

2016/2017 FIA Formula E Championship

The MICHELIN Pilot Sport EV2 in its element in the streets of Buenos Aires

Ahead of Round 3 of the 2016/2017 FIA Formula E Championship, most of the talk amongst the drivers, teams and organisers was about the weather. Indeed, for the first time in the competition's history, there was a serious threat of rain. The only previous case of precipitation had been in London at the end of the inaugural series (2014/2015) when a few sparse drops fell during qualifying for the meeting's second race. In the end, however, despite some heavy rain on the Friday night, race day in the Argentine capital, proved entirely dry and the spectators turned out in their usual high numbers, in keeping with the nation's passion for motorsport.

Even if the race had taken place in poor weather, the drivers would not have been forced to switch tyres, however, since the MICHELIN Pilot Sport EV2 – like the first generation of the tyre developed specifically for Formula E – was designed to compete safely in dry and wet conditions alike.

The 12-turn, 2.480km circuit (eight left-hand and four right-hand corners) in the streets of Buenos Aires is one of the fastest of the calendar and, although its surface is relatively unabrasive, it is quite a challenge for the drivers. It was identical to the track visited in 2014/2015 and 2015/2016 but the organisers will need to locate an alternative venue for next season should the series return to Argentina a fourth time, since major work is scheduled for the city's Puerto Madero district.

With rain no longer a threat, the track temperature stood at 25°C early on Saturday morning. Air temperature was 24°C but much of the previous day's humidity had passed with the overnight storm, leaving the weather much pleasanter and less of a potential ordeal for the cars' batteries. That said, the track temperature soared to almost 50°C for the start of the afternoon's race itself, although this didn't trouble the MICHELIN Pilot Sport EV2 tyres which are capable of taking significant temperature fluctuations in their stride and reaching their ideal working temperature particularly quickly

"Bravo to Sébastien Buemi for this great victory at the end of an open and very competitive race, as well as to the Renault e.dams team which, following their success this weekend, has a large number of Formula E trophies having already won half the races since the start of the championship in 2014", said **Serge Grisin**, Michelin's manager in Formula E.

"About the MICHELIN Pilot Sport EV2 tyres, we are accustomed to hot, dry conditions. Since its creation, Formula E has visited some very different venues in Asia, Africa, the USA and Europe, where the prevailing weather can be very contrasting. Yet the MICHELIN Pilot Sport EV and EV2 have always been a match for the various circuits in terms of their resistance to wear, their performance and their ability to function in different climates."



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“Like last year, we had hot weather in Buenos Aires and, although we had never raced here before with the new MICHELIN Pilot Sport EV2, we felt very confident. The fast pace of the race and the fact that the battle lasted until the dying laps is evidence that our tyre permits the drivers to give everything they have got, without having to worry about their tyres. That’s always a very satisfying result for everyone at Michelin Motorsport.”

The MICHELIN Pilot Sport EV2 (dimensions: 24/64-18 – front / 27/68-18 – rear)

Michelin is one of the founding forces behind the creation of the FIA Formula E Championship and its objective from the outset was 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.



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