Grand Prix of Portugal 2026 - Preview

November 16, 2026

PRESS RELEASE



Pirelli continues front tyre development for Moto2™ at Portimão

For the penultimate Grand Prix of the season, Pirelli will once again include the F0749 specification in the Moto2™ allocation, combining a new construction with the soft compound of the standard SC1

TYRE ALLOCATION PER RIDER

Moto2™	FRONT	REAR
	8 SC1 SOFT	9 SCX SUPERSOFT
	6 E1089 SOFT	6 SCO SOFT
	5 SCR1 RAIN	6 SCR1 RAIN

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

- **Comparison between front soft compounds.** The MotoGP™ World Championship returns to Europe for the **Portuguese Grand Prix**, the penultimate round of the season, taking place this weekend at the undulating Autódromo Internacional do Algarve. Moto2™ riders will once again have the **F0749 development front tyre** available in their allocation. It retains the same soft compound as the **standard SC1**

but features a new construction designed to provide greater stability, particularly under braking. This tyre made its debut at last September's San Marino and Rimini Riviera Grand Prix, where it quickly became the preferred choice of several riders from the very first practice sessions. The characteristics of the Portuguese circuit, with its continuous elevation changes and demanding braking zones, often approached downhill, make it a particularly interesting testing ground for front tyres, which are subjected to high stresses both under braking and through the corners.

- **SC0 and SC1 compounds.** Portimão is also a demanding circuit for rear tyres. The relatively low grip level of the asphalt causes wheelspin, subjecting the right shoulder in particular to frequent and significant temperature variations. This is further accentuated by long, fast corners, such as the one leading onto the start/finish straight, where tyres are subjected to high lateral and longitudinal loads. To cope with these conditions, the intermediate class rear allocation features the 2026 range **soft SC0 compound** as the reference solution. Last year, in its E0125 development version, this compound enabled Diogo Moreira to secure both pole position and victory in the race. Should track temperatures be particularly low, riders will also have the **medium SC1** available.

- **Standard allocation Moto3™.** In the entry class of the World Championship, riders will be able to choose between the **soft SC1 and medium SC2** compounds for both axles. Both solutions have demonstrated good levels of competitiveness and versatility throughout the season. Last year's Portimão race highlighted a wide variety of tyre choices. Race winner Máximo Quiles (KTM) opted for the SC2 on both axles, while third-place finisher Taiyo Furusato (Honda) made the opposite choice, selecting the SC1. Angel Piqueras (KTM), who finished second, went for the SC2 at the front and SC1 at the rear.



Portimão provides an excellent testing ground for front tyres

"The Portuguese circuit represents a particularly interesting testing ground for assessing the effectiveness of front development solutions, due to its continuous ups and downs, elevation changes and numerous demanding braking zones, often approached downhill, which put front tyres to the test in particular. That is why, for this Grand Prix, we have decided to make the F0749 specification available to Moto2™ riders once again. So far, this tyre has only been brought to the San Marino and Rimini Riviera Grand Prix, where it made a very positive debut.
The opportunity to compare the two soft solutions – the development version and the standard one – over the course of the weekend will allow Pirelli engineers to collect further data to support ongoing development work. It will be interesting to see whether the new construction of the F0749 can offer significant advantages over the range version on such a distinctive circuit.
As for the rear tyre choice, in 2025 the E0125 development solution demonstrated considerable potential at this very circuit. This year, in its new guise as the range SC0, it has enabled improvements at several circuits, so we will see whether further progress can also be made this weekend compared with last year's Grand Prix".