



PRESS RELEASE

PIRELLI SCORPION WINTER 3: THE THIRD GENERATION OF THE WINTER TYRE FOR SUVs, DESIGNED TO ELIMINATE TRADE-OFFS BETWEEN SAFETY, COMFORT AND DURABILITY

Developed with a structure and tread pattern tailored to the specific requirements of SUVs, the new tyre was engineered using virtual development and driving simulators, with final testing at the Pirelli Sottozero Center in Lapland.

Grip on snow and wet roads combines with comfort and durability, with performance maintained consistently over time.

Milan, 13 October 2026 – The new **Scorpion Winter 3** completes the renewal of Pirelli's winter tyre **range** and has been developed to meet the specific needs of SUVs in typical cold-weather conditions. Vehicles in this segment now account for more than 50% of the global market¹ and have distinctive characteristics, including greater weight and a higher centre of gravity, which call for tyres with dedicated internal structures and tread patterns. These requirements have guided the development of Scorpion Winter 3, which delivers a high level of performance **balance across the different conditions** encountered during the winter season, from snow and wet roads to dry surfaces. It therefore overcomes one of the main compromises associated with winter tyres, offering drivers of Sport Utility Vehicles consistently strong performance, even in the most demanding situations. This has **already been confirmed by the first independent test, in which Scorpion Winter 3 was named the best-performing tyre** among its competitors².

All sizes available at launch have an **A rating for wet grip on the EU tyre label**³, while noise levels fall within **classes A–B**⁴. To meet the growing demand for electric and plug-in hybrid vehicles in this segment, Scorpion Winter 3 is also available with **Pirelli Elect technology**, specifically designed for these powertrains.

DEVELOPMENT: DESIGN SOLUTIONS TAILORED TO THE WINTER NEEDS OF SUVs

The development process began by examining tyre behaviour **under heavy loads. The contact patch** was redesigned to optimise pressure peaks, a key requirement for both **mileage performance** and even wear on heavy vehicles such as SUVs. This approach has led to the first major innovation of the new generation: as the **tread wears**, the active edges within the contact patch – and, consequently, grip on **snow and wet roads** – remain consistent over time. The tyre structure has also been engineered to accommodate high vehicle weights, with a **dedicated internal carcass and tread design**.

The tread geometry incorporates several solutions developed for the **Cinturato Winter 3**, which recently won a test conducted by independent German automotive association ADAC. These include the zigzag central groove, which helps evacuate water and supports lateral grip on snow; Pirelli's patented **Snow Keeper Teeth technology**, which retains snow within the grooves to harness the grip generated by **snow-on-snow contact**; and a high void ratio, which enhances performance on snow and wet roads while helping to counter aquaplaning. These features are complemented by solutions

¹ Source: S&P Global Mobility data and analysis.

² Tests conducted by AlVolante (Year 28, No. 10, October 2026) using 235/60 R18 tyres on an Alfa Romeo Stelvio.

³ All replacement sizes available at the time of product launch achieved an A rating (100%) for wet grip under the EU tyre labelling system.

⁴ All replacement sizes available at the time of product launch received EU tyre label noise ratings ranging from 25% in class A to 75% in class B.



specifically developed for SUVs, including **stiffer tread blocks to improve handling** and **wear resistance under high loads**, and a carefully **calibrated sipe** density to maintain performance on dry roads as well.

The **compound** draws on the experience gained with P Zero Winter 2, the tyre developed to deliver winter performance for high-performance cars. It incorporates specific polymers, including **Dual-Core Polymer**, whose dual operating mechanism provides enhanced grip in a variety of conditions, while plasticisers broaden the tyre's operating temperature range.

VIRTUAL AND PHYSICAL TESTING: FROM DRIVING SIMULATORS TO THE PROVING GROUND IN LAPLAND

In developing Scorpion Winter 3, Pirelli's engineers at Bicocca made extensive use of the company's established advanced **Virtual Development techniques**. These enable precise results to be achieved by simulating a range of variables, while also reducing development times and the number of prototypes required for fine-tuning. The use of **driving simulators** – from static to dynamic systems – enabled the team to focus on performance, particularly dry **handling and driving enjoyment**. During the testing phase, the **Pirelli Sottozero Center**, a proving ground located in Swedish Lapland, played a key role in the development process. Its facilities make it possible to test the tyre on a variety of surfaces, from snow to ice, throughout the year, thanks in part to its indoor testing facilities.

THE PIRELLI WINTER RANGE AND PRODUCT OFFERING

Scorpion Winter 3 launches with a range of **30 sizes, from 18 to 22 inches**, and offers several specialised technologies. These include **Elect technology**, which can increase the range of electric and plug-in hybrid vehicles by up to 10%⁵; and the **Pirelli Noise Cancelling System (PNCS)**, which reduces perceived rolling noise inside the cabin through the use of a special sound-absorbing material fitted inside the tyre. The tyre is also available with **Seal Inside technology**, which helps maintain air pressure in the event of a puncture caused by an external object⁶.

The new winter tyre joins the **Scorpion** family, launched by Pirelli in 1986 specifically for high-riding vehicles and first fitted to the Lamborghini LM002. Since then, the Scorpion range has expanded to cover summer, winter and all-season applications, spanning road tyres for SUVs and products designed for off-road use. From the outset, Scorpion has had a strong focus on original equipment, with products developed in collaboration with car manufacturers. Scorpion Winter 3 continues this tradition, contributing to the family's portfolio of more than 1,200 homologations, including bespoke developments for models from leading premium and prestige brands such as Aston Martin, Porsche, Lamborghini, Lotus, Audi, BMW, JLR and NIO.

With the requirement to carry winter tyres or snow chains coming into force on 15 November, Scorpion Winter 3 completes **Pirelli's Winter range, which has been fully renewed** over the past two years and tailored to different vehicle types. Alongside the new winter tyre for SUVs and CUVs, the range includes **P Zero Winter 2** for high-performance cars and **Cinturato Winter 3** for saloons and crossovers.

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⁵ Comparison between PIRELLI SCORPION™ ELECT™ and PIRELLI SCORPION™ tyres, size 235/60 R18, measuring the increase in battery range resulting from the reduced rolling resistance of the ELECT™ version. Tests were conducted on a Volkswagen ID.4 under instrumented conditions at a constant speed of 50 km/h over a range of 550 km. Source: Pirelli in-house R&D tests conducted between March and June 2022.

⁶ An explanation of how the technology works is available [at this link](#).