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How Porsche is overcoming technical challenges at the Formula E finale

Man and machine will both be put to the test at the grand finale of this season's ABB FIA Formula E Championship in Berlin (5th to 13th August). In part 2 of our 'Challenge Berlin' series, Malte Huneke, Technical Project Leader Formula E, explains the technical challenges awaiting the team as the season arrives at its intensive finale, with six races in just nine days.



Preparing for three different layouts

One thing that makes the season finale in Berlin so special is the compact format. "Pre-event planning is completely different to previous events. The three different layouts mean that we must basically prepare for three different events at the same time – with the difference being that there is hardly any time between races to prepare for the next double-header," said Huneke.

There is usually a clear schedule comprising simulator work, the race itself and the analysis of the event each take one week. The processes will be different for Berlin. Preparation time is about three weeks, then everything comes thick and fast at the circuit. "After the first double-header, we must prepare very quickly for the next event and call on our full potential when it matters," said Huneke. The learning process usually takes place between races, but there is no time for details. "It is definitely going to be a challenge. However, I am confident that we will cope with the circumstances."

Simulator work forms the basis

The three Berlin-Tempelhof layouts were announced last week by Formula E. Races six and seven (5th/6th August) will take place on the same Formula E track as last year, but in the opposite direction. The second double-header (8th/9th August) will be held on the regular Formula E circuit, before the final two races (12th/13th August) are contested on a newly designed layout. The different track configurations serve as the starting point for preparations in the simulator. One feature of Berlin-Tempelhof is the concrete slabs that have a significant influence on tyre management. Huneke's view is that "Thermo management is one thing that will play a key role. As such, we are preparing for various scenarios in the simulator."



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