



PRESS KIT

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MICHELIN AT THE FOREFRONT OF SUSTAINABLE MOBILITY

through its involvement in the FIM Enel MotoE™ World Championship

- > As a further illustration of its pioneering mindset, Michelin is the exclusive tire supplier to the FIM MotoE™ World Championship which stars all-electric Ducati bikes. In addition to their smart new look, **Michelin's latest tyres for the series dovetail perfectly** with the Group's Everything Sustainable plan.
- > Michelin's MotoE™ tyres for 2024 contain **more than 50 percent renewable/recycled raw materials*** (front: 49%/rear:53%).
- > Michelin sees MotoE™ as a means to accelerate innovation as it prepares for tomorrow's world of two-wheel mobility, with powerful analysis and smart data at the heart of its development processes.

** Weighted average taking into account the front and rear tyres' masses.*

Michelin has been the FIM MotoE™ World Championship's sole tyre supplier since the all-electric competition was first organised in 2019. The Group sees this highly competitive series as a full-scale research and development laboratory where it can explore and test technological innovations in exacting conditions. Not only have the unique opportunities for innovation that MotoE™ offers seen Michelin increase the proportion of renewable and recycled raw materials that its tyres for the championship contain, but they are also speeding up the emergence of specific solutions for tomorrow's electric motorcycles and scooters.

Since last season, MotoE™ has starred the all-electric V21L made by the Italian motorcycle manufacturer Ducati. Its development was fine-tuned on Michelin tyres and its impressive credentials saw lap-times tumble from the opening races of 2023. For this year's series, Michelin has introduced two tyres that can be described as disruptive due to the technology they pack and the rear slick's smart new look.



2024 MICHELIN POWER SLICK MotoE™: LONGEVITY AND PERFORMANCE

The superb new rear slick that Michelin has brought to the 2024 FIM MotoE™ World Championship features a head-turning look that distinguishes it from conventional motorcycle tyres. Inspired by Michelin's VISION Concept, its ephemeral, velvet-effect Race to Vision motif vanishes once racing begins. Revealed in 2017, VISION is the fruit of the sustainable development model conceived to contribute to Michelin's plan for 2050 and beyond.

The new rear MotoE™ tyre's Race to Vision finish is symbolic of Michelin's resolve to continue improving the performance of its products while addressing environmental priorities.

Unique Michelin Velvet Technology and specific moulds are behind the rear slick's original finish that is soft to the touch and exudes an unmistakable impression of quality. The brand employs the same technique for its high-end car and motorcycle tyres.



2024 MICHELIN POWER SLICK MotoE™: **LONGEVITY AND PERFORMANCE**



However, the chief evolution of Michelin's MotoE™ tyres for 2024 concerns the technology they pack. Compared with last season, they incorporate an even higher proportion of renewable and recycled raw materials from sources as varied as end-of-life car and light-van tyres (recycled carbon black), hevea plantations (natural rubber), citrus fruit peel, pine resin, sunflower oil and recycled scrap steel.

This season, MICHELIN Power Slicks MotoE™'s all-electric Ducatis contain **49 and 53 percent**

renewable/recycled materials front and rear respectively, compared with 34 and 52 percent in 2023. **This increase takes the pair past the threshold of 50 percent¹.**

The new bike/tyre package introduced last season led to an immediate fall in lap-times and the establishment of new records. This year's tyres promise to contribute to even faster times in 2024, an impression confirmed by the riders unanimously after last month's Michelin-run test sessions at Portimao, Portugal.

** (1) Weighted average taking into account the front and rear tyres' masses.*

WHY DIFFERENT PROPORTIONS (49 AND 53 PERCENT) FOR THE FRONT AND REAR TYRES?

The proportion of renewable and recycled materials differs front and rear because in MotoE™, as in MotoGP™, **the two tyres are conceived to fulfil specific tasks.** The riders need the front tyre to provide accurate feedback, steering precision, braking stability and reassuring comfort through corners. In addition to some of the same requirements, the rear needs to deliver efficient traction under acceleration.



49%



53%

OF RENEWABLE AND RECYCLED MATERIALS

MICHELIN'S SIGHTS SET ON THE LONGER TERM

Michelin uses motorsport to innovate, explore new ideas, learn and share its findings. At the same time, the proactive nature of the sporting regulations has led the Group to develop raw materials that are increasingly respectful of the environment.

