

2016/2017 FIA Formula E Championship
ePrix of Paris – 7th and 8th rounds

***The MICHELIN Pilot Sport EV2 to discover
abrasive Berlin ePrix track***

After back-to-back races in Monaco and Paris, the European leg of the 2016/2017 FIA Formula E Championship continues with a visit to Berlin's former Tempelhof Airport on June 10-11. The German fixture will feature two races following the cancellation of the Brussels ePrix that had been scheduled for early-July.

Last year's Berlin ePrix took place around the city's famous Alexanderplatz, but the all-electric racing series switches this time round to a new circuit in Tempelhof Park, which hosted the competition in its inaugural season (2014/2015).

This weekend's 2.25km layout features 10 turns instead of 17 two years ago but still uses the former airport's aprons where spectators can see practically the entire loop from the grandstands.

"The track in Berlin is totally different from the one we visited in 2015," says **Serge Grisin**, manager of Michelin's Formula E programme. "It still comprises a number of long straights and some tight turns, but fewer than we saw two years ago. Even so, the surface is the same as it was back then and stands out as the most abrasive we have faced since the championship began! The MICHELIN Pilot Sport EV2 has never competed here before because it was introduced at the start of Season 3. It is even more resistant to wear than its predecessor, however, so we don't have any concerns on that front. The phenomenon is also lessened by the high amount of rubber that is laid lap after lap over the weekend. That could help the drivers early in the morning – especially on Sunday – if the weather is cool. We know it's going to be a challenging couple of days, but we are prepared!"

The five reasons for Michelin's involvement in Formula E

1. **The issue of mobility:** Michelin's signature – "A better way forward" – expresses the quest for enhanced mobility that has driven the company's staff ever since it was founded in 1889. The emphasis Formula E places on mobility makes it a natural fit for the French tyre manufacturer.



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2. City-centre racing: Formula E meetings are unique inasmuch as free practice, qualifying and the race itself are all held on the same day. This compact format and the fact that the action takes place in city centres enable the championship to reach out to a new type of audience who are drawn more by curiosity than because they are diehard motorsport fans. Meanwhile, the free e-Villages set up next to the circuits provide an additional opportunity to explain the vital role tyres play in the realm of sustainable mobility.

3. Media coverage: Formula E has its sights set firmly on the future and provides the Michelin Group with valuable visibility across the world. The Paris ePrix will undoubtedly be the round of the 2016/2017 FIA Formula E Championship that generates the most media coverage but the series is followed closely by the specialist and non-specialist press the world over.

4. Technology transfers: Michelin uses all the forms of motorsport in which it is active as laboratories for the development of new technologies that are ultimately carried over to its road tyres. Formula E, which stars single-seater cars powered by all-electric power units, provides a chance to work on optimising energy efficiency and reducing rolling resistance.

5. Promote the role played by tyres: on average, between 20 and 25 percent of the fuel consumed by an internal combustion-engined vehicle is used to overcome the rolling resistance of its tyres. As an energy-efficiency specialist, Michelin has succeeded in developing a road tyre with very low rolling resistance that increases the driving range of cars. The MICHELIN Pilot Sport EV2 takes the principle a step further and, in identical conditions, allows today's Formula E cars to complete one extra lap compared with the championship's previous tyre. In the case of everyday electric passenger cars like the Renault ZOE, fitting Michelin tyres can extend driving range by up to six percent.

The MICHELIN Pilot Sport EV2

Michelin is one of the founding forces behind the creation of the FIA Formula E Championship and its objective from the outset has been to deliver a single, durable tyre that is both resistant to wear and capable of racing in wet and dry conditions alike. The first-generation MICHELIN Pilot Sport EV (EV = Electric Vehicle) was developed especially for Formula E and was the first tyre of its type to be conceived for a world class single-seater racing championship. Thanks to its patterned tread and interior diameter of 18 inches, the MICHELIN Pilot Sport EV bears a striking resemblance to a road tyre, yet it packs several advanced technologies which, after being evaluated in racing, will go on to benefit the drivers of everyday vehicles. Indeed, a number of Michelin road tyres already make use of the lessons that have been learned in Formula E. The MICHELIN Pilot Sport EV2, which made its debut at the opening round of the 2016/2017 championship, takes energy efficiency in motor racing another step forward. Thanks to the use of new technologies and advanced materials, its rolling resistance is 16 percent lower, with no detriment to its other performance-related characteristics. The front and rear tyres also mark weight savings of 1.1kg and 1.4kg respectively, which equates to a total gain of 5kg per set of four. That in turn means the use of some 2,500kg less raw materials over the course of the season and the equivalent of 250 fewer tyres to be transported around the world. The MICHELIN Pilot Sport EV2 is motor racing's most efficient tyre.



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Sizes:

24/64-18 (front) / 27/68-18 (rear), in accordance with the system used by Michelin Motorsport, i.e. tread band width (cm) / exterior diameter (cm) – rim diameter (inches). This is equivalent to 245/40R18 / 305/40R18 using the road tyre system, i.e. overall tyre width (mm) / aspect ratio (%) / rim diameter (inches). The letter 'R' indicates that it is a radial tyre.

