

2016/2017 FIA Formula E Championship
ePrix of Paris – 6th round

The MICHELIN Pilot Sport EV2 ready for its first Paris ePrix

In 2016, the first ever Paris ePrix took place on April 23. This year, the French round has been given a later slot in the calendar (May 20) and the organisers are consequently hoping for better weather than last season when the temperature barely exceeded 12°C.

Although the pit lane exit has been slightly modified, the 1.920km circuit (14 turns: 6 left / 8 right) that proved so popular with the drivers last year hasn't been changed and again loops around the Hôtel des Invalides monument in a unique city-centre setting that passes in front of typical Parisian architecture.

This time round, it is the MICHELIN Pilot Sport EV's successor – the MICHELIN Pilot Sport EV2 – that will face the challenge of the French capital which features a combination of different surface types, including a temporary asphalt coating that has been laid to protect the district's historic paving stones.

“For the manufacturers, the drivers and Michelin alike, racing in Paris is a genuinely magical experience,” says **Serge Grisin**, manager of Michelin's Formula E programme. “No other form of motorsport can offer such a spectacular show in the very heart of a major capital and there will be more spectators than last year, since seating capacity has been raised from 2,500 to 7,000. The e-Village has been entirely revamped, as well, with giant screens erected to improve the visitor experience. On the tyre front, the new MICHELIN Pilot Sport EV2 will be making its first appearance in Paris after taking the challenge of Monaco's harbourfront circuit in its stride last weekend. We are expecting warmer weather than we got in Paris last year and, although the surface doesn't give much grip in places, our latest Formula E tyre should make a real difference thanks to its ability to reach its working temperature more quickly and the consistency of the performance it delivers. Technically, the layout of the Paris ePrix circuit is quite straightforward but the back straight is very bumpy.”

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.

