

**2018/2019 FIA Formula E Championship
Rounds 3: Antofagasta Minerals Santiago E-Prix**

A new venue for the MICHELIN Pilot Sport Formula E tyres

Since the recent second round of the 2018/2019 FIA Formula E Championship and a test day in Marrakech, Morocco, on January 12-13, teams have been preparing for the long trip to Santiago, Chile, which will host the third E-Prix of the campaign on Saturday, January 26. They will have had less than two weeks to get their equipment to South America and fine-tune their game-plans by means of work on simulators (drivers) and computers (engineers) in readiness for what promises to be one of the hottest fixtures of the year (more than 30°C). For Michelin's staff, the timeframe was a little less hurried since its logistics arrangements for the championship allow them to ship their tyres and gear to the long-haul races several weeks in advance.

For the teams, the tight schedule between the visits to Morocco and Chile mirror the compact nature of championship's race day programmes which include free practice, qualifying and the race itself within the space of barely nine hours.

"Happily, the teams don't need to use time out of their busy race-day schedule to test different tyre options because they know they can count on the versatility of the MICHELIN Pilot Sport which was designed to perform whatever the conditions and on all types of surface," says **Serge Grisin**, the manager of Michelin's Formula E programme. "Also, the rules dictate a maximum allocation of eight tyres per car per race day. Importantly, that's two fewer covers than last season when the quota was two complete sets plus two spares. Like our tyres, the championship has made incredible progress in the space of just four seasons."

Although this will be Formula E's second visit to Santiago, this year's venue has changed compared with 2018. The new 14-turn, 2.407-kilometre circuit features an exceptionally long left-hander where the cars will lean on their tyres for some time, with a hairpin bend about halfway along it.

"This portion promises to be a big challenge for the drivers and engineers alike," notes **Serge Grisin**. "The track's asphalt was recently re-laid in places but elsewhere it is made up of abrasive concrete slabs, a little like the apron of Berlin's former Tempelhof Airport where we will race later in the season. Grip levels and wear rates will consequently vary depending on the individual turns. I think it's going to be an interesting E-Prix for our engineers, and a whole new experience for the drivers and teams."

The new MICHELIN Pilot Sport for Formula E in brief

The MICHELIN Pilot Sport is the third-generation of the tyre that the French firm developed especially for the FIA Formula E Championship and is the only 18-inch tyre to be used by a world class single-seater racing series. Because of its treaded pattern, it resembles a road tyre and, at the same time, it is the only racing tyre that is designed to perform safely in both wet and dry conditions. Meanwhile, it is engineered to deliver consistent performance from the start to the finish of every E-prix, a factor that is even more critical this season now that mid-race car-swaps have been dropped, and that the total tyre allocation per race has been cut from 10 covers last season to just eight.



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Not only do these features fit perfectly with Michelin's stance on the environment inasmuch as fewer tyres need to be made, shipped and recycled than is the case for any other FIA championship, but they also illustrate Michelin's policy to carry over technology from the track to the street, since data harvested at races is channelled into the development of the brand's upcoming road tyres.

Since the launch of Formula E in 2014, Michelin has shaved some 20 percent off the weight of its tyres for the series, which equates to a saving of nine kilograms per car! Along with the tyre's considerably reduced rolling resistance, this makes a real contribution to extending the range of the championship's single-seater race cars.

MICHELIN Pilot Sport for Formula E– Sizes

Front: 24/64-18* / Rear: 27/68-18* (equivalent to Front: 255/40R18** / Rear: 305/30R18**).

(*) System employed by Michelin Motorsport: tread width (cm), exterior diameter (cm) and rim diameter (inches).

(**) System used for road tyres: overall width (mm), aspect ratio (sidewall height/overall width) and rim diameter (inches), with the letter 'R' standing for 'radial'.



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