compared with the SCX used in 2025.

The track's low levels of wear are also reflected in the Moto3™ category, where in last year's edition all riders used the rear soft SC1 compound in the race, a choice we expect to be confirmed again this year."