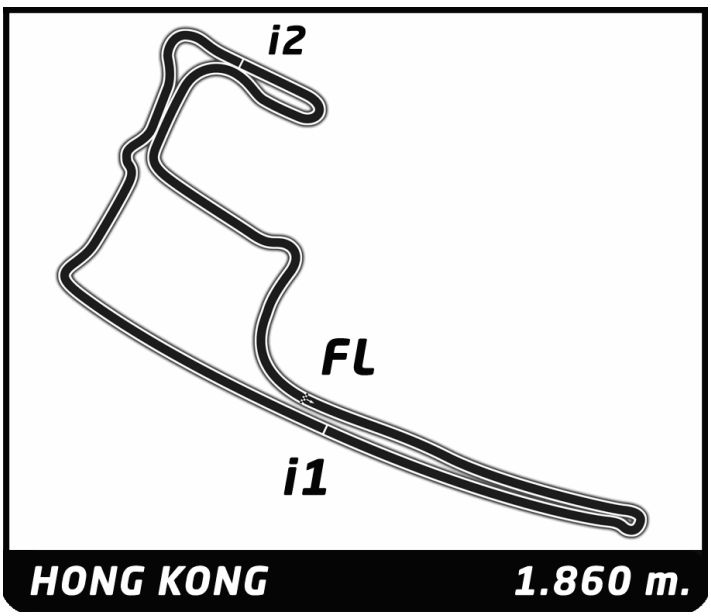
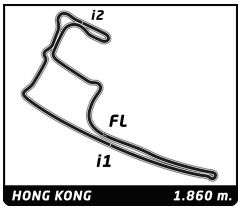
# Round 2 - Hong Kong ePrix

## ABB FIA Formula E Championship

### Results Booklet



FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Non Qualifying Practice 3

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Car | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9 | **Sébastien Buemi** | CHE | Renault e.dams | Renault Z.E. 17 | **1:02.002** | 19 | 23 | - | - | **108.0** |
| 2 | 36 | **Alex Lynn** | GBR | DS Virgin Racing | DS Virgin DSV-03 | **1:02.351** | 18 | 23 | +0.349 | +0.349 | **107.4** |
| 3 | 1 | **Lucas Di Grassi** | BRA | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:02.380** | 24 | 29 | +0.378 | +0.029 | **107.3** |
| 4 | 25 | **Jean-Eric Vergne** | FRA | TECHEETAH | Renault Z.E. 17 | **1:02.437** | 16 | 23 | +0.435 | +0.057 | **107.2** |
| 5 | 2 | **Sam Bird** | GBR | DS Virgin Racing | DS Virgin DSV-03 | **1:02.514** | 18 | 22 | +0.512 | +0.077 | **107.1** |
| 6 | 19 | **Felix Rosenqvist** | SWE | Mahindra Racing | Mahindra M4Electro | **1:02.556** | 25 | 30 | +0.554 | +0.042 | **107.0** |
| 7 | 66 | **Daniel Abt** | DEU | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:02.638** | 7 | 21 | +0.636 | +0.082 | **106.9** |
| 8 | 4 | **Edoardo Mortara** | CHE | Venturi Formula E Team | Venturi VM200-FE-03 | **1:02.772** | 12 | 30 | +0.770 | +0.134 | **106.7** |
| 9 | 23 | **Nick Heidfeld** | DEU | Mahindra Racing | Mahindra M4Electro | **1:02.885** | 22 | 23 | +0.883 | +0.113 | **106.5** |
| 10 | 16 | **Oliver Turvey** | GBR | NIO Formula E Team | NextEV NIO Sport 003 | **1:02.900** | 19 | 21 | +0.898 | +0.015 | **106.5** |
| 11 | 28 | **Antonio Felix da Costa** | PRT | Andretti Formula E | Andretti ATEC-03 | **1:02.987** | 10 | 23 | +0.985 | +0.087 | **106.3** |
| 12 | 27 | **Kamui Kobayashi** | MCO | Andretti Formula E | Andretti ATEC-04 | **1:03.000** | 22 | 23 | +0.998 | +0.013 | **106.3** |
| 13 | 20 | **Mitch Evans** | NZL | Panasonic Jaguar Racing | Jaguar I-Type II | **1:03.133** | 23 | 24 | +1.131 | +0.133 | **106.1** |
| 14 | 3 | **Nelson Piquet** | BRA | Panasonic Jaguar Racing | Jaguar I-Type II | **1:03.193** | 18 | 18 | +1.191 | +0.060 | **106.0** |
| 15 | 5 | **Maro Engel** | DEU | Venturi Formula E Team | Venturi VM200-FE-03 | **1:03.231** | 30 | 34 | +1.229 | +0.038 | **105.9** |
| 16 | 8 | **Nicolas Prost** | FRA | Renault e.dams | Renault Z.E. 17 | **1:03.270** | 14 | 24 | +1.268 | +0.039 | **105.8** |
| 17 | 68 | **Luca Filippi** | ITA | NIO Formula E Team | NextEV NIO Sport 003 | **1:03.579** | 14 | 25 | +1.577 | +0.309 | **105.3** |
| 18 | 7 | **Jérôme d'Ambrosio** | BEL | DRAGON | PENSKE EV-2 | **1:03.602** | 9 | 22 | +1.600 | +0.023 | **105.3** |
| 19 | 18 | **André Lotterer** | DEU | TECHEETAH | Renault Z.E. 17 | **1:04.138** | 13 | 22 | +2.136 | +0.536 | **104.4** |
| 20 | 6 | **Neel Jani** | CHE | DRAGON | PENSKE EV-2 | **1:04.284** | 15 | 22 | +2.282 | +0.146 | **104.2** |

| **Fastest Lap** | Lap 19 | Sébastien Buemi | **1:02.002** | 108.0 Kph |
|---|---|---|---|---|

Track Status: **DRY**

Published at: .....

| **Race Director:** | **Timekeeper:** |
|---|---|
| | |



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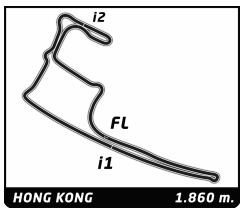
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Non Qualifying Practice 3

## Best Sector Times

Official Timekeeper TAGHeuer

| | SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pos | | Driver | Time | | Driver | Time | | Driver | Time | Pos | | Driver | Ideal Lap | Best Lap |
| 1 | 9 | S.Buemi | 17.521 | 20 | M.Evans | 20.673 | 9 | S.Buemi | 23.769 | 1 | 9 | S.Buemi | 1:02.002 | 1:02.002 (1) |
| 2 | 66 | D.Abt | 17.543 | 9 | S.Buemi | 20.712 | 1 | L.Di Grassi | 23.827 | 2 | 1 | L.Di Grassi | 1:02.246 | 1:02.380 (3) |
| 3 | 1 | L.Di Grassi | 17.637 | 36 | A.Lynn | 20.717 | 25 | J.Vergne | 23.859 | 3 | 36 | A.Lynn | 1:02.351 | 1:02.351 (2) |
| 4 | 20 | M.Evans | 17.663 | 19 | F.Rosenqvist | 20.762 | 2 | S.Bird | 23.872 | 4 | 20 | M.Evans | 1:02.385 | 1:03.133 (13) |
| 5 | 36 | A.Lynn | 17.684 | 1 | L.Di Grassi | 20.782 | 23 | N.Heidfeld | 23.894 | 5 | 25 | J.Vergne | 1:02.437 | 1:02.437 (4) |
| 6 | 19 | F.Rosenqvist | 17.701 | 16 | O.Turvey | 20.799 | 5 | M.Engel | 23.905 | 6 | 19 | F.Rosenqvist | 1:02.511 | 1:02.556 (6) |
| 7 | 25 | J.Vergne | 17.729 | 25 | J.Vergne | 20.849 | 36 | A.Lynn | 23.950 | 7 | 2 | S.Bird | 1:02.514 | 1:02.514 (5) |
| 8 | 16 | O.Turvey | 17.732 | 68 | L.Filippi | 20.861 | 4 | E.Mortara | 23.960 | 8 | 66 | D.Abt | 1:02.579 | 1:02.638 (7) |
| 9 | 28 | A.da Costa | 17.744 | 2 | S.Bird | 20.863 | 8 | N.Prost | 24.048 | 9 | 16 | O.Turvey | 1:02.736 | 1:02.900 (10) |
| 10 | 68 | L.Filippi | 17.749 | 27 | K.Kobayashi | 20.906 | 19 | F.Rosenqvist | 24.048 | 10 | 4 | E.Mortara | 1:02.772 | 1:02.772 (8) |
| 11 | 2 | S.Bird | 17.779 | 66 | D.Abt | 20.930 | 20 | M.Evans | 24.049 | 11 | 23 | N.Heidfeld | 1:02.843 | 1:02.885 (9) |
| 12 | 4 | E.Mortara | 17.804 | 8 | N.Prost | 20.931 | 27 | K.Kobayashi | 24.054 | 12 | 28 | A.da Costa | 1:02.914 | 1:02.987 (11) |
| 13 | 18 | A.Lotterer | 17.817 | 7 | J.d'Ambrosio | 21.005 | 66 | D.Abt | 24.106 | 13 | 27 | K.Kobayashi | 1:02.973 | 1:03.000 (12) |
| 14 | 23 | N.Heidfeld | 17.829 | 4 | E.Mortara | 21.008 | 3 | N.Piquet | 24.116 | 14 | 8 | N.Prost | 1:03.020 | 1:03.270 (16) |
| 15 | 3 | N.Piquet | 17.837 | 28 | A.da Costa | 21.051 | 28 | A.da Costa | 24.119 | 15 | 68 | L.Filippi | 1:03.120 | 1:03.579 (17) |
| 16 | 7 | J.d'Ambrosio | 17.935 | 23 | N.Heidfeld | 21.120 | 16 | O.Turvey | 24.205 | 16 | 3 | N.Piquet | 1:03.144 | 1:03.193 (14) |
| 17 | 6 | N.Jani | 17.946 | 5 | M.Engel | 21.186 | 18 | A.Lotterer | 24.293 | 17 | 5 | M.Engel | 1:03.153 | 1:03.231 (15) |
| 18 | 27 | K.Kobayashi | 18.013 | 18 | A.Lotterer | 21.190 | 7 | J.d'Ambrosio | 24.317 | 18 | 7 | J.d'Ambrosio | 1:03.257 | 1:03.602 (18) |
| 19 | 8 | N.Prost | 18.041 | 3 | N.Piquet | 21.191 | 68 | L.Filippi | 24.510 | 19 | 18 | A.Lotterer | 1:03.300 | 1:04.138 (19) |
| 20 | 5 | M.Engel | 18.062 | 6 | N.Jani | 21.464 | 6 | N.Jani | 24.675 | 20 | 6 | N.Jani | 1:04.085 | 1:04.284 (20) |



