

**ABB FIA Formula E Championship 2019/2020
ANTOFAGASTA MINERALS SANTIAGO E-PRIX**

The MICHELIN Pilot Sport braced for Santiago heat

After the long break since the first two races of the 2019/2020 campaign took place in Saudi Arabia on November 22-23, the world of Formula E reconvenes this weekend in Chile for the first of a sequence of 12 races that will keep teams busy until the championship's finale in July.

With Chile in the midst of the southern-hemisphere summer, the Santiago E-Prix on Saturday, January 18, promises to be one of the hottest clashes of the season. At the same fixture in 2019, Michelin's technicians recorded extraordinarily high temperatures which ranged from more than 20°C at night to 40°C for the start of the race, while the track temperature soared to more than 60°C. Not only was this a huge challenge for the tyres but it also established a new record for Formula E since its creation in 2014.

Happily, the latest-generation MICHELIN Pilot Sport, which had made its racing debut just two months previously, rose to the occasion in style to provide yet another demonstration of its versatility on the Chilean street circuit's combination of concrete and asphalt.

This year marks Formula E's third visit to Santiago where, as in 2019, the action will take place in Parque O'Higgins to the backdrop of the Andes Mountains. The circuit which twists through this wooded recreational park is relatively long – a little under 2.3km in length – and features 11 turns. The different detail changes that have been made to the layout are expected to make overtaking easier while resulting in slower lap times, even though the chicane positioned in the middle of the very long left-hander has been dropped. The cars will consequently remain at high speed with high downforce through this lengthy portion for much longer and this, in turn, will ask more of the drivers' Michelin tyres.

"Santiago is a challenging circuit for tyres on a number of accounts," notes **Jérôme Mondain**, the manager of Michelin's Formula E programme. "Even though its layout has been revised, the very long left-hander makes up around a third of the lap's total distance and the track features numerous changes of surface which, along with the hot weather, obviously add to the difficulty. However, thanks to the experience we now have of this venue, and given the exceptional versatility the current-generation MICHELIN Pilot Sport showcased last season, we feel confident going into Saturday's race. There will still be a mix of recent asphalt and stretches of concrete, so grip levels will vary again, but the drivers will be able to count on the adaptability of our tyres. Also, the weather could prove a little milder this time around, with the thermometer peaking at between 33°C and 35°C, while the track temperature isn't expected to exceed the 50°C/55°C mark."



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MICHELIN Pilot Sport for Formula E: the first connected tyre in motor sport

For the first time this season, Michelin has introduced a connected tyre in Formula E, the MICHELIN Pilot Sport equipped with the Michelin Track Connect system. This innovation is in line with the Group's development strategy, which already markets a Michelin Track Connect solution for Track Days enthusiasts. Michelin's goal is to extend the benefits of digital technologies applied to tyres to mass production vehicles, in order to provide the car and its driver with useful information, particularly in terms of safety and energy efficiency.

Michelin Track Connect for Formula E allows tyre pressures to be monitored automatically and reliably – whether hot or cold. This new solution addresses a demand expressed by motorsport's governing body, the FIA (Fédération Internationale de l'Automobile), which has incorporated its use into Formula E's regulations. It also meets a requirement of the teams and the championship's promoter. Michelin Track Connect for Formula E uses a Michelin-designed and developed sensor embedded in a specific casing inside the MICHELIN Pilot Sport tyres which feature in the series. The data it collects is transmitted in encrypted form to the FIA and Michelin, who are the only recipients. Not only does this make sure that the information remains confidential, but it also allows the FIA to check minimum tyre pressures are adhered to. In addition to saving time, it is additional reassurance for the teams and helps to streamline the running of race days.



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