**MEDIA INFORMATION**

2016/2017 FIA Formula E Championship
Round 3: Buenos Aires ePrix, Argentina

# The MICHELIN Pilot Sport EV ready for Formula E's third visit to Buenos Aires

After the long break that followed last November's Marrakech ePrix in Morocco, the FIA Formula E Championship's field reconvenes this weekend for the start of a busy sequence of 10 city-centre ePrix races, beginning with a trip to Buenos Aires, Argentina, on February 18, and concluding with the 2016/2017 season's finale in Montreal, Canada, on July 31.

The Buenos Aires ePrix visits the Argentine capital's Puerto Madero business district where the track is identical to that used in the 2014/2015 and 2015/2016 championships. Indeed, Buenos Aires is the only city to have hosted Formula E action every season since the competition's debut.

The 2.480km circuit features 12 turns (8 left-hand and 4 right-hand turns) and stands out as the fastest of the campaign, while its relatively unabrasive surface tends to be coated in dust. The two previous races saw plenty of overtaking and the locals have always turned out in big numbers for the show, buoyed by the Argentines' passion for motorsport of all types.

Last year's clash saw Briton Sam Bird claim the win after qualifying on pole position to earn DS-Virgin Racing's maiden victory in the series following the French car brand's association with the British squad after Season 1. The team will no doubt be back in the limelight this Saturday since Bird's new team-mate is Argentina's highly popular José Maria López.

The Buenos Aires race tends to be one of the hottest of the Formula E calendar, with track temperatures of up to and beyond 50°C. So far, the MICHELIN Pilot Sport EV has taken this heat in its stride, and the summery weather isn't expected to be a problem either for the new MICHELIN Pilot Sport EV2 which was introduced at the beginning of the 2016/2017 season.

"Both times Formula E has visited Argentina, the MICHELIN Pilot Sport EV stood up perfectly to the hot weather, as well as to the numerous rubbing strips and brushes with the walls that line the track," observes **Serge Grisin**, manager of Michelin's FIA Formula E programme. "Not only that, but our data also reveals that our tyres have always operated within their ideal temperature window despite track temperatures of around 50°C. As a result, the new MICHELIN Pilot Sport EV2, which copes with thermal constraints even more effectively, shouldn't have a problem in this area, nor in terms of wear."

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## 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 a number of 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.

**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.

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