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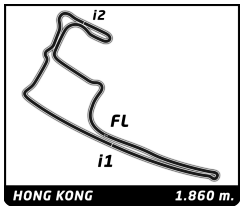


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Non Qualifying Practice 3

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 2:44.167 | 7 Jérôme d'Ambrosio | DRAGON | PENSKE EV-2 | **1:10.334** | 95.2 | 2 |
| 3:15.787 | 4 Edoardo Mortara | Venturi Formula E Team | Venturi VM200-FE-03 | **1:09.681** | 96.1 | 2 |
| 3:26.468 | 68 Luca Filippi | NIO Formula E Team | NextEV NIO Sport 003 | **1:08.678** | 97.5 | 2 |
| 3:50.680 | 7 Jérôme d'Ambrosio | DRAGON | PENSKE EV-2 | **1:06.513** | 100.7 | 3 |
| 3:55.107 | 19 Felix Rosenqvist | Mahindra Racing | Mahindra M4Electro | **1:04.054** | 104.5 | 3 |
| 6:25.931 | 25 Jean-Eric Vergne | TECHEETAH | Renault Z.E. 17 | **1:04.018** | 104.6 | 5 |
| 6:40.493 | 16 Oliver Turvey | NIO Formula E Team | NextEV NIO Sport 003 | **1:03.865** | 104.8 | 5 |
| 7:15.835 | 3 Nelson Piquet | Panasonic Jaguar Racing | Jaguar I-Type II | **1:03.342** | 105.7 | 3 |
| 12:51.109 | 66 Daniel Abt | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:02.638** | 106.9 | 7 |
| 18:42.710 | 9 Sébastien Buemi | Renault e.dams | Renault Z.E. 17 | **1:02.407** | 107.3 | 10 |
| 35:51.512 | 36 Alex Lynn | DS Virgin Racing | DS Virgin DSV-03 | **1:02.351** | 107.4 | 18 |
| 38:24.700 | 9 Sébastien Buemi | Renault e.dams | Renault Z.E. 17 | **1:02.002** | 108.0 | 19 |



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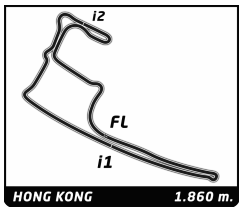



# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Non Qualifying Practice 3

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

### 1 Lucas Di Grassi — BRA
Audi Sport ABT Schaeffler — Audi e-tron FE04

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 2:00.882 | 1:05.847 | 26.973 | 28.062 | 55.4 | 2:00.882 |
| 2 | A | 2:39.663 B | 19.471 | 24.540 | 1:55.652 | 41.9 | 4:40.545 |
| 3 | A | 1:16.447 | 25.111 | 24.574 | 26.762 | 87.6 | 5:56.992 |
| 4 | B | 1:45.362 B | 19.400 | 25.479 | 1:00.483 | 63.6 | 7:42.354 |
| 5 | B | 2:31.737 B | 27.739 | 27.712 | 1:36.286 | 44.1 | 10:14.091 |
| 6 | B | 1:13.428 | 23.659 | 23.287 | 26.482 | 91.2 | 11:27.519 |
| 7 | B | 1:07.178 | 18.741 | 23.120 | 25.317 | 99.7 | 12:34.697 |
| 8 | B | 1:08.349 | 20.375 | 22.946 | 25.028 | 98.0 | 13:43.046 |
| 9 | B | 1:06.269 | 18.617 | 22.543 | 25.109 | 101.0 | 14:49.315 |
| 10 | B | 6:04.344 B | 18.709 | 22.493 | 5:23.142 | 18.4 | 20:53.659 |
| 11 | B | 1:15.728 | 25.190 | 24.082 | 26.456 | 88.4 | 22:09.387 |
| 12 | B | 1:05.189 | 18.305 | 22.170 | 24.714 | 102.7 | 23:14.576 |
| 13 | B | 1:05.066 | 18.260 | 22.043 | 24.763 | 102.9 | 24:19.642 |
| 14 | B | 1:05.337 | 18.320 | 22.126 | 24.891 | 102.5 | 25:24.979 |
| 15 | B | 1:13.317 | 18.925 | 25.809 | 28.583 | 91.3 | 26:38.296 |
| 16 | B | 1:03.524 | 18.067 | 21.314 | 24.143 | 105.4 | 27:41.820 |
| 17 | B | 1:25.038 | 21.921 | 31.549 | 31.568 | 78.7 | 29:06.858 |
| 18 | B | 1:03.589 | 18.217 | 21.233 | 24.139 | 105.3 | 30:10.447 |
| 19 | B | 1:24.271 | 23.519 | 30.340 | 30.412 | 79.5 | 31:34.718 |
| 20 | B | 1:03.506 | 18.085 | 21.278 | 24.143 | 105.4 | 32:38.224 |
| 21 | A | 3:52.958 B | 18.919 | 21.903 | 3:12.136 | 28.7 | 36:31.182 |
| 22 | A | 1:16.499 | 24.588 | 24.273 | 27.638 | 87.5 | 37:47.681 |
| 23 | A | 1:13.557 | 19.294 | 25.097 | 29.166 | 91.0 | 39:01.238 |
| 24 | A | 1:02.380 | 17.637 | 20.916 | 23.827 | 107.3 | 40:03.618 |
| 25 | A | 1:25.283 | 25.767 | 30.884 | 28.632 | 78.5 | 41:28.901 |
| 26 | A | 1:02.596 | 17.685 | 20.782 | 24.129 | 107.0 | 42:31.497 |
| 27 | A | 1:11.207 | 20.239 | 24.491 | 26.477 | 94.0 | 43:42.704 |
| 28 | A | 1:03.748 | 18.143 | 21.275 | 24.330 | 105.0 | 44:46.452 |
| 29 | A | 1:11.107 | 20.843 | 24.059 | 26.205 | 94.2 | 45:57.559 |

### 2 Sam Bird — GBR
DS Virgin Racing — DS Virgin DSV-03

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:48.918 | 53.463 | 26.085 | 29.370 | 61.5 | 1:48.918 |
| 2 | A | 1:49.176 B | 20.800 | 25.476 | 1:02.900 | 61.3 | 3:38.094 |
| 3 | A | 1:20.382 | 26.144 | 25.349 | 28.889 | 83.3 | 4:58.476 |
| 4 | A | 1:09.978 | 19.977 | 23.946 | 26.055 | 95.7 | 6:08.454 |
| 5 | A | 1:04.040 | 18.238 | 21.490 | 24.312 | 104.6 | 7:12.494 |
| 6 | A | 1:37.735 | 24.618 | 39.756 | 33.361 | 68.5 | 8:50.229 |
| 7 | A | 1:03.725 | 18.184 | 21.410 | 24.131 | 105.1 | 9:53.954 |
| 8 | A | 1:22.097 | 23.708 | 30.502 | 27.887 | 81.6 | 11:16.051 |
| 9 | A | 1:03.854 | 18.191 | 21.390 | 24.273 | 104.9 | 12:19.905 |
| 10 | A | 6:35.879 B | 19.794 | 22.751 | 5:53.334 | 16.9 | 18:55.784 |
| 11 | A | 1:15.454 | 23.668 | 24.755 | 27.031 | 88.7 | 20:11.238 |
| 12 | A | 1:03.431 | 18.044 | 21.194 | 24.193 | 105.6 | 21:14.669 |
| 13 | A | 1:21.099 | 19.903 | 27.359 | 33.837 | 82.6 | 22:35.768 |
| 14 | A | 1:03.430 | 18.083 | 21.067 | 24.280 | 105.6 | 23:39.198 |
| 15 | B | 7:08.321 B | 19.323 | 23.321 | 6:25.677 | 15.6 | 30:47.519 |
| 16 | B | 1:18.506 | 25.800 | 25.178 | 27.528 | 85.3 | 32:06.025 |
| 17 | B | 1:15.700 | 19.322 | 24.166 | 32.212 | 88.5 | 33:21.725 |
| 18 | B | 1:02.514 | 17.779 | 20.863 | 23.872 | 107.1 | 34:24.239 |
| 19 | B | 1:25.782 | 22.296 | 30.664 | 32.822 | 78.1 | 35:50.021 |
| 20 | B | 1:03.096 | 17.813 | 20.980 | 24.303 | 106.1 | 36:53.117 |
| 21 | B | 7:10.821 B | 22.907 | 28.782 | 6:19.132 | 15.5 | 44:03.938 |
| 22 | B | 1:14.596 | 24.857 | 24.359 | 25.380 | 89.8 | 45:18.534 |

