

36. INT. ADAC TRUCK-GRAND-PRIX

Nürburgring, length 3629 m

13. - 16. July 2023

Goodyear FIA European Truck Racing Championship

Lap Analysis Race 2, 15.07.2023

FIA-Visa.No.: 4ETRC-DEU 22.06.2023

1 Norbert KISS , MAN / HUN

Theoretical Best: 2:10.956

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:25.295	1:18.313	33.289	33.693	6	2:11.679	1:08.211	32.481	30.987
2	2:16.812	1:10.661	33.229	32.922	7	2:13.714	1:08.695	32.571	32.448
3	2:13.419	1:09.525	32.424	31.470	8	2:14.182	1:10.874	32.440	30.868
4	2:11.730	1:07.907	32.885	30.938	9	2:12.665	1:09.025	32.567	31.073
5	2:11.035	1:07.986	32.286	30.763					

2 Jochen HAHN , IVECO / DEU

Theoretical Best: 2:15.621

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:25.053	1:17.733	33.424	33.896	6	2:15.941	1:10.751	32.873	32.311
2	2:17.895	1:11.632	33.712	32.551	7	2:25.562	1:18.283	34.000	33.279
3	2:17.636	1:12.113	33.152	32.371	8	2:18.361	1:12.248	33.056	33.057
4	2:18.671	1:11.937	33.855	32.879	9	2:17.741	1:11.804	33.290	32.647
5	2:35.409	1:30.429	32.553	32.427					

3 Sascha LENZ , MAN / DEU

Theoretical Best: 2:12.065

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:23.395	1:16.297	33.585	33.513	6	2:13.838	1:09.210	32.926	31.702
2	2:15.092	1:10.540	32.619	31.933	7	2:12.832	1:08.421	32.798	31.614
3	2:12.923	1:09.218	32.630	31.075	8	2:22.064	1:18.079	32.570	31.415
4	2:14.792	1:10.517	32.901	31.374	9	2:14.993	1:10.502	32.656	31.835
5	2:14.399	1:09.625	32.823	31.951					

11 André KURSIM , IVECO / DEU

Theoretical Best: 2:15.114

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:19.592	1:13.084	33.410	33.098	6	2:15.813	1:10.803	32.721	32.289
2	2:15.801	1:10.661	32.952	32.183	7	2:16.401	1:11.231	32.668	32.502
3	2:15.790	1:10.906	32.901	31.983	8	2:15.811	1:11.016	32.667	32.128
4	2:17.807	1:11.905	34.121	31.781	9	2:15.653	1:10.685	32.792	32.176
5	2:16.969	1:11.840	32.914	32.215					

15 Erwin KLEINAGELVOORT , SCANIA / NLD

Theoretical Best: 2:18.303

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:29.920	1:22.093	33.935	33.892	6	2:18.868	1:12.626	33.674	32.568
2	2:19.802	1:12.604	33.777	33.421	7	2:19.719	1:13.065	34.211	32.443
3	2:18.486	1:12.298	33.837	32.351	8	2:19.767	1:12.749	34.297	32.721
4	2:19.248	1:12.347	34.006	32.895	9	2:20.113	1:12.271	34.228	33.607
5	2:19.169	1:12.490	33.731	32.948					

18 John NEWELL , MAN / GBR

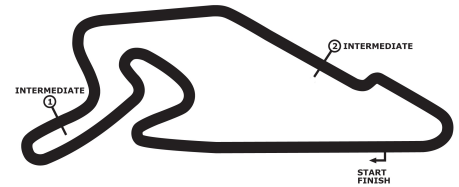
Theoretical Best: 2:17.872

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:33.755	1:26.101	34.144	33.510	6	2:23.894	1:17.507	33.608	32.779
2	2:20.002	1:12.730	33.590	33.682	7	2:20.771	1:13.416	34.349	33.006
3	2:19.440	1:12.630	33.221	33.589	8	2:18.259	1:12.222	33.368	32.669
4	2:19.436	1:12.691	33.733	33.012	9	2:20.507	1:13.795	33.440	33.272
5	2:18.253	1:11.981	33.407	32.864					

22 Lukas HAHN , IVECO / DEU

Theoretical Best: 2:16.802

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:21.648	1:14.315	34.203	33.130	6	2:18.554	1:11.327	33.850	33.377
2	2:20.200	1:13.313	33.723	33.164	7	2:22.259	1:15.295	33.623	33.341
3	2:17.202	1:11.041	33.433	32.724	8	2:17.477	1:11.720	33.431	32.326
4	2:20.564	1:12.987	34.336	33.241	9	2:18.044	1:11.791	33.831	32.422
5	2:18.209	1:11.934	33.645	32.630					



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23 Antonio ALBACETE , MAN / ESP

