



Media Information
ABB FIA Formula E Championship
3rd August 2020

Track facts and key factors: the BMW i Andretti Motorsport preview for the Berlin finale.

- **Track Facts: two similar track variants, followed by a third version that has more turns and is more challenging technically.**
- **Key factors: energy management, mechanical grip, tyre wear and ability to improve in between the races of each variant.**
- **BMW i Andretti Motorsport and both drivers still in with good chances of winning the titles in the team and driver standings.**

Munich. With six races in nine days, BMW i Andretti Motorsport is facing by far the most unusual season finale that the ABB FIA Formula E Championship has ever seen. All the races will be held at the former airport of Berlin-Tempelhof (GER), where it is possible to have three different track layouts, making the six races much more varied. The first two races will be on the traditional layout in the opposite direction (REVERSE), the next two will be on the traditional layout (TRADITIONAL) and the final two will be on a new layout (NEW). Our preview provides you with the most important facts about the circuit and the key factors for a successful Berlin finale.

In the driver's standings, Alexander Sims (GBR) and Maximilian Günther (GER) have 46 and 44 points after five of eleven races, which sees them in third and fourth place. Sims won the second race of the season in Diriyah (KSA), Günther was victorious in Santiago (CHI) and finished second in the last race that was held on 29th February in Marrakesh (MAR). In the team standings, BMW i Andretti Motorsport, in second place with 90 points, is just eight points off the top.

You can find the BMW i Motorsport Media Guide for Season 6 here: https://b.mw/Media_Guide_E. It contains detailed information on the technology of the BMW i drivetrain and the BMW iFE.20, as well as background on the technology transfer between motorsport and production development, on the BMW i Andretti Motorsport team and the drivers.



TRACK FACTS BERLIN 6 & 7 (REVERSE) / 8 & 9 (TRADITIONAL).	
Track length	2.355 km for both. REVERSE: clockwise. TRADITIONAL: anti-clockwise.
Turns	5 right-hand turns and 5 left-hand turns on both versions.
Track surface	Bumpy. Airport circuit with armour panels.
Grip level	Medium to high. Should increase from race to race. Hardly any disadvantages expected for qualifying group 1. Should also play less of a role from race to race.
Track layout	Both variants are wide and have very good overtaking opportunities. Power plays a bigger role.
Tyre wear	Very high. Particularly on the rear axle.
Top speed	Approx. 220 km/h. Depending on the wind direction, either on the starting straight or the back straights.
Attack zone	On the outside of T5 for both. Minimally changed position for the REVERSE variant.
Pit lane	Longer than in Season 5.
Risk of accident	Relatively low, since both variants of the track are wide.
Key factors	Energy management, mechanical grip, tyre wear, ability to improve in between the races of each variant.

TRACK FACTS BERLIN 10 & 11 (NEW).	
Track length	2.505 km. Making it six percent longer than the other two variants. Anti-clockwise.
Turns	9 left-hand turns and 7 right-hand turns.
Track surface	Bumpy. Airport circuit with armour panels.
Grip level	Medium to high. Should increase from race to race. Hardly any disadvantages expected for qualifying group 1. Should also play less of a role from race to race.
Track layout	Significantly more turns than the other variants. Section between T7 and T13 is technical and demanding, you can either win or lose a lot of time there. Fewer overtaking opportunities, less focus on power, with more focus on car balance.





Tyre wear	Very high. Particularly on the rear axle.
Top speed	Approx. 220 km/h. Depending on the wind direction, either on the starting straight or the back straights.
Attack zone	Outside of T5.
Pit lane	Longer than in Season 5.
Risk of accident	Significantly higher than for the other two variants, particularly in the narrow section between T7 and T13.
Key factors	Energy management, mechanical grip, tyre wear, ability to improve in between the races of each variant.

Driver quotes ahead of the Berlin finale:

Alexander Sims (#27 BMW iFE.20):

“I’m really looking forward to getting back to racing in Formula E after such a long break. I think the track layout changes look exciting. They all look very different, so it certainly won’t feel like six races in the same place. Berlin was pretty good for us last year, so hopefully we will have a similar strong pace again and try to have some clean race days. Our main target has to be to score some good points and to fight for the title. I can’t wait.”

Maximilian Günther (#28 BMW iFE.20):

“After the long break, I’m very excited to get back to racing – particularly in such a short space of time now, with six races in nine days. In Berlin, unfortunately not in front of a home crowd, but at least driving in my home country to finish the second half of the season is really special. We are really motivated after the long break. We’re also aware that we had a good first half of the season with strong results, but everything is starting from zero again now. I think that, as previously, we will try to focus only on ourselves and getting the best out of the car and us as a team. There will be some huge challenges, but we’re very well positioned, we used the past few months wisely and now I am just really looking forward to things starting up again.”

The FANBOOST vote.

FANBOOST gives Formula E fans the opportunity to vote for their favourite driver and award them an extra boost of power during the race. The five drivers with the most FANBOOST votes receive an extra 100 kJ of power, which they can make use of



during a brief time frame in the second half of the race. For the Berlin event, fans can vote for their favourite driver in the ten days prior to, and leading up to 15 minutes into, the first of the six races. Each fan can vote once per day. At the start of each of the races, voting will then start for the next race. There are three ways to vote: Online at <https://fanboost.fiaformulae.com/>, via the official Formula E App or on Twitter using the hashtag #FANBOOST as well as the driver's first and last name as a one-word hashtag.

Hashtags for the BMW i Andretti Motorsport drivers.

#AlexanderSims

#MaximilianGuenther

The BMW i Safety Cars.

BMW i is "Official Vehicle Partner" of the ABB FIA Formula E Championship in Season 6. Spearheading the fleet are two Safety Cars: The BMW i8 Roadster Safety Car (combined fuel consumption: 2.0 l/100 km; combined power consumption: 14.5 kWh/100 km; combined CO₂ emissions: 46 g/km)*, which has been specially modified for use at the racetrack, and the BMW i8 Coupé Safety Car (combined fuel consumption: 1.8 l/100 km; combined power consumption: 14.0 kWh/100 km; combined CO₂ emissions: 42 g/km)*. The BMW i fleet also includes the BMW i3s (combined fuel consumption: 0.0 l/100 km; combined energy consumption: 14.3 kWh; combined CO₂ emissions: 0 g/km)* as "Race Director Car" and the BMW 530e (combined fuel consumption: 2.2-2.1 l/100 km; combined energy consumption: 13.6-13.3 kWh/100 km; combined CO₂ emissions: 49-47 g/km)* in its role as "Medical Car".

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The values for fuel consumption, CO2 emission and energy consumption shown were determined in the standardized test cycle according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The figures refer to a vehicle with basic configuration in Germany and the range shown considers optional equipment and the different size of wheels and tires available on the selected model.

The values are already based on the test cycle according to the new WLTP regulation and are translated back into NEDC-equivalent values in order to allow a comparison between vehicles. With respect to these vehicles, for vehicle related taxes or other duties based (at least inter alia) on CO2-emissions the CO2 values may differ to the values stated here.

Effective 06.12.2018

Further information about the official fuel consumption and the official specific CO2 emission of new passenger cars can be taken out of the „handbook of fuel consumption, the CO2 emission and power consumption of new passenger cars“, which is available at all selling points and from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, and under <https://www.dat.de/co2/>

