

*FIA Formula E Championship  
Berlin ePrix (Round 8)*

## **The MICHELIN Pilot Sport EV rises successfully to a fresh challenge in the streets of Berlin**

The switch from the abrasive taxiways of the former Tempelhof Airport that Formula E visited in 2015 to the centre of Berlin for the eighth clash of the 2015/2016 calendar provided the championship with a new showcase. The MICHELIN Pilot Sport EV rose to the occasion to demonstrate its extraordinary versatility once again in front of a bumper crowd.

Formula E's second Berlin ePrix (Saturday, May 21) – the first to be held in the city's central Mitte district – took place in beautiful sunny conditions. The 11-turn track, which ran from the Alexanderplatz to Strausberger Platz, was one of the shortest of the calendar at a little less than two kilometres in length, but the two long, relatively wide straights ensured plenty of overtaking opportunities.

But while the surface of the city centre's roads was sufficient for everyday motoring, it featured several portions of repaired asphalt which provided varying levels of grip to keep the Formula E drivers on their toes.

Said **Serge Grisin**, manager of Michelin's Formula E programme: *"The MICHELIN Sport EV has faced many different track configurations since the beginning of the first Formula E Championship but the repeated changes of grip it had to cope with here in Berlin was an entirely new scenario. In theory, the characteristics of the circuit were expected to be similar to those we came across in Paris last month, but the reality was somewhat different. The constant changes of grip meant the drivers had to adapt their driving styles and choose their set-up carefully. There were also lots of tight corners which called for heavy braking, followed by hard acceleration on exit which also had to be taken into account. The drivers were helped in their mission by the MICHELIN Pilot Sport EV which is the most versatile tyre to be found in motor racing. Also, the air temperature – which fluctuated between 17 and 25°C over the course of the day – enabled our tyres to get up to their ideal working temperature quickly, which was confirmed by several drivers. It is also important to note that there was little wear here in Berlin, and there was no drop off in performance either, since the fastest race lap was recorded by Bruno Senna in his Mahindra just nine laps from the end."*

The 2016 Berlin ePrix was ultimately won by Sébastien Buemi (Renault-e.dams), ahead of Abt Schaeffler Audi Sport's Daniel Abt and Lucas Du Grassi.



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The last two races of the 2015/2016 Formula E Championship will take teams to London, England, on July 2-3.

After delivering outstanding performance and versatility throughout the first two seasons, the British meeting will be a chance for the MICHELIN Pilot Sport EV to conclude the second Formula E championship in style.

### **MICHELIN Pilot Sport EV – technical data**

#### **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 tread pattern and size (interior diameter: 18 inches), the MICHELIN Pilot Sport EV resembles a road tyre, yet it features technologies that are in the process of being tested before perhaps being used for Michelin's production tyres in the coming years.



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