



2015/2016 FIA FORMULA E CHAMPIONSHIP  
Beijing ePrix (Round 1)

## The MICHELIN Pilot Sport EV rises successfully to Formula E's fresh challenges

The second season of electric single-seater racing has presented the MICHELIN Pilot Sport EV with a whole new set of challenges following the introduction of new, more powerful cars and, in China, a faster track, yet Michelin's Formula E tyre was more than a match for the changes.

Following a switch from a mid-September to late-October slot for this year's Beijing ePrix, the weather was sunny but chillier than it was in 2014. However, that didn't prevent spectators from turning out in numbers to watch the opening clash of the 2015/2016 FIA Formula E Championship, of which Michelin is a founding partner.

All the teams used the same chassis as last season, but the latest technical regulations of the FIA (Fédération Internationale de l'Automobile) now allow them to run their own motor, transmission and electronic management system. The rear suspension may also be modified, but the rest of the cars, including the battery, are identical across the grid.

Meanwhile, the FIA has authorised a power increase from 150kW to 170kW for the races, and from 170kW to 200kW in qualifying, and that has resulted in both enhanced acceleration performance and higher top speeds.

Although these modifications clearly make higher demands on the tyres, no issues were reported at the opening round of the 2015/2016 championship. "The MICHELIN Pilot Sport EV was developed especially for Formula E and the result is a consistent, high-performance tyre," says **Serge Grisin**, manager of Michelin's Formula E programme. "Last season, it delivered more than the teams had been expecting, in all types of conditions, ranging from dry, to wet, from very hot to cold and from smooth to highly abrasive track surfaces. It is partly for this reason that the FIA asked us to freeze our tyre's specification for Season 2 because of the big changes that have been made to the cars. We saw today in China that the Pilot Sport EV is still very much up to the task despite the upgraded performance of the cars, and that there is even sufficient margin to take on-board further changes."

### Technology contributing to spectator value

In order to provide the Chinese spectators with an even more exciting show, the championship's organisers added an extra lap to the Beijing ePrix compared with 2014. They also revised Turns 3, 4 and 5 to remove one of chicanes, thereby making the start faster and providing the drivers with an additional overtaking opportunity. Achieving these goals was helped by the performance of Michelin's tyres and the confidence the drivers have in them.

"We have always been aware that the MICHELIN Pilot Sport EV's potential exceeded expectations," notes Michelin Motorsport director **Pascal Couasnon**. "Despite the harsher context as far as tyres are concerned, the fastest race lap was posted two laps from the end! That shows that the MICHELIN Pilot Sport EV is capable of giving its best even after being used for free practice and qualifying. Given the wear our technicians noted after the race, I would even go as far as to say that, from the technical point of view, the Pilot Sport EV is capable of covering two Formula E rounds."

The Beijing ePrix was won by Sébastien Buemi (Renault-e.Dams), ahead of Lucas Di Grassi (Abt Schaeffler Audi Sport) and Nick Heidfeld (Mahindra Racing Formula E Team).

The next round will take teams to Putrajaya, near Kuala Lumpur, Malaysia, on November 7 (see complete calendar below).



### The 2015/2016 FIA Formula E Championship calendar

Like the inaugural season, the 2015/2016 calendar features 11 rounds at 10 venues, with two races to conclude the campaign in London.

The season's kick off in China was postponed to October 24 (instead of September 13 in 2014), while the action will terminate on July 3, 2016 – one week later than in 2015 (June 28).

Monaco has been replaced by a race in Paris and a new venue that the organisers have yet to specify will be announced at a later date. Miami doesn't feature at this moment in time.

- October 24, 2015: Beijing (China)
- November 7, 2015: Putrajaya (Malaysia)
- December 19, 2015: Punta del Este (Uruguay)
- February 6, 2016: Buenos Aires (Argentina)
- March 12, 2016: TBC
- April 2, 2016: Long Beach (USA)
- April 23, 2016: Paris (France)
- May 21, 2016: Berlin (Germany)
- June 4, 2016: Moscow (Russia)
- July 2-3: London (United Kingdom)

### Technical data - MICHELIN Pilot Sport EV

#### Size:

Front: 24/64-18 / Rear: 27/68-18 (according to the system employed by Michelin Motorsport, i.e. tread width in centimetres / exterior diameter in centimetres / rim diameter in inches).

That's equivalent to road tyre sizes of 255/40R18 (front) and 305/30R18 (rear), i.e. overall tyre width (mm) / aspect ratio (sidewall-height to tyre-width ratio) / rim diameter (inches). The letter 'R' signifies 'radial'.

Because of its patterned tread and 18-inch interior diameter, the MICHELIN Pilot Sport EV resembles a road tyre. Yet it packs numerous technologies that are currently being tested with a view to their being carried over to Michelin's catalogue tyres over the years ahead.