### 3 Nelson Piquet — BRA
Panasonic Jaguar Racing — Jaguar I-Type II

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 4:56.386 | 3:56.715 | 28.919 | 30.752 | 22.6 | 4:56.386 |
| 2 | A | 1:16.107 | 20.554 | 29.876 | 25.677 | 88.0 | 6:12.493 |
| 3 | A | 1:03.342 | 17.968 | 21.191 | 24.183 | 105.7 | 7:15.835 |
| 4 | A | 1:26.763 | 22.603 | 33.963 | 30.197 | 77.2 | 8:42.598 |
| 5 | A | 1:05.728 | 18.543 | 22.274 | 24.911 | 101.9 | 9:48.326 |
| 6 | A | 1:05.991 | 18.638 | 22.467 | 24.886 | 101.5 | 10:54.317 |
| 7 | A | 1:05.699 | 18.647 | 22.015 | 25.037 | 101.9 | 12:00.016 |
| 8 | A | 6:45.669 B | 18.809 | 25.580 | 6:01.280 | 16.5 | 18:45.685 |
| 9 | A | 1:15.879 | 22.730 | 27.189 | 25.960 | 88.2 | 20:01.564 |
| 10 | A | 1:06.707 | 19.572 | 22.251 | 24.884 | 100.4 | 21:08.271 |
| 11 | A | 1:05.185 | 18.555 | 21.980 | 24.650 | 102.7 | 22:13.456 |
| 12 | A | 8:54.254 B | 18.662 | 22.285 | 8:13.307 | 12.5 | 31:07.710 |
| 13 | A | 1:10.130 | 22.350 | 22.661 | 25.119 | 95.5 | 32:17.840 |
| 14 | A | 1:05.554 | 18.607 | 22.094 | 24.853 | 102.1 | 33:23.394 |
| 15 | B | 8:31.031 B | 18.898 | 22.099 | 7:50.034 | 13.1 | 41:54.425 |
| 16 | B | 1:19.263 | 26.117 | 25.080 | 28.066 | 84.5 | 43:13.688 |
| 17 | B | 1:10.866 | 19.836 | 25.692 | 25.338 | 94.5 | 44:24.554 |
| 18 | B | 1:03.193 | 17.837 | 21.240 | 24.116 | 106.0 | 45:27.747 |

### 4 Edoardo Mortara — CHE
Venturi Formula E Team — Venturi VM200-FE-03

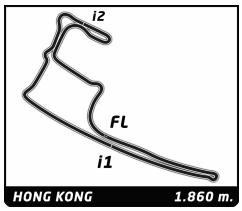
| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 2:06.106 | 1:09.394 | 27.845 | 28.867 | 53.1 | 2:06.106 |
| 2 | B | 1:09.681 | 19.433 | 23.846 | 26.402 | 96.1 | 3:15.787 |
| 3 | B | 1:06.924 | 18.777 | 22.821 | 25.326 | 100.1 | 4:22.711 |
| 4 | B | 1:06.031 | 18.728 | 22.306 | 24.997 | 101.4 | 5:28.742 |
| 5 | B | 1:05.897 | 18.728 | 22.159 | 25.010 | 101.6 | 6:34.639 |
| 6 | B | 1:15.134 | 18.534 | 28.991 | 27.609 | 89.1 | 7:49.773 |
| 7 | B | 1:05.766 | 19.080 | 22.032 | 24.654 | 101.8 | 8:55.539 |
| 8 | B | 1:04.422 | 18.246 | 21.788 | 24.388 | 103.9 | 9:59.961 |
| 9 | A | 1:58.885 B | 18.313 | 22.913 | 1:17.659 | 56.3 | 11:58.846 |
| 10 | A | 1:24.903 | 26.962 | 29.616 | 28.325 | 78.9 | 13:23.749 |
| 11 | A | 1:08.961 | 19.425 | 23.356 | 26.180 | 97.1 | 14:32.710 |
| 12 | A | 1:02.772 | 17.804 | 21.008 | 23.960 | 106.7 | 15:35.482 |
| 13 | A | 5:14.729 B | 24.115 | 26.288 | 4:24.326 | 21.3 | 20:50.211 |
| 14 | A | 1:12.698 | 23.519 | 23.704 | 25.475 | 92.1 | 22:02.909 |
| 15 | A | 1:09.940 | 18.848 | 23.107 | 27.985 | 95.7 | 23:12.849 |
| 16 | A | 1:05.604 | 18.702 | 22.119 | 24.783 | 102.1 | 24:18.453 |
| 17 | A | 1:05.430 | 18.754 | 22.043 | 24.633 | 102.3 | 25:23.883 |
| 18 | A | 1:05.677 | 18.569 | 22.191 | 24.917 | 102.0 | 26:29.560 |
| 19 | A | 1:06.036 | 18.806 | 22.295 | 24.935 | 101.4 | 27:35.596 |
| 20 | A | 1:05.848 | 18.621 | 22.237 | 24.990 | 101.7 | 28:41.444 |
| 21 | A | 1:05.892 | 18.696 | 22.222 | 24.974 | 101.6 | 29:47.336 |
| 22 | A | 1:06.879 | 18.747 | 22.236 | 25.896 | 100.1 | 30:54.215 |
| 23 | A | 1:05.860 | 18.551 | 22.495 | 24.814 | 101.7 | 32:00.075 |
| 24 | A | 1:05.872 | 18.621 | 22.106 | 25.145 | 101.7 | 33:05.947 |
| 25 | B | 6:49.144 B | 18.711 | 22.502 | 6:07.931 | 16.4 | 39:55.091 |
| 26 | B | 1:16.755 | 23.712 | 24.234 | 28.809 | 87.2 | 41:11.846 |
| 27 | B | 1:03.271 | 17.913 | 21.288 | 24.070 | 105.8 | 42:15.117 |
| 28 | B | 1:11.251 | 21.413 | 24.720 | 25.118 | 94.0 | 43:26.368 |
| 29 | B | 1:03.825 | 18.211 | 21.236 | 24.378 | 104.9 | 44:30.193 |
| 30 | B | 1:04.449 | 18.234 | 21.627 | 24.588 | 103.9 | 45:34.642 |

### 5 Maro Engel — DEU
Venturi Formula E Team — Venturi VM200-FE-03



Global Partner
Julius Bär
Official Partners
MICHELIN TAGHeuer QUALCOMM DHL VISA GH.MUMM ARRIVAL enel Allianz BOSS

FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Non Qualifying Practice 3

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:45.746 | 49.005 | 27.129 | 29.612 | 63.3 | 1:45.746 |
| 2 | A | 1:13.091 | 18.797 | 22.509 | 31.785 | 91.6 | 2:58.837 |
| 3 | A | 1:05.165 | 18.465 | 21.758 | 24.942 | 102.8 | 4:04.002 |
| 4 | A | 1:04.886 | 18.369 | 21.864 | 24.653 | 103.2 | 5:08.888 |
| 5 | A | 1:11.422 | 18.307 | 21.659 | 31.456 | 93.8 | 6:20.310 |
| 6 | A | 1:04.167 | 18.204 | 21.458 | 24.505 | 104.4 | 7:24.477 |
| 7 | B | 1:55.806 B | 19.839 | 31.218 | 1:04.749 | 57.8 | 9:20.283 |
| 8 | B | 1:24.842 | 29.821 | 26.829 | 28.192 | 78.9 | 10:45.125 |
| 9 | B | 1:40.542 ■ | 44.756 | 27.044 | 28.742 | 66.6 | 12:25.667 |
| 10 | B | 1:41.006 ■ | 50.526 | 25.807 | 24.673 | 66.3 | 14:06.673 |
| 11 | B | 1:07.365 ■ | 18.062 | 21.436 | 27.867 | 99.4 | 15:14.038 |
| 12 | B | 1:04.255 | 18.251 | 21.390 | 24.614 | 104.2 | 16:18.293 |
| 13 | B | 1:17.373 | 18.792 | 25.502 | 33.079 | 86.5 | 17:35.666 |
| 14 | B | 1:04.057 | 18.263 | 21.526 | 24.268 | 104.5 | 18:39.723 |
| 15 | B | 1:04.047 | 18.279 | 21.488 | 24.280 | 104.5 | 19:43.770 |
| 16 | B | 1:15.032 | 24.842 | 24.675 | 25.515 | 89.2 | 20:58.802 |
| 17 | B | 1:05.987 | 18.713 | 22.300 | 24.974 | 101.5 | 22:04.789 |
| 18 | B | 1:06.189 | 18.987 | 22.270 | 24.932 | 101.2 | 23:10.978 |
| 19 | B | 1:05.682 | 18.723 | 22.104 | 24.855 | 101.9 | 24:16.660 |
| 20 | B | 1:05.809 | 18.779 | 22.161 | 24.869 | 101.7 | 25:22.469 |
| 21 | B | 1:06.104 | 18.668 | 22.497 | 24.939 | 101.3 | 26:28.573 |
| 22 | B | 1:05.948 | 18.833 | 22.321 | 24.794 | 101.5 | 27:34.521 |
| 23 | B | 1:07.832 | 18.835 | 23.025 | 25.972 | 98.7 | 28:42.353 |
| 24 | B | 1:06.230 | 18.903 | 22.484 | 24.843 | 101.1 | 29:48.583 |
| 25 | B | 1:06.220 | 18.826 | 22.484 | 24.910 | 101.1 | 30:54.803 |
| 26 | B | 1:06.170 | 18.885 | 22.398 | 24.887 | 101.2 | 32:00.973 |
| 27 | A | 5:18.787 B | 18.725 | 24.308 | 4:35.754 | 21.0 | 37:19.760 |
| 28 | A | 1:12.972 | 23.789 | 23.088 | 26.095 | 91.8 | 38:32.732 |
| 29 | A | 1:09.024 ■ | 19.707 | 22.924 | 26.393 | 97.0 | 39:41.756 |
| 30 | A | 1:03.231 ■ | 18.140 | 21.186 | 23.905 | 105.9 | 40:44.987 |
| 31 | A | 1:04.186 ■ | 18.136 | 21.554 | 24.496 | 104.3 | 41:49.173 |
| 32 | A | 1:16.465 | 21.911 | 26.262 | 28.292 | 87.6 | 43:05.638 |
| 33 | A | 1:03.954 | 18.217 | 21.409 | 24.328 | 104.7 | 44:09.592 |
| 34 | A | 1:08.134 | 18.255 | 23.410 | 26.469 | 98.3 | 45:17.726 |

