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FIM MotoGP™ World Championship

Performance, fairness, responsibility: Michelin ready for a new season at the highest level

- Michelin Motorsport is evolving the tyre allocation for the majority of the 2026 Grands Prix by reducing the range of specifications while increasing the number of tyres available per specification.
- This new allocation significantly reduces the total number of tyres produced, transported and recycled throughout the season, while maintaining a high level of performance and delivering intense sporting spectacle.
- Michelin Motorsport begins its 11th consecutive season at the pinnacle of two-wheel competition, before concluding at the end of 2026 a cycle marked by numerous records and a lasting footprint in the championship's history.

Editorial – Matthieu Bonardel, Director of Michelin Motorsport

Eleven seasons that have shaped the history of MotoGP... and Michelin

"In a championship as demanding and intense as MotoGP, eleven seasons represent far more than a simple sporting cycle. It is an extraordinary human, technological and emotional adventure, driven by constant challenges.

Since 2016, the year of our return to MotoGP, we have never viewed our role as that of a simple supplier. Our ambition has always been to be a true partner, and the constant presence of our technicians at the circuits, their close relationships with the teams, and the quality of the dialogue established have built a relationship of trust.

Obviously, nothing would have been possible without the consistent quality of our tyres, which is recognised by all. As the motorcycles have become more complex, faster and more aerodynamic, or when structural changes have affected the championship, such as the introduction of Sprint races, our tyres have always been there – and often ahead. By offering several fair technical solutions to riders, we allow them to adapt their tyre choice until the very last moment, even on the starting grid. Having all specifications available on track at the same time is not an isolated event; it is proof that we are able to satisfy all strategies and all riding styles.

"Today, seeing championships decided in the final round or victories determined by just a few thousandths of a second remains one of our greatest satisfactions. But the many records broken are not an end in themselves. They are certainly rewarding, but above all they reflect a rigorous and collective long-term effort, carried out in an environment where excellence is the only option. This performance has also been built through technical dialogue and data sharing with our partners, which has contributed to motorcycle development as well.

At Michelin, this pursuit of performance is also part of a broader vision, integrating our environmental commitments and a pioneering approach in a world where sporting constraints are at their highest. Reducing the number of specifications and tyres, as well as our commitment to the MotoE World Championship (electric motorcycles), has demonstrated that it is possible to innovate without compromising the highest performance standards.

The 2026 season represents the end of a MotoGP cycle for us, but the story does not end there. The lessons learned over these eleven years will serve tomorrow in the development of tyres for other competitions, as well as for production motorcycles. A natural transfer, in continuity with a period that I am convinced will mark the history of MotoGP."

Fewer tyres, more show

True to its philosophy of "doing more with less," Michelin Motorsport is evolving the tyre allocation by reducing the number of specifications offered at the majority of Grands Prix, while also refining their distribution. Part of a strategy focused on sustainability and resource optimisation, this approach once again illustrates Michelin's capacity for innovation. The French manufacturer continues a progressive and controlled reduction in the number of tyres used — a move consistent with Michelin's ambition to limit its environmental footprint in every championship in which it competes, without ever compromising performance at the highest level. This decision, defined in consultation with the teams as well as Dorna Sports, the IRTA and the MSMA, has been officially validated by the "Grand Prix Commission."

As a result, for the new season riders will have access to two front tyre specifications at the majority of Grands Prix, compared with three in 2025. In return, the allocation per motorcycle is increased to seven tyres per specification, compared with five last seasons. In total, each motorcycle will receive 14 front tyres per Grand Prix weekend (compared with 15 in 2025). This evolution translates into a significant reduction in Michelin's carbon footprint, with nearly 500 competition tyres saved in manufacturing, transport and recycling over the course of the season.

This new allocation nonetheless offers greater strategic freedom for teams and riders, thanks to a higher number of tyres from the specification best suited to their riding style, depending on the specific characteristics of each circuit.

“With this new rationalisation of front tyre allocation, we are continuing work that began back in 2018,” explains **Piero Taramasso**, Michelin’s Two-Wheel Competition Manager. *“Over the past eight MotoGP seasons, Michelin has halved the number of specifications made available to riders, while continuously improving safety and performance across an increasing number of circuits, as evidenced by the many records set. By way of comparison, the 2018 season featured 58 different front and rear tyre specifications for 19 Grand Prix, compared with 27 specifications in 2026 for 22 races. This ongoing optimisation has allowed us to progressively reduce the volumes of tyres manufactured, transported and then recycled. Michelin thus reaffirms its determination to reconcile technological innovation, sporting performance and environmental responsibility.”*

For the majority of Grand Prix, each rider will therefore have 14 front tyres (7 of each compound level) and 12 rear tyres (7 of the softest compound and 5 of the hardest). As for wet tyres, the allocation remains at 6 front tyres and 7 rear tyres, across two specifications (Soft and Medium). Each rider may use a total of 10 front tyres and 12 rear tyres over the three days of on-track activity at each Grand Prix.