Theoretical Best: 2:13.502

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:24.239	1:17.073	33.353	33.813	6	2:14.050	1:09.764	32.655	31.631
2	2:19.011	1:11.180	33.585	34.246	7	2:15.401	1:10.252	32.832	32.317
3	2:16.782	1:11.198	33.303	32.281	8	2:16.247	1:11.158	32.734	32.355
4	2:15.791	1:11.229	32.786	31.776	9	2:15.450	1:10.937	32.786	31.727
5	2:13.502	1:09.392	32.625	31.485					

24 Steffen FAAS , SCANIA / DEU

Theoretical Best: 2:15.949

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:25.938	1:19.093	33.540	33.305	6	2:17.824	1:11.441	33.650	32.733
2	2:18.609	1:12.402	33.748	32.459	7	2:17.736	1:11.457	33.900	32.379
3	2:18.209	1:12.167	34.253	31.789	8	2:17.790	1:11.937	33.561	32.292
4	2:17.366	1:10.992	33.623	32.749	9	2:17.387	1:12.285	33.166	31.936
5	2:18.185	1:11.742	33.756	32.687					

25 Heinrich Clemens HECKER , SCANIA / DEU

Theoretical Best: 2:17.200

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:27.238	1:20.433	33.696	33.109	5	2:19.318	1:12.005	33.441	33.872
2	2:19.469	1:12.330	33.909	33.230	6	2:17.632	1:11.846	33.207	32.579
3	2:17.915	1:11.412	33.632	32.869	7	2:19.255	1:12.194	33.663	33.398
4	2:18.796	1:11.910	33.950	32.936	8	2:18.791	1:12.022	33.779	32.990

33 Jamie ANDERSON , MAN / GBR

Theoretical Best: 2:16.376

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:22.900	1:15.590	33.942	33.368	6	2:16.536	1:11.136	33.574	31.826
2	2:20.718	1:12.881	34.817	33.020	7	2:16.896	1:11.082	33.591	32.220
3	2:19.280	1:12.901	34.067	32.312	8	2:17.884	1:11.703	33.478	32.703
4	2:19.602	1:13.198	33.651	32.753	9	2:17.335	1:11.675	33.847	31.813
5	2:18.684	1:12.017	33.921	32.746					

38 José Eduardo RODRIGUES , MAN / PRT

Theoretical Best: 2:17.443

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:32.710	1:24.850	34.537	33.323	6	2:18.245	1:12.455	33.817	31.973
2	2:20.353	1:12.679	34.130	33.544	7	2:21.082	1:14.677	33.732	32.673
3	2:17.963	1:12.238	33.643	32.082	8	2:18.354	1:13.042	33.536	31.776
4	2:17.738	1:12.162	33.500	32.071	9	2:19.019	1:12.928	33.649	32.442
5	2:18.670	1:12.758	33.826	32.086					

44 Stephanie HALM , IVECO / DEU

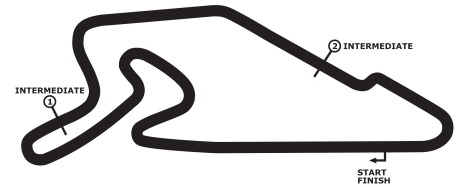
Theoretical Best: 2:14.324

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:21.786	1:14.917	33.939	32.930	6	2:16.509	1:11.889	32.750	31.870
2	2:16.011	1:10.602	32.871	32.538	7	2:15.786	1:11.412	32.732	31.642
3	2:15.083	1:10.641	32.740	31.702	8	2:15.636	1:11.118	32.729	31.789
4	2:16.263	1:10.338	34.292	31.633	9	2:15.211	1:10.800	32.658	31.753
5	2:14.528	1:10.032	32.773	31.722					

64 Luis RECUENCO , IVECO / ESP

Theoretical Best: 2:17.772

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:32.157	1:23.811	34.657	33.689	6	2:19.994	1:13.010	33.931	33.053
2	2:21.319	1:12.642	34.447	34.230	7	2:35.761	1:28.625	33.819	33.317
3	2:20.988	1:13.684	33.821	33.483	8	2:19.536	1:13.066	33.920	32.550
4	2:19.216	1:12.383	34.048	32.785	9	2:18.624	1:11.632	33.588	33.402
5	2:19.648	1:11.686	33.796	34.166					



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81 Mark TAYLOR , MAN / GBR

Theoretical Best: 2:17.171

Lap	Time	S1	S2	S3	Lap	Time	S1	S2	S3
1	2:30.651	1:22.937	34.197	33.517	6	2:19.933	1:14.068	33.346	32.519
2	2:19.745	1:13.207	34.047	32.491	7	2:19.004	1:12.004	34.449	32.551
3	2:19.312	1:12.803	33.973	32.536	8	2:30.711	1:24.556	33.791	32.364
4	2:18.002	1:11.461	33.823	32.718	9	2:20.310	1:13.433	33.865	33.012
5	2:19.157	1:12.803	33.878	32.476					