### 6 Neel Jani — CHE
DRAGON — PENSKE EV-2

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:37.754 | 41.885 | 26.820 | 29.049 | 68.5 | 1:37.754 |
| 2 | A | 1:23.567 | 19.667 | 32.057 | 31.843 | 80.1 | 3:01.321 |
| 3 | A | 1:05.830 | 18.742 | 21.890 | 25.198 | 101.7 | 4:07.151 |
| 4 | A | 1:05.893 | 18.753 | 22.167 | 24.973 | 101.6 | 5:13.044 |
| 5 | B | 4:14.186 B | 18.492 | 21.783 | 3:33.911 | 26.3 | 9:27.230 |
| 6 | B | 1:25.138 | 26.543 | 27.350 | 31.245 | 78.6 | 10:52.368 |
| 7 | B | 4:35.509 B | 21.210 | 26.258 | 3:48.041 | 24.3 | 15:27.877 |
| 8 | B | 1:14.294 | 24.215 | 23.939 | 26.140 | 90.1 | 16:42.171 |
| 9 | B | 1:04.930 | 18.509 | 21.501 | 24.920 | 103.1 | 17:47.101 |
| 10 | B | 1:04.446 | 18.284 | 21.464 | 24.698 | 103.9 | 18:51.547 |
| 11 | B | 1:05.328 | 18.278 | 22.008 | 25.042 | 102.5 | 19:56.875 |
| 12 | A | 7:15.223 B | 18.275 | 22.148 | 6:34.800 | 15.4 | 27:12.098 |
| 13 | A | 1:15.715 | 24.234 | 23.914 | 27.567 | 88.4 | 28:27.813 |
| 14 | A | 1:07.513 ■ | 19.100 | 22.814 | 25.599 | 99.2 | 29:35.326 |
| 15 | A | 1:04.284 ■ | 17.946 | 21.566 | 24.772 | 104.2 | 30:39.610 |
| 16 | A | 1:08.491 ■ | 20.204 | 22.243 | 26.044 | 97.8 | 31:48.101 |
| 17 | B | 8:02.204 B | 18.249 | 21.558 | 7:22.397 | 13.9 | 39:50.305 |
| 18 | B | 1:22.462 | 28.893 | 24.639 | 28.930 | 81.2 | 41:12.767 |
| 19 | B | 1:18.274 | 18.544 | 33.662 | 26.068 | 85.5 | 42:31.041 |
| 20 | B | 1:04.619 | 18.353 | 21.510 | 24.756 | 103.6 | 43:35.660 |
| 21 | B | 1:04.396 | 18.213 | 21.508 | 24.675 | 104.0 | 44:40.056 |
| 22 | B | 1:05.467 | 18.252 | 21.936 | 25.279 | 102.3 | 45:45.523 |

### 7 Jérôme d'Ambrosio — BEL
DRAGON — PENSKE EV-2

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:33.833 | 36.766 | 26.273 | 30.794 | 71.4 | 1:33.833 |
| 2 | B | 1:10.334 | 20.071 | 23.979 | 26.284 | 95.2 | 2:44.167 |
| 3 | B | 1:06.513 | 19.082 | 22.484 | 24.947 | 100.7 | 3:50.680 |
| 4 | B | 1:04.799 | 18.367 | 21.683 | 24.749 | 103.3 | 4:55.479 |
| 5 | B | 1:04.556 | 18.317 | 21.480 | 24.759 | 103.7 | 6:00.035 |
| 6 | A | 4:41.538 B | 18.329 | 22.910 | 4:00.299 | 23.8 | 10:41.573 |
| 7 | A | 1:16.162 | 25.168 | 24.463 | 26.531 | 87.9 | 11:57.735 |
| 8 | A | 1:08.206 ■ | 19.720 | 22.862 | 25.624 | 98.2 | 13:05.941 |
| 9 | A | 1:03.602 ■ | 18.049 | 21.236 | 24.317 | 105.3 | 14:09.543 |
| 10 | B | 2:49.785 B ■ | 20.050 | 24.184 | 2:05.551 | 39.4 | 16:59.328 |
| 11 | B | 1:24.638 | 27.435 | 27.359 | 29.844 | 79.1 | 18:23.966 |
| 12 | B | 3:00.375 B | 19.557 | 23.787 | 2:17.031 | 37.1 | 21:24.341 |
| 13 | B | 1:13.732 | 24.719 | 23.591 | 25.422 | 90.8 | 22:38.073 |
| 14 | B | 1:05.534 | 18.405 | 22.170 | 24.959 | 102.2 | 23:43.607 |
| 15 | B | 1:04.114 | 18.264 | 21.467 | 24.383 | 104.4 | 24:47.721 |
| 16 | B | 1:03.917 | 18.210 | 21.329 | 24.378 | 104.8 | 25:51.638 |
| 17 | A | 8:21.671 B | 18.290 | 21.438 | 7:41.943 | 13.3 | 34:13.309 |
| 18 | A | 1:11.149 | 23.344 | 22.775 | 25.030 | 94.1 | 35:24.458 |
| 19 | A | 1:06.436 ■ | 18.597 | 21.902 | 25.937 | 100.8 | 36:30.894 |
| 20 | A | 1:06.795 ■ | 17.935 | 21.005 | 27.855 | 100.2 | 37:37.689 |
| 21 | A | 6:10.340 B | 22.861 | 24.394 | 5:23.085 | 18.1 | 43:48.029 |
| 22 | A | 1:19.954 | 25.800 | 26.622 | 27.532 | 83.7 | 45:07.983 |

### 8 Nicolas Prost — FRA
Renault e.dams — Renault Z.E. 17

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 4:19.949 B | 42.851 | 26.847 | 3:10.251 | 25.8 | 4:19.949 |
| 2 | B | 1:17.693 | 25.303 | 25.141 | 27.249 | 86.2 | 5:37.642 |
| 3 | B | 1:12.181 | 19.277 | 24.413 | 28.491 | 92.8 | 6:49.823 |
| 4 | B | 1:04.422 | 18.353 | 21.588 | 24.481 | 103.9 | 7:54.245 |
| 5 | B | 1:09.851 | 18.144 | 23.740 | 27.967 | 95.9 | 9:04.096 |
| 6 | A | 3:48.116 B | 18.186 | 21.424 | 3:08.506 | 29.4 | 12:52.212 |
| 7 | A | 1:16.720 | 24.426 | 23.760 | 28.534 | 87.3 | 14:08.932 |
| 8 | A | 1:09.552 ■ | 20.999 | 22.449 | 26.104 | 96.3 | 15:18.484 |
| 9 | A | 1:03.354 ■ | 18.132 | 21.174 | 24.048 | 105.7 | 16:21.838 |
| 10 | A | 7:01.299 B ■ | 19.206 | 22.422 | 6:19.671 | 15.9 | 23:23.137 |
| 11 | A | 1:09.416 | 22.584 | 22.214 | 24.618 | 96.5 | 24:32.553 |
| 12 | A | 1:03.344 | 18.041 | 21.127 | 24.176 | 105.7 | 25:35.897 |
| 13 | A | 1:10.292 | 20.037 | 23.866 | 26.389 | 95.3 | 26:46.189 |
| 14 | A | 1:03.270 | 18.091 | 20.982 | 24.197 | 105.8 | 27:49.459 |
| 15 | B | 7:09.636 B | 18.863 | 22.490 | 6:28.283 | 15.6 | 34:59.095 |
| 16 | B | 1:10.487 | 23.061 | 22.333 | 25.093 | 95.0 | 36:09.582 |
| 17 | B | 1:29.600 ■ | 18.899 | 27.043 | 43.658 | 74.7 | 37:39.182 |
| 18 | B | 1:03.616 ■ | 18.339 | 20.931 | 24.346 | 105.3 | 38:42.798 |
| 19 | B | 1:11.160 ■ | 18.129 | 24.468 | 28.563 | 94.1 | 39:53.958 |
| 20 | B | 1:03.565 | 18.114 | 21.154 | 24.297 | 105.3 | 40:57.523 |
| 21 | B | 1:25.509 | 23.035 | 34.486 | 27.988 | 78.3 | 42:23.032 |
| 22 | B | 1:05.756 | 18.602 | 22.246 | 24.908 | 101.8 | 43:28.788 |
| 23 | B | 1:05.127 | 18.492 | 22.084 | 24.551 | 102.8 | 44:33.915 |
| 24 | B | 1:05.145 | 18.476 | 21.979 | 24.690 | 102.8 | 45:39.060 |

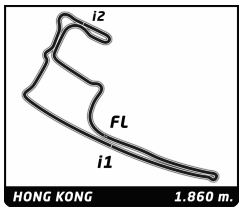
### 9 Sébastien Buemi — CHE
Renault e.dams — Renault Z.E. 17

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 2:00.782 B | 29.880 | 24.366 | 1:06.536 | 55.4 | 2:00.782 |



Global Partner
Julius Bär
Official Partners
MICHELIN TAGHeuer QUALCOMM DHL VISA GH.MUMM ARRIVAL enel Allianz BOSS

FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Non Qualifying Practice 3

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 2 | B | 3:49.994 B | | 27.210 | 24.044 | 2:58.740 | 29.1 | 5:50.776 |
| 3 | B | 1:15.000 | | 24.142 | 23.218 | 27.640 | 89.3 | 7:05.776 |
| 4 | B | 1:04.237 | | 18.411 | 21.466 | 24.360 | 104.2 | 8:10.013 |
| 5 | B | 1:03.595 | | 18.119 | 21.234 | 24.242 | 105.3 | 9:13.608 |
| 6 | B | 1:44.612 | | 30.869 | 39.387 | 34.356 | 64.0 | 10:58.220 |
| 7 | A | 4:02.168 B | | 20.330 | 27.742 | 3:14.096 | 27.7 | 15:00.388 |
| 8 | A | 1:16.608 | | 25.085 | 24.182 | 27.341 | 87.4 | 16:16.996 |
| 9 | A | 1:23.307 | ■ | 24.073 | 27.631 | 31.603 | 80.4 | 17:40.303 |
| 10 | A | 1:02.407 | ■ | 17.620 | 20.871 | 23.916 | 107.3 | 18:42.710 |
| 11 | A | 1:37.722 | ■ | 27.093 | 38.209 | 32.420 | 68.5 | 20:20.432 |
| 12 | A | 1:03.252 | | 18.038 | 21.135 | 24.079 | 105.9 | 21:23.684 |
| 13 | A | 6:22.260 B | | 24.346 | 31.150 | 5:26.764 | 17.5 | 27:45.944 |
| 14 | A | 1:25.071 | | 27.635 | 25.883 | 31.553 | 78.7 | 29:11.015 |
| 15 | A | 1:03.724 | | 18.207 | 21.371 | 24.146 | 105.1 | 30:14.739 |
| 16 | B | 4:38.450 B | | 23.011 | 28.278 | 3:47.161 | 24.0 | 34:53.189 |
| 17 | B | 1:15.866 | | 25.479 | 23.829 | 26.558 | 88.3 | 36:09.055 |
| 18 | B | 1:13.643 | ■ | 18.864 | 23.886 | 30.893 | 90.9 | 37:22.698 |
| 19 | B | 1:02.002 | ■ | 17.521 | 20.712 | 23.769 | 108.0 | 38:24.700 |
| 20 | A | 3:02.935 B | ■ | 24.158 | 37.421 | 2:01.356 | 36.6 | 41:27.635 |
| 21 | A | 1:28.302 | | 28.868 | 30.909 | 28.525 | 75.8 | 42:55.937 |
| 22 | A | 1:04.010 | | 17.944 | 21.840 | 24.226 | 104.6 | 43:59.947 |
| 23 | A | 1:31.002 | | 26.098 | 32.401 | 32.503 | 73.6 | 45:30.949 |

### 16 Oliver Turvey — GBR
NIO Formula E Team — NextEV NIO Sport 003

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 2:05.299 | | 1:08.505 | 27.282 | 29.512 | 53.4 | 2:05.299 |
| 2 | A | 1:13.744 | | 19.783 | 25.923 | 28.038 | 90.8 | 3:19.043 |
| 3 | A | 1:04.517 | | 18.341 | 21.574 | 24.602 | 103.8 | 4:23.560 |
| 4 | A | 1:13.068 | | 19.116 | 26.130 | 27.822 | 91.6 | 5:36.628 |
| 5 | A | 1:03.865 | | 18.178 | 21.343 | 24.344 | 104.8 | 6:40.493 |
| 6 | A | 1:03.847 | | 18.094 | 21.357 | 24.396 | 104.9 | 7:44.340 |
| 7 | A | 10:57.829 B | | 18.293 | 23.653 | ... | 10.2 | 18:42.169 |
| 8 | A | 1:18.925 | | 24.843 | 26.937 | 27.145 | 84.8 | 20:01.094 |
| 9 | A | 1:11.499 | | 20.101 | 25.339 | 26.059 | 93.7 | 21:12.593 |
| 10 | A | 1:03.805 | | 18.145 | 21.350 | 24.310 | 104.9 | 22:16.398 |
| 11 | A | 1:03.810 | | 18.137 | 21.338 | 24.335 | 104.9 | 23:20.208 |
| 12 | A | 1:18.611 | | 23.000 | 27.696 | 27.915 | 85.2 | 24:38.819 |
| 13 | A | 1:03.677 | | 18.207 | 21.167 | 24.303 | 105.2 | 25:42.496 |
| 14 | B | 8:11.781 B | | 18.258 | 22.939 | 7:30.584 | 13.6 | 33:54.277 |
| 15 | B | 1:17.938 | | 25.893 | 25.236 | 26.809 | 85.9 | 35:12.215 |
| 16 | B | 1:11.883 | ■ | 19.627 | 24.633 | 27.623 | 93.2 | 36:24.098 |
| 17 | B | 1:07.724 | ■ | 17.732 | 20.799 | 29.193 | 98.9 | 37:31.822 |
| 18 | B | 1:10.300 | ■ | 20.062 | 24.355 | 25.883 | 95.2 | 38:42.122 |
| 19 | B | 1:02.900 | ■ | 17.803 | 20.892 | 24.205 | 106.5 | 39:45.022 |
| 20 | B | 1:11.826 | ■ | 21.202 | 24.928 | 25.696 | 93.2 | 40:56.848 |
| 21 | B | 1:03.744 | | 18.079 | 21.411 | 24.254 | 105.0 | 42:00.592 |

### 18 André Lotterer — DEU
TECHEETAH — Renault Z.E. 17

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 2:22.998 | | 1:21.280 | 28.155 | 33.563 | 46.8 | 2:22.998 |
| 2 | A | 1:08.939 | | 18.785 | 23.598 | 26.556 | 97.1 | 3:31.937 |
| 3 | A | 1:05.302 | | 18.336 | 21.929 | 25.037 | 102.5 | 4:37.239 |
| 4 | A | 1:04.705 | | 18.312 | 21.813 | 24.580 | 103.5 | 5:41.944 |
| 5 | A | 1:16.399 | | 18.730 | 27.826 | 29.843 | 87.6 | 6:58.343 |
| 6 | A | 1:05.449 | | 18.335 | 22.547 | 24.567 | 102.3 | 8:03.792 |
| 7 | A | 7:00.052 B | | 18.142 | 21.793 | 6:20.117 | 15.9 | 15:03.844 |
| 8 | A | 1:14.149 | | 24.844 | 23.602 | 25.703 | 90.3 | 16:17.993 |
| 9 | A | 1:06.710 | | 19.437 | 22.434 | 24.839 | 100.4 | 17:24.703 |
| 10 | A | 1:04.901 | | 18.591 | 21.897 | 24.413 | 103.2 | 18:29.604 |
| 11 | A | 1:05.403 | | 18.474 | 21.951 | 24.978 | 102.4 | 19:35.007 |
| 12 | A | 1:05.269 | | 18.522 | 21.704 | 25.043 | 102.6 | 20:40.276 |
| 13 | A | 1:04.138 | | 18.244 | 21.588 | 24.306 | 104.4 | 21:44.414 |
| 14 | A | 1:24.967 | | 19.025 | 28.747 | 37.195 | 78.8 | 23:09.381 |
| 15 | A | 1:04.533 | | 18.167 | 21.742 | 24.624 | 103.8 | 24:13.914 |
| 16 | A | 1:04.249 | | 18.342 | 21.614 | 24.293 | 104.2 | 25:18.163 |
| 17 | B | 8:20.244 B | | 18.150 | 22.517 | 7:39.577 | 13.4 | 33:38.407 |
| 18 | B | 1:25.645 | | 28.559 | 29.625 | 27.461 | 78.2 | 35:04.052 |
| 19 | B | 1:13.370 | ■ | 20.731 | 25.859 | 26.780 | 91.3 | 36:17.422 |
| 20 | B | 1:10.181 | ■ | 17.929 | 21.190 | 31.062 | 95.4 | 37:27.603 |
| 21 | B | 1:22.982 | ■ | 24.660 | 29.406 | 28.916 | 80.7 | 38:50.585 |
| 22 | B | 1:05.400 | ■ | 17.817 | 22.383 | 25.200 | 102.4 | 39:55.985 |

### 19 Felix Rosenqvist — SWE
Mahindra Racing — Mahindra M4Electro

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:36.545 | | 40.973 | 26.984 | 28.588 | 69.4 | 1:36.545 |
| 2 | B | 1:14.508 | | 20.274 | 25.709 | 28.525 | 89.9 | 2:51.053 |
| 3 | B | 1:04.054 | | 18.295 | 21.473 | 24.286 | 104.5 | 3:55.107 |
| 4 | A | 5:20.851 B | | 18.210 | 21.663 | 4:40.978 | 20.9 | 9:15.958 |
| 5 | A | 1:19.091 | | 23.788 | 25.885 | 29.418 | 84.7 | 10:35.049 |
| 6 | A | 1:17.924 | ■ | 23.042 | 28.524 | 26.358 | 85.9 | 11:52.973 |
| 7 | A | 1:20.575 | ■ | 33.282 | 22.354 | 24.939 | 83.1 | 13:13.548 |
| 8 | A | 1:03.318 | | 18.143 | 21.127 | 24.048 | 105.8 | 14:16.866 |
| 9 | A | 1:29.692 | | 22.401 | 34.112 | 33.179 | 74.7 | 15:46.558 |
| 10 | A | 1:21.139 | | 27.128 | 28.634 | 25.377 | 82.5 | 17:07.697 |
| 11 | A | 1:04.601 | | 18.300 | 21.797 | 24.504 | 103.7 | 18:12.298 |
| 12 | A | 1:04.699 | | 18.423 | 21.619 | 24.657 | 103.5 | 19:16.997 |
| 13 | A | 1:05.039 | | 18.312 | 21.928 | 24.799 | 103.0 | 20:22.036 |
| 14 | A | 1:05.061 | | 18.475 | 21.952 | 24.634 | 102.9 | 21:27.097 |
| 15 | A | 1:05.062 | | 18.328 | 21.977 | 24.757 | 102.9 | 22:32.159 |
| 16 | A | 1:05.602 | | 18.422 | 22.141 | 25.039 | 102.1 | 23:37.761 |
| 17 | A | 1:22.369 | | 22.792 | 30.121 | 29.456 | 81.3 | 25:00.130 |
| 18 | A | 1:11.860 | | 20.389 | 26.025 | 25.446 | 93.2 | 26:11.990 |
| 19 | A | 5:25.248 B | | 18.228 | 24.692 | 4:42.328 | 20.6 | 31:37.238 |
| 20 | A | 1:11.974 | | 23.721 | 23.074 | 25.179 | 93.0 | 32:49.212 |
| 21 | A | 1:03.823 | | 18.147 | 21.436 | 24.240 | 104.9 | 33:53.035 |
| 22 | B | 2:53.057 B | | 18.077 | 21.692 | 2:13.288 | 38.7 | 36:46.092 |
| 23 | B | 1:15.156 | | 24.337 | 25.397 | 25.422 | 89.1 | 38:01.248 |
| 24 | B | 1:04.693 | ■ | 18.072 | 22.224 | 24.397 | 103.5 | 39:05.941 |
| 25 | B | 1:02.556 | ■ | 17.701 | 20.762 | 24.093 | 107.0 | 40:08.497 |
| 26 | B | 1:23.582 | ■ | 22.796 | 32.582 | 28.204 | 80.1 | 41:32.079 |
| 27 | B | 1:09.736 | | 19.734 | 24.871 | 25.131 | 96.0 | 42:41.815 |
| 28 | B | 1:03.565 | | 18.054 | 21.211 | 24.300 | 105.3 | 43:45.380 |
| 29 | B | 1:03.828 | | 18.035 | 21.294 | 24.499 | 104.9 | 44:49.208 |
| 30 | B | 1:06.459 | | 18.193 | 22.169 | 26.097 | 100.8 | 45:55.667 |