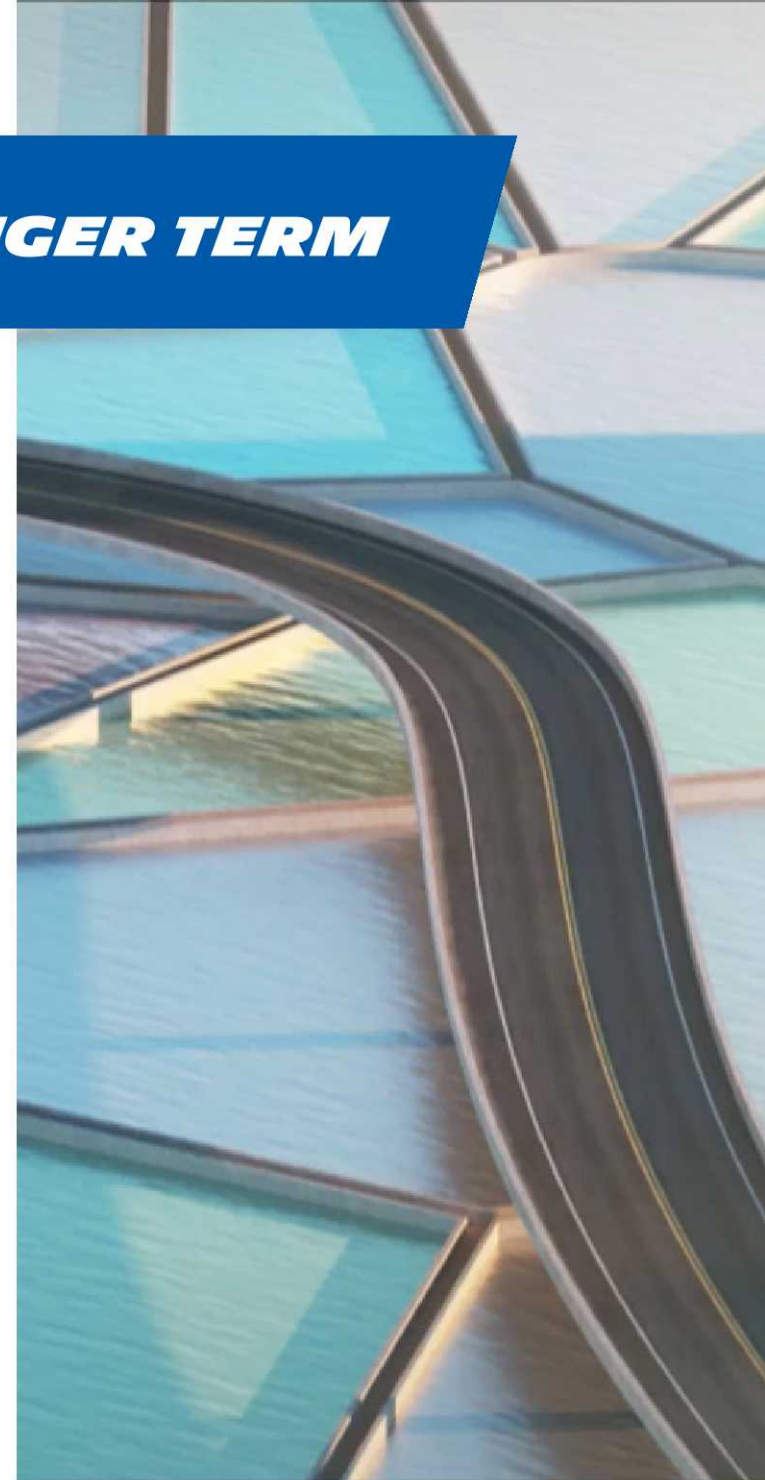
Every step forward is taken with the aim of enhancing performance, but without any negative on the tyres' other key qualities, notably their resistance to wear.