While rear tyres are in the vast majority of cases asymmetrical — meaning they feature two compounds reinforced to a greater or lesser degree depending on the number of right- or left-hand turns — front tyres are almost always symmetrical. There are only three exceptions during the season, at the Sachsenring (Germany), Phillip Island (Australia) and Valencia (Spain). In these cases, the tread is composed of two different compounds in a 2/3 – 1/3 ratio.

An exception for circuits sensitive to weather conditions

For circuits particularly exposed to weather uncertainty and temperature variations, the allocation will remain identical to that of the 2025 season, in order to guarantee safety, performance and sporting fairness.

The Grands Prix concerned are:

- Michelin Grand Prix of France (Le Mans)
- British Grand Prix (Silverstone)
- German Grand Prix (Sachsenring)
- Australian Grand Prix (Phillip Island)
- Valencian Community Grand Prix (Cheste)

For these events, three front tyre specifications will be maintained, with an allocation of 5 tyres per specification.

Interview with Piero Taramasso, Manager of Two-Wheel Competition at Michelin Motorsport

“The closeness of our teams with all MotoGP stakeholders is decisive.”

How do you design tyres capable of responding to all track conditions, including multiple race formats such as Sprint and Grand Prix?

“MotoGP is probably one of the most demanding environments in motorsport. Since the introduction of Sprint races in 2023, riders must run at almost qualifying pace over a distance equivalent to half a Grand Prix on Saturday, then manage a distance twice as long with potentially different weather conditions on Sunday. To meet these requirements, on every circuit around the world, we had to design tyres with extreme versatility — capable of delivering a very high level of performance from the very first corners, but also perfect consistency over time. These qualities are seemingly contradictory, but we rose to the challenge. It requires a great deal of anticipation and analysis of ‘bike’ and ‘circuit’ data, as well as a very fine understanding of constraints. Ultimately, this dual race format has perfectly highlighted the robustness of our solutions, as they perform flawlessly in all configurations.”

How do you manage to offer tyres with equal performance for inherently different motorcycles, with distinct setups, while enhancing on-track spectacle?

“This is undoubtedly one of our greatest challenges in MotoGP, because our objective has never been to favour one manufacturer or one riding style, but rather to create the conditions for an open championship where everyone can express their potential. Motorcycles feature different technologies and riders have different physiques and riding styles, yet we must provide a single tyre offering that works for everyone.

“The availability of multiple constructions and compounds plays a key role in this approach: it allows teams and riders to adapt their strategy, make technical choices, and get the best out of the selected tyre package across the various compounds, both front and rear. When victory is decided only in the final corners, we can consider that this balance has been achieved — and it is a true source of pride for Michelin to contribute to that.”

What perspective do you have as a manager on the eve of this final season, having not missed a single Grand Prix since 2016?

"With hindsight, what I remember above all is the human and collective dimension of this adventure. Of course, there is performance, records and impressive technological progress. But none of this would have been possible without the total commitment of everyone within Michelin Motorsport. The closeness of our teams with all MotoGP stakeholders is decisive. I believe that this sincere and responsible commitment in service of one of the greatest spectacles in motorsport, combined with a constant desire to progress while respecting the spirit of competition, quite simply represents the DNA of Michelin Motorsport."

Regulations: a race format that ensures continuity

The regulatory changes introduced at the beginning of 2023 remain in force and have demonstrated their positive impact on on-track spectacle as well as on the smooth running of the race weekend. At each Grand Prix, action begins on Friday morning with a Free Practice session. This is followed by another session simply called Practice, lasting one hour, which allows the 10 fastest riders to progress directly to the second qualifying phase (Q2) scheduled for the following day. On Saturday morning, after Free Practice 2 (a 30-minute session open to all riders), those who did not qualify directly for Q2 compete in Q1 for 15 minutes. Two of them (the top two) are then promoted to form a group of 12 riders for the final qualifying phase (also 15 minutes), which determines the starting grid. Two races then follow: the first, called the Sprint, lasting around 20 minutes on Saturday afternoon (half the number of laps of the Grand Prix), followed by the Grand Prix on Sunday. These two races generally take place, with few exceptions, at 3:00 pm for the first and 2:00 pm for the second, local time.