### 20 Mitch Evans — NZL
Panasonic Jaguar Racing — Jaguar I-Type II

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 2:15.753 | | 1:07.134 | 33.118 | 35.501 | 49.3 | 2:15.753 |
| 2 | A | 1:58.924 B | | 23.585 | 29.666 | 1:05.673 | 56.3 | 4:14.677 |
| 3 | A | 1:37.569 | | 31.044 | 31.908 | 34.617 | 68.6 | 5:52.246 |
| 4 | A | 1:35.448 | ■ | 24.468 | 30.155 | 40.825 | 70.2 | 7:27.694 |
| 5 | A | 1:03.557 | ■ | 17.983 | 21.291 | 24.283 | 105.4 | 8:31.251 |
| 6 | A | 1:27.525 | ■ | 22.139 | 35.815 | 29.571 | 76.5 | 9:58.776 |
| 7 | A | 1:05.831 | | 18.804 | 22.307 | 24.720 | 101.7 | 11:04.607 |



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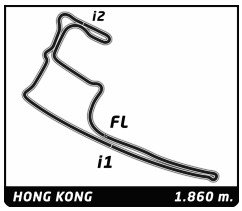


# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Non Qualifying Practice 3

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 8 | A | 1:06.631 | 18.901 | 22.710 | 25.020 | 100.5 | 12:11.238 |
| 9 | A | 1:06.617 | 18.649 | 23.054 | 24.914 | 100.5 | 13:17.855 |
| 10 | A | 1:06.530 | 18.852 | 22.703 | 24.975 | 100.6 | 14:24.385 |
| 11 | A | 1:06.430 | 18.947 | 22.506 | 24.977 | 100.8 | 15:30.815 |
| 12 | A | 1:27.740 | 24.952 | 30.394 | 32.394 | 76.3 | 16:58.555 |
| 13 | A | 1:03.922 | 18.299 | 21.283 | 24.340 | 104.8 | 18:02.477 |
| 14 | A | 1:28.087 | 22.115 | 31.415 | 34.557 | 76.0 | 19:30.564 |
| 15 | A | 1:03.844 | 18.217 | 21.248 | 24.379 | 104.9 | 20:34.408 |
| 16 | B | 15:12.078 B | 20.987 | 27.586 | ... | 7.3 | 35:46.486 |
| 17 | B | 1:33.719 | 31.247 | 29.778 | 32.694 | 71.4 | 37:20.205 |
| 18 | B | 1:18.853 ■ | 23.209 | 27.874 | 27.770 | 84.9 | 38:39.058 |
| 19 | B | 1:03.338 ■ | 17.663 | 20.673 | 25.002 | 105.7 | 39:42.396 |
| 20 | B | 1:26.316 ■ | 21.653 | 31.179 | 33.484 | 77.6 | 41:08.712 |
| 21 | B | 1:03.541 | 18.079 | 21.224 | 24.238 | 105.4 | 42:12.253 |
| 22 | B | 1:22.256 | 21.039 | 27.883 | 33.334 | 81.4 | 43:34.509 |
| 23 | B | 1:03.133 | 18.045 | 21.039 | 24.049 | 106.1 | 44:37.642 |
| 24 | B | 1:22.012 | 22.150 | 28.080 | 31.782 | 81.6 | 45:59.654 |

### 23 Nick Heidfeld — DEU
Mahindra Racing — Mahindra M4Electro

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 2:04.017 | 1:06.858 | 27.574 | 29.585 | 54.0 | 2:04.017 |
| 2 | B | 1:10.606 | 19.068 | 24.396 | 27.142 | 94.8 | 3:14.623 |
| 3 | B | 1:04.103 | 18.275 | 21.580 | 24.248 | 104.5 | 4:18.726 |
| 4 | A | 9:23.064 B | 18.670 | 26.114 | 8:38.280 | 11.9 | 13:41.790 |
| 5 | A | 1:17.601 | 23.837 | 25.790 | 27.974 | 86.3 | 14:59.391 |
| 6 | A | 1:13.436 ■ | 21.655 | 24.761 | 27.020 | 91.2 | 16:12.827 |
| 7 | A | 1:03.117 ■ | 17.856 | 21.120 | 24.141 | 106.1 | 17:15.944 |
| 8 | A | 1:20.345 ■ | 22.027 | 26.981 | 31.337 | 83.3 | 18:36.289 |
| 9 | A | 1:05.426 | 18.542 | 22.135 | 24.749 | 102.3 | 19:41.715 |
| 10 | A | 1:04.988 | 18.281 | 21.957 | 24.750 | 103.0 | 20:46.703 |
| 11 | A | 1:05.491 | 18.429 | 22.136 | 24.926 | 102.2 | 21:52.194 |
| 12 | A | 1:11.157 | 20.514 | 22.779 | 27.864 | 94.1 | 23:03.351 |
| 13 | A | 1:05.632 | 18.461 | 22.223 | 24.948 | 102.0 | 24:08.983 |
| 14 | A | 1:05.770 | 18.511 | 22.282 | 24.977 | 101.8 | 25:14.753 |
| 15 | A | 5:08.996 B | 18.779 | 23.167 | 4:27.050 | 21.7 | 30:23.749 |
| 16 | A | 1:16.097 | 25.204 | 24.471 | 26.422 | 88.0 | 31:39.846 |
| 17 | A | 1:07.687 | 19.174 | 22.421 | 26.092 | 98.9 | 32:47.533 |
| 18 | A | 1:03.740 | 18.007 | 21.469 | 24.264 | 105.1 | 33:51.273 |
| 19 | B | 6:36.188 B | 17.942 | 22.519 | 5:55.727 | 16.9 | 40:27.461 |
| 20 | B | 1:14.745 | 23.533 | 24.616 | 26.596 | 89.6 | 41:42.206 |
| 21 | B | 1:19.629 ■ | 19.333 | 28.352 | 31.944 | 84.1 | 43:01.835 |
| 22 | B | 1:02.885 ■ | 17.829 | 21.162 | 23.894 | 106.5 | 44:04.720 |
| 23 | B | 1:20.473 ■ | 22.041 | 26.149 | 32.283 | 83.2 | 45:25.193 |

### 25 Jean-Eric Vergne — FRA
TECHEETAH — Renault Z.E. 17

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:55.119 | 57.143 | 28.861 | 29.115 | 58.2 | 1:55.119 |
| 2 | A | 1:14.838 | 19.951 | 24.041 | 30.846 | 89.5 | 3:09.957 |
| 3 | A | 1:04.553 | 18.451 | 21.629 | 24.473 | 103.7 | 4:14.510 |
| 4 | A | 1:07.403 | 18.198 | 23.400 | 25.805 | 99.3 | 5:21.913 |
| 5 | A | 1:04.018 | 18.167 | 21.308 | 24.543 | 104.6 | 6:25.931 |
| 6 | A | 10:40.360 B | 19.452 | 23.775 | 9:57.133 | 10.5 | 17:06.291 |
| 7 | A | 1:14.512 | 25.844 | 23.600 | 25.068 | 89.9 | 18:20.803 |
| 8 | A | 1:05.026 | 18.441 | 22.015 | 24.570 | 103.0 | 19:25.829 |
| 9 | A | 1:05.890 | 18.794 | 22.212 | 24.884 | 101.6 | 20:31.719 |
| 10 | A | 1:05.925 | 18.795 | 22.378 | 24.752 | 101.6 | 21:37.644 |
| 11 | A | 1:22.370 | 33.031 | 24.124 | 25.215 | 81.3 | 23:00.014 |
| 12 | A | 1:04.828 | 18.508 | 21.852 | 24.468 | 103.3 | 24:04.842 |
| 13 | B | 3:04.982 B | 18.491 | 23.259 | 2:23.232 | 36.2 | 27:09.824 |
| 14 | B | 1:21.252 | 26.456 | 27.295 | 27.501 | 82.4 | 28:31.076 |
| 15 | B | 1:10.805 ■ | 18.799 | 23.398 | 28.608 | 94.6 | 29:41.881 |
| 16 | B | 1:02.437 ■ | 17.729 | 20.849 | 23.859 | 107.2 | 30:44.318 |
| 17 | B | 1:27.885 ■ | 25.550 | 34.812 | 27.523 | 76.2 | 32:12.203 |
| 18 | B | 1:03.294 ■ | 17.808 | 21.111 | 24.375 | 105.8 | 33:15.497 |
| 19 | B | 1:22.516 ■ | 20.361 | 28.065 | 34.090 | 81.1 | 34:38.013 |
| 20 | B | 1:03.812 | 18.173 | 21.230 | 24.409 | 104.9 | 35:41.825 |
| 21 | B | 1:16.469 | 19.316 | 29.938 | 27.215 | 87.6 | 36:58.294 |
| 22 | B | 1:12.053 | 18.498 | 28.343 | 25.212 | 92.9 | 38:10.347 |
| 23 | B | 1:05.275 | 18.662 | 21.981 | 24.632 | 102.6 | 39:15.622 |

