

ABB FIA Formula E Championship 2019/2020  
CBMM NIOBIUM MEXICO CITY E-PRIX – Round 4

## ***The MICHELIN Pilot Sport takes longer, faster and hotter Autodromo Hermanos Rodríguez in its stride***

In keeping with a now well-established Formula E tradition, the fifth Mexico City E-Prix to be held at the city's Autodromo Hermanos Rodríguez delivered plenty of exciting entertainment. Mexicans are notoriously big motorsport fans and a crowd of around 50,000 turned out once again to watch from the impressive grandstands of this atypical venue in the heart of the country's capital which is home to almost nine million.

What sets this circuit apart in the Formula E calendar is the fact that it is a permanent facility which hosts racing throughout the year. Its profile and grip levels are also very different to what the championship's teams and drivers are accustomed to.

An added difficulty is the altitude which, at 2,250 metres above sea level, makes this the highest circuit to be visited by the all-electric series. In addition to the physical toll the resulting shortage of oxygen can take on visitors, the thinner air impacts the cars' cooling efficiency, yet average speeds have risen every year since Formula E first started coming to Mexico.

Despite modifications to the layout, this year was no exception and tyres have made an active contribution to this year-on-year increase. On Saturday, the MICHELIN Pilot Sport proved once again to be a valuable ally for the drivers thanks to its outstanding grip, traction performance and range-enhancing rolling resistance which combined to play an active role in the thrilling race.

"Mexico City is the only place where we race at a conventional, permanent circuit," notes **Jérôme Mondain**, the manager of Michelin's Formula E programme. "Every year it throws up fresh challenges. This season, the layout was different due to the removal of two chicanes – which led to an extremely long parabolica-like final turn – and the addition of a brand new section. Not only did these changes extend the circuit's length by 600 metres to 2.6 kilometres, but they also made it faster. Given the abrasiveness of the surface, we were keen therefore to see what effect all this would have on wear rates. But the MICHELIN Pilot Sport has regularly impressed the teams ever since its introduction as Formula E's official tyre and the Mexico City E-Prix provided yet another timely illustration of its versatility."

The 2020 Mexico City E-Prix was won by Panasonic Jaguar Racing's Mitch Evans, ahead of Antonio Felix Da Costa (DS Techeetah) and Sébastien Buemi (Nissan e.dams).

The next round of the 2019/2020 ABB FIA Formula E Championship will take teams to Marrakech on February 29. The following day, the Moroccan city will host the year's only Rookie Test.



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## **MICHELIN Pilot Sport for Formula E: the first connected tyre in motor sport**

For the first time this season, Michelin has introduced a connected tyre in Formula E, the MICHELIN Pilot Sport equipped with the Michelin Track Connect system. This innovation is in line with the Group's development strategy, which already markets a Michelin Track Connect solution for Track Days enthusiasts. Michelin's goal is to extend the benefits of digital technologies applied to tyres to mass production vehicles, in order to provide the car and its driver with useful information, particularly in terms of safety and energy efficiency.

Michelin Track Connect for Formula E allows tyre pressures to be monitored automatically and reliably – whether hot or cold. This new solution addresses a demand expressed by motorsport's governing body, the FIA (Fédération Internationale de l'Automobile), which has incorporated its use into Formula E's regulations. It also meets a requirement of the teams and the championship's promoter. Michelin Track Connect for Formula E uses a Michelin-designed and developed sensor embedded in a specific casing inside the MICHELIN Pilot Sport tyres which feature in the series. The data it collects is transmitted in encrypted form to the FIA and Michelin, who are the only recipients. Not only does this make sure that the information remains confidential, but it also allows the FIA to check minimum tyre pressures are adhered to. In addition to saving time, it is additional reassurance for the teams and helps to streamline the running of race days.



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