

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

***The new-generation MICHELIN Pilot Sport for Formula E  
flies high with energy efficiency***

This weekend sees the FIA Formula E Championship visit Mexico City's Autodromo Hermanos Rodríguez for the fourth straight year. This atypical venue consequently holds no secrets for the teams, although this season it will be a first for the new MICHELIN Pilot Sport which was launched at the beginning of the 2018/2019 campaign, but which has already delivered first class energy efficiency and durability in contrasting conditions in Saudi Arabia, Morocco and Chile.

The Mexican track is unique on two accounts as far as Formula E is concerned. To begin with, it sits at an altitude of more than 2,200 metres above sea level, making it particularly demanding for the drivers and their cars. Controlling the running temperatures of the championship's all-electric single-seaters is notably harder due to the lower oxygen content of the rarefied air. Secondly, although the circuit is located in the city's built-up area, it is a permanent facility which is used by other competitions in the course of the year, whereas the vast majority of the Formula E calendar features temporary tracks that use roads open to ordinary traffic the rest of the time.

"The E-Prix circuit in Mexico City uses the entire oval, whereas Formula 1 uses only half of it," notes **Serge Grisin**, the manager of Michelin's Formula E programme. "The Formula E layout is unique in that it also includes some tight hairpins and an 'infield' through a baseball stadium grandstand where the local fans make sure there's an extraordinary atmosphere. Grip levels aren't all that high and the surface, in addition to being very bumpy in places, can be quite dirty to begin with. The heat makes big demands of tyres but Pilot Sport's ability to get up to its ideal working temperature very quickly means the drivers don't have to worry about this parameter."

The 2.092-kilometre, 18-turn track has become familiar territory for the teams and Michelin's staff, but the 2019 Mexico City E-Prix will be the first to feature the latest Gen2 cars fitted with the third-generation Pilot Sport. It will therefore allow the French firm to collect more valuable data, while at the same time providing a further illustration of the new tyre's versatility. The feedback harvested by Michelin's engineers so far this season has confirmed the newcomer's exceptional capabilities in terms of performance and also energy efficiency and durability.

Mexicans are renowned for being passionate about motorsport and the organisers are once again expecting an attendance of more than 40,000 spectators at the Autodromo Hermanos Rodriguez.

**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.



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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.

### **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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