### 27 Kamui Kobayashi — MCO
Andretti Formula E — Andretti ATEC-04

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:35.993 | 39.597 | 27.837 | 28.559 | 69.8 | 1:35.993 |
| 2 | B | 1:27.894 | 19.979 | 25.983 | 41.932 | 76.2 | 3:03.887 |
| 3 | B | 1:06.129 | 19.021 | 22.235 | 24.873 | 101.3 | 4:10.016 |
| 4 | B | 1:05.495 | 18.791 | 21.970 | 24.734 | 102.2 | 5:15.511 |
| 5 | B | 1:05.348 | 18.354 | 21.692 | 25.302 | 102.5 | 6:20.859 |
| 6 | B | 1:09.207 ■ | 18.329 | 23.041 | 27.837 | 96.8 | 7:30.066 |
| 7 | A | 6:45.314 B | 18.433 | 22.127 | 6:04.754 | 16.5 | 14:15.380 |
| 8 | A | 1:23.650 | 27.531 | 27.290 | 28.829 | 80.0 | 15:39.030 |
| 9 | A | 1:12.683 ■ | 19.777 | 24.880 | 28.026 | 92.1 | 16:51.713 |
| 10 | A | 1:04.184 ■ | 18.013 | 21.528 | 24.643 | 104.3 | 17:55.897 |
| 11 | A | 9:40.684 B ■ | 18.950 | 22.889 | 8:58.845 | 11.5 | 27:36.581 |
| 12 | A | 1:17.373 | 27.500 | 23.723 | 26.150 | 86.5 | 28:53.954 |
| 13 | A | 1:07.898 | 18.899 | 23.010 | 25.989 | 98.6 | 30:01.852 |
| 14 | A | 1:07.320 | 18.785 | 22.835 | 25.700 | 99.5 | 31:09.172 |
| 15 | A | 1:06.807 | 18.864 | 22.344 | 25.599 | 100.2 | 32:15.979 |
| 16 | A | 1:06.872 | 18.625 | 23.008 | 25.239 | 100.1 | 33:22.851 |
| 17 | A | 1:11.112 | 19.935 | 24.798 | 26.379 | 94.2 | 34:33.963 |
| 18 | A | 1:07.284 | 18.801 | 23.043 | 25.440 | 99.5 | 35:41.247 |
| 19 | B | 4:37.165 B | 18.725 | 22.678 | 3:55.762 | 24.2 | 40:18.412 |
| 20 | B | 1:16.052 | 24.882 | 23.768 | 27.402 | 88.0 | 41:34.464 |
| 21 | B | 1:29.733 ■ | 21.025 | 34.318 | 34.390 | 74.6 | 43:04.197 |
| 22 | B | 1:03.000 ■ | 18.040 | 20.906 | 24.054 | 106.3 | 44:07.197 |
| 23 | B | 1:05.147 ■ | 18.441 | 21.910 | 24.796 | 102.8 | 45:12.344 |

### 28 Antonio Felix da Costa — PRT
Andretti Formula E — Andretti ATEC-03

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:39.930 | 46.094 | 26.034 | 27.802 | 67.0 | 1:39.930 |
| 2 | B | 1:13.429 | 19.010 | 24.944 | 29.475 | 91.2 | 2:53.359 |
| 3 | B | 3:24.024 B | 18.390 | 22.285 | 2:43.349 | 32.8 | 6:17.383 |
| 4 | B | 1:14.117 | 24.396 | 23.826 | 25.895 | 90.3 | 7:31.500 |
| 5 | B | 1:09.111 | 18.493 | 22.296 | 28.322 | 96.9 | 8:40.611 |
| 6 | B | 1:04.083 | 18.311 | 21.447 | 24.325 | 104.5 | 9:44.694 |
| 7 | A | 4:33.364 B | 18.294 | 22.244 | 3:52.826 | 24.5 | 14:18.058 |
| 8 | A | 1:18.588 | 24.123 | 25.575 | 28.890 | 85.2 | 15:36.646 |
| 9 | A | 1:10.756 ■ | 20.390 | 24.125 | 26.241 | 94.6 | 16:47.402 |
| 10 | A | 1:02.987 ■ | 17.817 | 21.051 | 24.119 | 106.3 | 17:50.389 |
| 11 | A | 6:43.837 B ■ | 19.238 | 22.412 | 6:02.187 | 16.6 | 24:34.226 |
| 12 | A | 1:20.352 | 25.823 | 26.025 | 28.504 | 83.3 | 25:54.578 |
| 13 | A | 1:07.724 | 18.175 | 21.776 | 27.773 | 98.9 | 27:02.302 |
| 14 | A | 1:04.884 | 18.192 | 21.587 | 25.105 | 103.2 | 28:07.186 |
| 15 | A | 5:10.053 B | 18.338 | 22.410 | 4:29.305 | 21.6 | 33:17.239 |
| 16 | A | 1:15.184 ■ | 26.521 | 22.509 | 26.154 | 89.1 | 34:32.423 |



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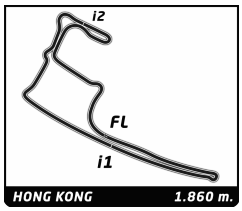


# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Non Qualifying Practice 3

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 17 | A | 1:03.807 | | 18.165 | 21.276 | 24.366 | 104.9 | 35:36.230 |
| 18 | B | 3:35.567 B | | 18.231 | 23.636 | 2:53.700 | 31.1 | 39:11.797 |
| 19 | B | 1:18.072 | | 25.452 | 24.771 | 27.849 | 85.8 | 40:29.869 |
| 20 | B | 1:09.891 | 200KW | 19.554 | 23.974 | 26.363 | 95.8 | 41:39.760 |
| 21 | B | 1:10.355 | 200KW | 17.744 | 28.217 | 24.394 | 95.2 | 42:50.115 |
| 22 | B | 1:04.069 | 200KW | 18.073 | 21.403 | 24.593 | 104.5 | 43:54.184 |
| 23 | B | 1:12.369 | | 19.085 | 26.075 | 27.209 | 92.5 | 45:06.553 |

### 36 Alex Lynn — GBR
DS Virgin Racing — DS Virgin DSV-03

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:32.696 | | 35.637 | 26.934 | 30.125 | 72.2 | 1:32.696 |
| 2 | A | 2:24.539 B | | 20.641 | 26.852 | 1:37.046 | 46.3 | 3:57.235 |
| 3 | A | 2:02.833 B | | 33.308 | 28.745 | 1:00.780 | 54.5 | 6:00.068 |
| 4 | A | 1:22.843 | | 27.477 | 26.956 | 28.410 | 80.8 | 7:22.911 |
| 5 | A | 1:13.503 | | 20.361 | 26.342 | 26.800 | 91.1 | 8:36.414 |
| 6 | A | 1:03.695 | | 18.233 | 21.381 | 24.081 | 105.1 | 9:40.109 |
| 7 | A | 1:21.858 | | 20.890 | 27.699 | 33.269 | 81.8 | 11:01.967 |
| 8 | A | 1:15.817 | | 20.232 | 27.205 | 28.380 | 88.3 | 12:17.784 |
| 9 | A | 1:03.416 | | 18.133 | 21.221 | 24.062 | 105.6 | 13:21.200 |
| 10 | A | 5:27.580 B | 200KW | 18.565 | 23.575 | 4:45.440 | 20.4 | 18:48.780 |
| 11 | A | 1:24.761 | | 25.753 | 28.409 | 30.599 | 79.0 | 20:13.541 |
| 12 | A | 1:16.838 | | 20.419 | 25.466 | 30.953 | 87.1 | 21:30.379 |
| 13 | A | 1:03.634 | | 18.173 | 21.293 | 24.168 | 105.2 | 22:34.013 |
| 14 | A | 1:17.728 | | 20.896 | 27.056 | 29.776 | 86.1 | 23:51.741 |
| 15 | B | 8:18.074 B | | 18.126 | 21.187 | 7:38.761 | 13.4 | 32:09.815 |
| 16 | B | 1:26.045 | | 28.792 | 28.047 | 29.206 | 77.8 | 33:35.860 |
| 17 | B | 1:13.301 | 200KW | 21.037 | 25.468 | 26.796 | 91.3 | 34:49.161 |
| 18 | B | 1:02.351 | 200KW | 17.684 | 20.717 | 23.950 | 107.4 | 35:51.512 |
| 19 | B | 1:15.330 | 200KW | 20.134 | 25.525 | 29.671 | 88.9 | 37:06.842 |
| 20 | B | 1:04.536 | 200KW | 17.769 | 22.494 | 24.273 | 103.8 | 38:11.378 |
| 21 | B | 1:13.531 | 200KW | 19.967 | 25.307 | 28.257 | 91.1 | 39:24.909 |
| 22 | B | 5:05.131 B | | 19.397 | 24.333 | 4:21.401 | 21.9 | 44:30.040 |
| 23 | B | 1:17.281 | | 25.343 | 24.197 | 27.741 | 86.6 | 45:47.321 |

