

2018/2019 FIA Formula E Championship  
Round 4: CBMM Niobium Mexico City E-Prix

***The MICHELIN Pilot Sport for Formula E delivers  
confidence and winning performance***

The ABB FIA Formula E Championship visited Mexico City's Autodromo Hermanos Rodriguez for the fourth year in a row on Saturday, February 16, but it was only the first appearance in the Mexican metropolis of the latest-generation MICHELIN Pilot Sport-equipped Gen2 electric single-seaters which star in the 2018/2019 series. After the extreme conditions encountered three weeks ago in Santiago, Chile, where several drivers used just one set of tyres for the day (instead of two, as permitted by the regulations) despite record ground temperatures in excess of 60°C, Michelin's experts were confident as they switched their focus to the specific challenges of the North American fixture.

The 2.092km, 18-turn Autodromo Hermanos Rodriguez features a cocktail of slow and fast portions, along with a particularly long main straight and a dusty 'in-field' loop through a baseball stadium which offers little grip. Although essentially a 'permanent' track, and therefore wide in places, it counts amongst the most difficult venues of the year for overtaking because the biggest grip level changes coincide with the places that would normally be considered the best for overtaking.

"At this sort of twisty circuit, where the surface can be quite dirty in places, and where the grip levels change all the time, the confidence drivers have in their tyres is always a key consideration," says **Serge Grisin**, the manager of Michelin's Formula E programme. "We designed the MICHELIN Pilot Sport to climb to its ideal working temperature and deliver its full potential extremely quickly, and this made a contribution to the lap-time improvements we saw this year, with a new benchmark of 58.963s, compared a best of 1m1.158s in 2018. In terms of average speed, that's an improvement of 4.6kph [from 123.2kph to 127.8kph] which is a big step that was due to our tyres to a large extent. After the broad variety of conditions we have come across since the beginning of Season 5, we are increasingly certain that our third-generation Formula E tyre marks a real step forward, not only in terms of outright performance but also with regard to its lower rolling resistance which means the drivers have more energy available for racing."

True to tradition, fans flocked to Autodromo Hermanos Rodriguez for the fourth Mexico City E-Prix and nearly 50,000 spectators saw Lucas di Grassi clinch the day's spoils for Audi Sport Abt Schaeffler. The Brazilian was joined on the podium by Antonio Felix Da Costa (BMW i Andretti) and Edoardo Mortara (Venturi).

The next round of the 2018/2019 ABB FIA Formula E Championship will take teams to Hong Kong, China, on March 10.



**Didier Laurent** – [didier@autopressclub.com](mailto:didier@autopressclub.com) – Phone: +33.6.75.60.50.62

**Alessandro Barlozzi** – [alessandro.barlozzi@michelin.com](mailto:alessandro.barlozzi@michelin.com) – Phone: +33.6.42.23.55.93

## 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 (Front: 24/64-18 / Rear: 27/68-18).

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.

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.



**Didier Laurent** – [didier@autopressclub.com](mailto:didier@autopressclub.com) – Phone: +33.6.75.60.50.62

**Alessandro Barlozzi** – [alessandro.barlozzi@michelin.com](mailto:alessandro.barlozzi@michelin.com) – Phone: +33.6.42.23.55.93