ANNEX 1**Michelin's partners in MotoGP**

This season, Michelin will be the exclusive supplier for 11 teams and 22 permanent riders.

Team	Riders
Aprilia Racing	Marco Bezzecchi (ITA) / Jorge Martin (ESP)
BK8 Gresini Racing MotoGP	Fermin Aldeguer (ESP) / Alex Márquez (ESP)

Ducati Lenovo Team	Francesco Bagnaia (ITA) / Marc Márquez (ESP)
Honda HRC Castrol	Luca Marini (ITA) / Joan Mir (ESP)
Honda LCR Castrol	Diogo Moreira (BRA) / Johann Zarco (FRA)
Monster Energy Yamaha MotoGP	Fabio Quartararo (FRA) / Alex Rins (ESP)
Pertamina Enduro VR46 Racing Team	Fabio Di Giannantonio (ITA) / Franco Morbidelli (ITA)
Prima Pramac Yamaha MotoGP	Jack Miller (AUS) / Toprak Razgatlioglu (TUR)
Red Bull KTM Factory Racing	Pedro Acosta (ESP) / Brad Binder (RSA)
Red Bull KTM Tech3	Enea Bastianini (ITA) / Maverick Viñales (ESP)
Trackhouse MotoGP Team	Raúl Fernández (ESP) / Ai Ogura (JPN)

ANNEX 2

The 2026 FIM MotoGP World Championship calendar

In 2026, the MotoGP World Championship will visit all major regions of the world: the United States, South America, Asia, Oceania, the Middle East and, of course, Europe. After adding two new circuits in 2025 (Brno in the Czech Republic and Balaton Park in Hungary), the series continues to evolve with the addition of a race in Brazil, replacing Argentina. In Brazil, Michelin will bring an additional tyre specification to the Goiânia circuit (200 km southeast of Brasília), as provided for by the regulations. After the pre-season Tests in Sepang (Malaysia) in early February, Thailand will once again host the opening round of the season. Among the changes to existing race dates, Silverstone (United Kingdom) returns to August after being held in May in 2025, while Portugal remains in November (a Grand Prix had been scheduled there in March in 2024). The Catalan Grand Prix, which moved from June to September in 2023, took place in May in 2024 and early September in 2025, returns to May this year. Aragón, which was brought forward to June last year, returns to late August.

After a very dense start to the championship with 12 races between 27 February and 12 July, a short break will take place between 12 July and 7 August, followed by four European races and then four rounds in Asia and Oceania, before returning to Europe for two Grands Prix in November, in southern Portugal and then Valencia. It is a very dense schedule, heavily extra-European at the beginning and end of the season, while concentrating 12 Grands Prix on the Old Continent between April and September.

COUNTRY	CIRCUIT	DATES
Thailand	Buriram	27 Feb – 1st March
Brasil	Goiânia	20-22 March
United-States	Circuit of the Americas	27-29 March
Qatar	Lusail	10-12 April
Spain	Jerez	24-26 April
France	Le Mans	08-10 May
Spain	Barcelone	15-17 May
Italy	Mugello	20-31 May
Hungary	Balaton	05-07 June
Czeck Republic	Brno	10-21 June
The Netherlands	Assen	26-28 June
Germany	Sachsenring	10-12 July
United Kingdoms	Silverstone	07-09 August
Spain	Aragon	28-30 August
San Marino	Misano	11-13 September
Austria	Spielberg	18-20 September
Japan	Motegi	02-04 October
Indonesia	Mandalika	09-11 October
Australia	Philipp Island	23-25 October
Malaysia	Sepang	30 Oct.-1st Nov.
Portugal	Portimao	13-15 November
Spain	Valence	20-22 November



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About Michelin:

Michelin is building a world-leading manufacturer of life-changing composites and experiences. Pioneering engineered materials for more than 130 years, Michelin is uniquely positioned to make decisive contributions to human progress and to a more sustainable world. Drawing on its deep know-how in polymer composites, Michelin is constantly innovating to manufacture high-quality tires and components for critical applications in demanding fields as varied as mobility, construction, aeronautics, low-carbon energies, and healthcare. The care placed in its products and deep customer knowledge inspire Michelin to offer the finest experiences. This spans from providing data- and AI-based connected solutions for professional fleets to recommending outstanding restaurants and hotels curated by the MICHELIN Guide. Headquartered in Clermont-Ferrand, France, Michelin is present in 175 countries and employs 129,800 people. (www.michelin.com).

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