

**2018/2019 FIA Formula E Championship
Round 6: FWD Sanya E-Prix**

New territory for Formula E and the MICHELIN Pilot Sport

After visits to Beijing in Seasons 1 and 2 (2014/2015, 2015/2016), then races in Hong Kong from 2016/2017, Formula E teams are about to discover a new Chinese circuit this weekend when the championship embarks in Sanya, a popular year-round seaside resort situated at the southern tip of Hainan Island.

The new, 2.28-kilometre, 11-turn circuit – which features two long straights, a tight hairpin bend and a bridge over a river – is unknown territory for all the drivers who spent hours on their respective simulators before heading for China. This weekend's e-prix is also the sixth of the 2018/2019 calendar's 12 rounds, and the last before a sequence of five European fixtures and the campaign's finale in New York.

The cars will contest the inaugural Sanya E-Prix on MICHELIN Pilot Sport tyres which were developed specifically for the FIA Formula E Championship.

“The circuit is reminiscent of Punta Del Este, in Uruguay, as well as of Miami because of its layout,” says **Serge Grisin**, the manager of Michelin's Formula E programme. “Also, like New York and Hong Kong, it has two long straights and a tight hairpin, so it's fairly typical of the venues we get to visit in Formula E. Depending on the weather, we could see grip suffer due to sand blowing onto the track from the beach. The forecasters are talking about 30°C and heavy rain, but that doesn't worry us unduly after the storms that marked free practice and qualifying in Hong Kong. The new MICHELIN Pilot Sport only made its debut three months ago, but it has already showcased its performance and versatility in a wide variety of sometimes extreme conditions.”

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 (sizes: 24/64-18 in the front and 27/68-18 in the rear).


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.



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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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