



Moto2™ Moto3™

2026 Grand Prix of The Netherlands – Preview

23 June 2026

PRESS RELEASE



Pirelli focuses on the soft range tyres for the ‘Cathedral of Speed’

Given the season and the current very high temperatures, Pirelli expects the rear soft solutions to play a leading role at Assen in both Moto2™ and Moto3™

TYRE ALLOCATION PER RIDER

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

- **Rear soft solutions favoured.** For the **2026 Grand Prix of The Netherlands**, taking place this weekend at the Assen circuit, **Pirelli** will provide riders in the **Moto2™** and **Moto3™** classes with soft and medium compound solutions for both axles. In particular, as was also the case in 2025, the rear soft tyres, SC0 for Moto2™ and SC1 for Moto3™, are expected to confirm themselves as the preferred choice throughout the weekend, the races included. With the high temperatures typical of this time of year, and even more so with

the heatwave currently affecting the whole of Europe, the softer solutions can offer higher grip levels, best compensating for what the asphalt is unable to provide, with these high temperatures.

- **Both front options are valid alternatives.** At Assen, the front does not present any particular critical issues, but it can play a key role because it must be very stable and precise in order to respond to the fast corners and frequent changes of direction. A tyre is therefore needed that can offer stability, precise feedback to the rider and consistency over the full distance. As already seen last year, both front solutions, the soft SC1 and the medium SC2, could be valid alternatives depending on the rider's riding style and the characteristics of the different bikes.
- **The Cathedral of Speed.** The **TT Circuit Assen** is known as the '*Cathedral of Speed*' not so much for its top speeds, but for its unique layout made up of a sequence of fast corners that require high average speeds and great riding fluidity, characteristics that highlight the technical abilities of individual riders. From a tyre perspective, the circuit is particularly demanding because it generates continuous lateral loads and significant thermal stress, while the low abrasiveness of the asphalt shifts the challenge more towards structural fatigue than pure wear. The absence of heavy braking areas also makes warm-up more complex, a factor accentuated by often variable weather conditions. The result is a strong demand for stability, consistent performance and precision in changes of direction throughout the lap.



With high temperatures, rear soft solutions are certainly favoured

"The Assen circuit represents a unique test bench on the calendar due to its extremely flowing layout, which requires riders to maintain a high and consistent pace throughout the lap. The particular configuration of the track mainly rewards cornering precision and the ability to manage load transfers progressively, aspects that highlight the correct balance of the bike and the overall effectiveness of the tyre package. In this context, it becomes essential to guarantee predictable and uniform behaviour, capable of supporting the rider through rapid changes of direction and high-speed cornering phases. Considering the high temperatures expected, the rear soft solutions, SC0 in Moto2™ and SC1 in Moto3™, represent a particularly effective option thanks to the higher level of grip they offer. The front, although not presenting any marked critical issues, plays a fundamental role in terms of stability, precision and consistent performance, all indispensable elements on such a fast track. For this reason, both available solutions, soft SC1 and medium SC2, can represent valid alternatives depending on riding style and the characteristics of each bike."