



Media Information
 ABB FIA Formula E Championship
 7th May 2019

Track facts and key factors: the BMW i Andretti Motorsport preview for the Monaco E-Prix.

- **Track Facts Monaco: very short, more grip, atypical layout, relatively high average speed.**
- **Key factors: Grip, car balance, qualifying performance.**
- **Félix da Costa: “It is exciting to be coming to Monaco to drive in a location with such a great history of racing.”**

Munich. This coming weekend, the ABB FIA Formula E Championship will be in the Principality of Monaco (MON) for the ninth race of the season. Our preview provides you with the most importance facts about the circuit and the key factors for a successful race.

TRACK FACTS MONACO.	
Circuit length	1.765 km, shortest track of the season. Clockwise.
Corners	5 left and 7 right handers. Slowest corner: T3 (approx. 40 km/h). Fastest corner: T7 (approx. 160 km/h). Many different types of corners – not typical for Formula E.
Track surface	Very even, as it’s 90 percent identical to the F1 track.
Grip level	Higher than in Paris and Rome, although leaves may make the track slippery and be a disadvantage for qualifying group 1.
Circuit layout	Relatively high average speed. Very short straights make overtaking very difficult.
Tyre wear	More tyre wear on the right side despite racing clockwise.
Attack Zone	ATTACK MODE is activated on a straight. This means there will be hardly any time loss.
Pit lane	Identical to the F1 pitlane.
Risk of crashes	Very high.
Key factors	Grip, car balance, qualifying performance / grid positions.





Quotes ahead of the Monaco E-Prix:

Roger Griffiths (Team Principal BMW i Andretti Motorsport):

“After the low grip, bumpy streets of Paris, the Monaco track will be a stark contrast. Much smoother, more grip, yet tight and challenging. Overtaking is tough here; good grid positioning will be key to having a strong race. Lap times will be short, and it will definitely be interesting to see how much the FE car has improved since the last visit two years ago. With the quick turn around between the European races this places a premium on efficient preparation and forward planning.”

Alexander Sims (#27 BMW iFE.18):

“I am really curious about what it will be like to drive on the streets of Monaco for the first time. Of course, I have seen loads of races there on TV and I do feel more familiar with the location than I did ahead of some other races. I hope that I can get myself and my car set up quickly for the circuit, and I really hope to do well in qualifying. That is the key to finally driving a smooth race again.”

António Félix da Costa (#28 BMW iFE.18):

“It is exciting to be coming to Monaco to drive in a location with such a great history of racing. Formula E is a new type of racing and is adding a new chapter to the history of Monaco. I am looking forward to putting on a good show for the spectators. I hope that the layout and the surface will suit the BMW iFE.18.”

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 are awarded a significant burst of power, which they can deploy in a five-second window during the second half of the race. Fans can vote for their favourite driver in the six days prior to, and leading up to 15 minutes into, each race. Each fan can vote once per day. 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 plus the drivers first and last name as a one-word hashtag.

Hashtags of the BMW i Andretti Motorsport drivers:

#AlexanderSims

#AntonioFelixdaCosta



The BMW i Fleet

BMW i is “Official Vehicle Partner” of the ABB FIA Formula E Championship in Season 5. Spearheading the BMW i fleet is the BMW i8 Coupe Safety Car, modified with BMW M components (combined fuel consumption: 1.8 l/100 km; combined energy consumption 14.0 kWh/100 km; combined CO₂ emissions: 42 g/km)*. As well as the BMW i8 Coupe, 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 iPerformance (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/>.



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