

2018/2019 FIA Formula E Championship
Rounds 2: Marrakesh E-Prix

The MICHELIN Pilot Sport Formula E tyres facing temperature changes in Marrakesh

Just weeks after the first ever Ad Diriyah E-Prix, which was held near Riyadh, Saudi Arabia, on December 15, Season 5 of the FIA Formula E Championship heads for its third visit to the Circuit Moulay El Hassan in Marrakech. The Moroccan venue's semi-permanent nature makes it almost unique in the series, since a portion of the layout is rarely used most of the year, while the rest of the action takes place on public roads otherwise open to ordinary traffic, including Avenue Mohamed VI and Route de l'Ouraki.

The 12-turn track's length of 2.97 kilometres makes it the longest of the 2018/2019 campaign. It is also one of the fastest of the series and these features make the circuit ideally suited to the qualities of the new MICHELIN Pilot Sport which was acclaimed by the teams and drivers alike following its debut in Saudi Arabia.

"The rain and cool temperatures we encountered at the championship's opener in Diriyah were a surprise for everyone, but the new MICHELIN Pilot Sport's versatility meant it was able to rise to the occasion perfectly," observes **Serge Grisin**, the manager of Michelin's FIA Formula E programme. "The weather we saw in Saudi Arabia was actually comparable with what we can expect to find during the race in Morocco at this time of year, so it was a good opportunity to collect some useful early data. Although, in the morning, during free practice we expect that the temperature of the asphalt will be significantly cooler. The Circuit Moulay El Hassan is fast but narrow, which means overtaking is difficult. On top of that, the portion that is rarely used the rest of the year tends to be very dusty, while some of the turns are fairly technical and there are several grip changes. To take on this challenge, our partners know they will be able to count on the new MICHELIN Pilot Sport which is the fruit of the lessons we learned during Formula E's first four seasons."

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. 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. Not only do these features fit perfectly with Michelin's stance on the environmental concerns 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.



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MICHELIN Pilot Sport – 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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