

2016/2017 FIA Formula E Championship
New York City ePrix – 9th and 10th rounds

The MICHELIN Pilot Sport EV2 to star in New York City

FIA Formula E action is being hosted for the first time this weekend by the city of New York, or – more precisely – by the Red Hook district of Brooklyn. It is the championship's third port-of-call in the USA after previous visits to Miami, Florida, and Long Beach, California. The Big Apple is set to remain part of the calendar in Season 4, too, with another two-race weekend slated for the same period in 2018, as is Montreal, Canada, where the all-electric single-seater racing series is heading at the end of July.

Red Hook is an old New York City neighbourhood and was ill reputed during the latter part of last century, although it is currently undergoing extensive refurbishment. There is plenty of construction work going on and the district is becoming an increasingly attractive proposition, although property prices are likely to escalate as a consequence!

The two Formula E races will take place in the harbour/ferry terminal area which is also currently being modernised. For tourists, it offers one of the finest views of Manhattan and the Statue of Liberty and it is to this world-famous backdrop that the championship's Michelin-equipped electric racing cars will compete. The temporary 10-turn, 1.95km track features a variety of surface types but, as a street circuit, its layout is quite conventional, with a combination of long straights, tight turns and chicanes.

"The MICHELIN Pilot Sport EV and MICHELIN Pilot Sport EV2 have previously raced on ordinary streets, over railway tracks, at conventional race circuits, in a baseball stadium and on an airport apron. This time, our Formula E tyre will have to deal with a waterfront venue," smiles **Serge Grisin**, the manager of Michelin's Formula E programme. "This championship gives us a great opportunity to showcase the versatility of our tyres across an incredible spectrum of situations. Given this track's layout, which takes in the harbour's storage areas, car parks and access roads to the ferry terminals, grip is likely to be low. Thankfully, 80 percent of the surface was re-laid in recent weeks, while the other 20 percent shouldn't pose any particular problems from the technical point of view. I don't expect setting up the cars will be too complex but the drivers know they will be able to count on the consistency of the performance delivered by their tyres to help them to optimise their settings."



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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 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.

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.

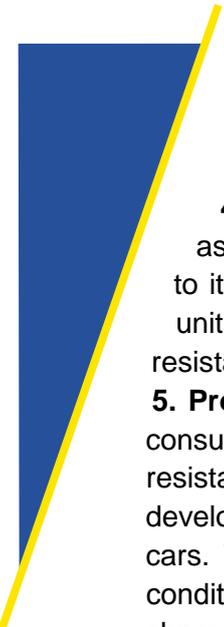
The five reasons for Michelin's involvement in Formula E

- 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.
- 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.



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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.



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