In its ongoing bid to minimise its global environmental footprint, Michelin sees the use of renewable and recycled raw materials as fundamental, but only part of the picture. To minimise and eventually neutralise the impact its tyres have on the planet, Michelin is actively seeking to contain the CO2 emissions associated with their lifecycle's different phases, from the sourcing of raw materials until end-of-life recycling, via production and

use. At the same time, Michelin is developing realistic processes and production techniques for the mass production of genuinely sustainable products.

MotoE™ tyres were amongst the first to benefit from this overarching approach because motorsport - including electric racing - offers a first-class opportunity to experiment and accelerate innovation. Michelin firmly believes that technological progress is one of the most effective ways to address today's environmental stakes.

As its research advances, Michelin intends to continue raising the proportion of renewable and recycled raw materials that go into its MotoE™ tyres. The Group is determined to go even further than this, however, by applying the knowledge it acquires in motorsport to its commercially-available tyres in the shortest time-frame possible.





USING MotoE™ TO HELP SHAPE TOMORROW'S ELECTRIC TWO-WHEEL MOBILITY

Electric motorcycles and scooters are destined to become a key part of the two-wheel landscape and demand for tyres adapted to their characteristics promises to rise exponentially as a result. For not only are such models heavier but their motors also deliver peak torque instantly. This calls for tyres that are capable of coping with constraints that differ from those associated with internal-combustion-engined bikes. The same phenomenon and demands have already been observed in the electric car market where Michelin benefits from the unique expertise it acquired in the all-electric FIA Formula E World Championship, of which it was a founding partner.

In the same pioneering spirit, Michelin uses MotoE™ to examine the consequences of the electrification of motorcycles. In the extreme arena of world championship racing, in-depth data analysis reveals invaluable insights into all aspects of tyres particularly quickly, especially as

the proportion of renewable and recycled raw materials they contain increases.

Like all the different forms of motorsport in which Michelin is involved, on two and four wheels, MotoE™ provides Michelin with an opportunity to harvest considerable quantities of data to feed the company's simulation systems which are the most advanced in the industry. Smart data is effectively core to the Group's research and development activities today, and the tyre models and digital tools employed in racing are shared company-wide to favour the carry-over of this expertise to road tyres.

Last but by no means least, simulator technology facilitates the co-development of new models in close collaboration with car and motorcycle manufacturers.



MICHELIN PARTNERS

9 TEAMS / 18 RIDERS

DYNAVOLT INTACT GP MotoE™

#3
LUKAS
TULOVIC



#4
HECTOR
GARZO



KLINT FORWARD FACTORY TEAM

#6
MARIA
HERRERA



#9
ANDREA
MANTOVANI



ARUBA CLOUD MOTOE™ RACING TEAM

#7
CHAZ
DAVIES



ROOKIE

#
ARMANDO
PONTONE



ROOKIE

FELO GRESINI MOTOE™

#11
MATTEO
FERRARI



#72
ALESSIO
FINELLO



OPENBANK ASPAR TEAM

#21
KEVIN
ZANNONI



#81
JORDI
TORRES



TECH3 E-RACING

#29
NICOLAS
SPINELLI



#61
ALESSANDRO
ZACCONE



LCR E-TEAM

#40
MATTIA
CASADEI



#51
ERIC
GRANADO



ONGETTA SIC58 SQUADRA CORSE

#34
KEVIN
MANFREDI



#55
MASSIMO
ROCCOLI



AXXIS-MSI

#71
MIQUEL
PONS



#99
OSCAR
GUTIERREZ





2024 CALENDAR

16 races, 8 tracks

1		PORTUGAL <i>Autódromo Internacional do Algarve</i>	<i>MARCH</i> 22-24
2		FRANCE <i>Le Mans</i>	<i>MAY</i> 10-12
3		CATALONIA <i>Circuit de Barcelona/Catalunya</i>	<i>MAY</i> 24-26
4		ITALY <i>Autodromo Internazionale del Mugello</i>	<i>MAY JUNE</i> 31-2
5		NETHERLANDS <i>TT Circuit Assen</i>	<i>JUNE</i> 28-30
6		GERMANY <i>Sachsenring</i>	<i>JULY</i> 5-7
7		AUSTRIA <i>Red Bull Ring / Spielberg</i>	<i>AUGUST</i> 16-18
8		SAN MARINO <i>Misano World Circuit Marco Simoncelli</i>	<i>SEPT.</i> 6-8

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