### 66 Daniel Abt — DEU
Audi Sport ABT Schaeffler — Audi e-tron FE04

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 1:30.711 | | 34.140 | 27.185 | 29.386 | 73.8 | 1:30.711 |
| 2 | B | 1:44.575 B | | 20.957 | 24.688 | 58.930 | 64.0 | 3:15.286 |
| 3 | B | 1:22.821 | | 25.953 | 27.717 | 29.151 | 80.8 | 4:38.107 |
| 4 | A | 4:40.523 B | | 19.877 | 23.717 | 3:56.929 | 23.9 | 9:18.630 |
| 5 | A | 1:19.045 | | 24.993 | 25.475 | 28.577 | 84.7 | 10:37.675 |
| 6 | A | 1:10.796 | 200KW | 19.515 | 24.302 | 26.979 | 94.6 | 11:48.471 |
| 7 | A | 1:02.638 | 200KW | 17.602 | 20.930 | 24.106 | 106.9 | 12:51.109 |
| 8 | A | 5:57.033 B | 200KW | 21.507 | 25.348 | 5:10.178 | 18.8 | 18:48.142 |
| 9 | A | 1:20.024 | | 24.519 | 27.686 | 27.819 | 83.7 | 20:08.166 |
| 10 | A | 1:05.780 | | 18.310 | 22.120 | 25.350 | 101.8 | 21:13.946 |
| 11 | A | 1:13.709 | | 17.995 | 27.811 | 27.903 | 90.8 | 22:27.655 |
| 12 | A | 1:03.676 | | 17.999 | 21.495 | 24.182 | 105.2 | 23:31.331 |
| 13 | A | 1:12.452 | | 18.014 | 25.985 | 28.453 | 92.4 | 24:43.783 |
| 14 | B | 13:07.924 B | | 18.029 | 23.214 | ... | 8.5 | 37:51.707 |
| 15 | B | 1:21.465 | | 25.838 | 27.371 | 28.256 | 82.2 | 39:13.172 |
| 16 | B | 1:08.987 | 200KW | 19.425 | 23.147 | 26.415 | 97.1 | 40:22.159 |
| 17 | B | 1:02.815 | 200KW | 17.543 | 21.101 | 24.171 | 106.6 | 41:24.974 |
| 18 | B | 1:11.706 | 200KW | 21.781 | 24.970 | 24.955 | 93.4 | 42:36.680 |
| 19 | B | 1:07.627 | 200KW | 18.061 | 22.946 | 26.620 | 99.0 | 43:44.307 |
| 20 | B | 1:03.377 | | 17.954 | 21.240 | 24.183 | 105.7 | 44:47.684 |
| 21 | B | 1:16.689 | | 20.769 | 26.001 | 29.919 | 87.3 | 46:04.373 |

### 68 Luca Filippi — ITA
NIO Formula E Team — NextEV NIO Sport 003

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 2:17.790 | | 1:16.060 | 28.607 | 33.123 | 48.6 | 2:17.790 |
| 2 | A | 1:08.678 | | 20.706 | 22.978 | 24.994 | 97.5 | 3:26.468 |
| 3 | A | 1:04.506 | | 18.248 | 21.628 | 24.630 | 103.8 | 4:30.974 |
| 4 | B | 6:59.126 B | | 18.425 | 23.175 | 6:17.526 | 16.0 | 11:30.100 |
| 5 | B | 1:16.108 | | 24.266 | 25.286 | 26.556 | 88.0 | 12:46.208 |
| 6 | B | 1:11.829 | 200KW | 22.282 | 24.785 | 24.762 | 93.2 | 13:58.037 |
| 7 | B | 1:04.313 | 200KW | 17.968 | 21.256 | 25.089 | 104.1 | 15:02.350 |
| 8 | B | 1:04.778 | 200KW | 18.510 | 21.313 | 24.955 | 103.4 | 16:07.128 |
| 9 | B | 1:04.543 | | 18.363 | 21.440 | 24.740 | 103.7 | 17:11.671 |
| 10 | B | 1:04.559 | | 18.393 | 21.376 | 24.790 | 103.7 | 18:16.230 |
| 11 | A | 11:32.397 B | | 18.446 | 21.549 | ... | 9.7 | 29:48.627 |
| 12 | A | 1:15.739 | | 24.102 | 24.584 | 27.053 | 88.4 | 31:04.366 |
| 13 | A | 1:10.481 | 200KW | 20.837 | 22.938 | 26.706 | 95.0 | 32:14.847 |
| 14 | A | 1:03.579 | 200KW | 17.749 | 20.861 | 24.969 | 105.3 | 33:18.426 |
| 15 | A | 1:04.101 | 200KW | 18.287 | 21.304 | 24.510 | 104.5 | 34:22.527 |
| 16 | A | 1:03.916 | | 18.218 | 21.127 | 24.571 | 104.8 | 35:26.443 |
| 17 | A | 1:07.261 | | 18.448 | 22.885 | 25.928 | 99.6 | 36:33.704 |
| 18 | A | 1:07.621 | | 18.799 | 22.611 | 26.211 | 99.0 | 37:41.325 |
| 19 | A | 1:07.206 | | 18.795 | 22.575 | 25.836 | 99.6 | 38:48.531 |
| 20 | A | 1:09.614 | | 19.187 | 24.397 | 26.030 | 96.2 | 39:58.145 |
| 21 | A | 1:08.416 | | 18.923 | 22.718 | 26.775 | 97.9 | 41:06.561 |
| 22 | A | 1:11.215 | | 18.966 | 25.520 | 26.729 | 94.0 | 42:17.776 |
| 23 | A | 1:04.591 | | 18.394 | 21.421 | 24.776 | 103.7 | 43:22.367 |
| 24 | A | 1:04.297 | | 18.296 | 21.377 | 24.624 | 104.1 | 44:26.664 |
| 25 | A | 1:07.661 | | 18.341 | 22.098 | 27.222 | 99.0 | 45:34.325 |



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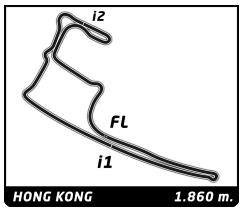


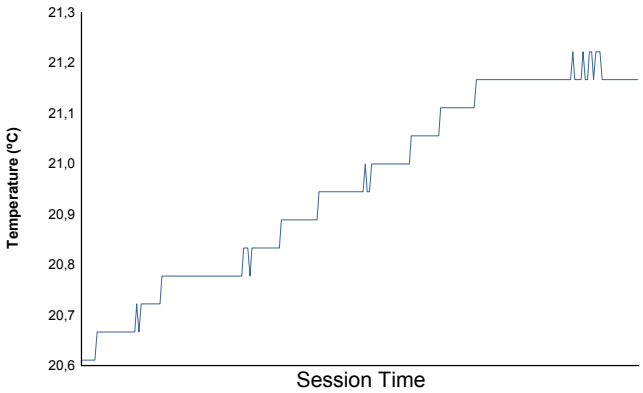

# Round 2 - Hong Kong ePrix

## FIA Formula E Championship
## Non Qualifying Practice 3

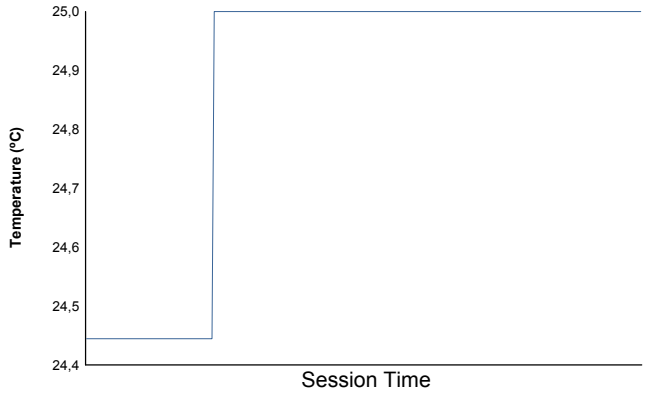
## Weather Report

Official Timekeeper TAGHeuer

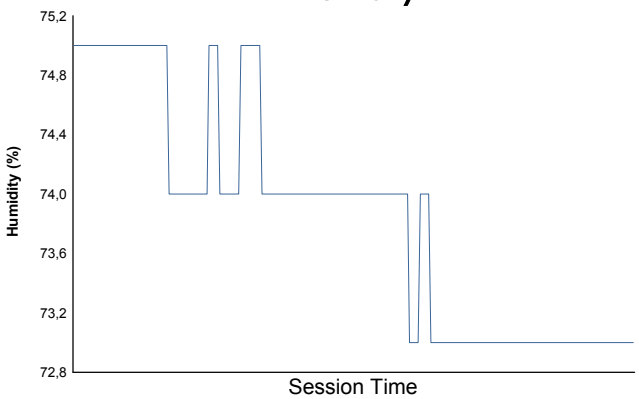
### Air Temperature




### Track Temperature




### Humidity

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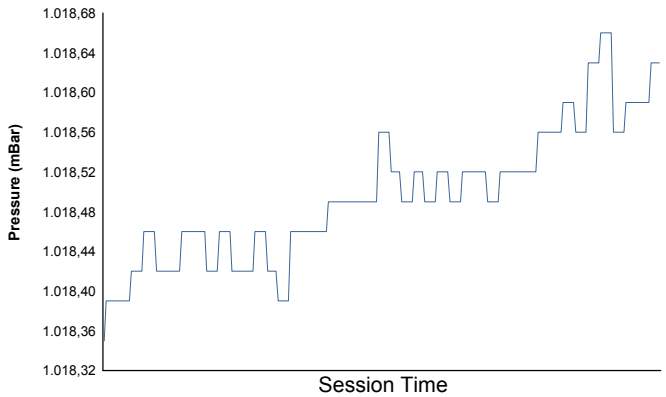
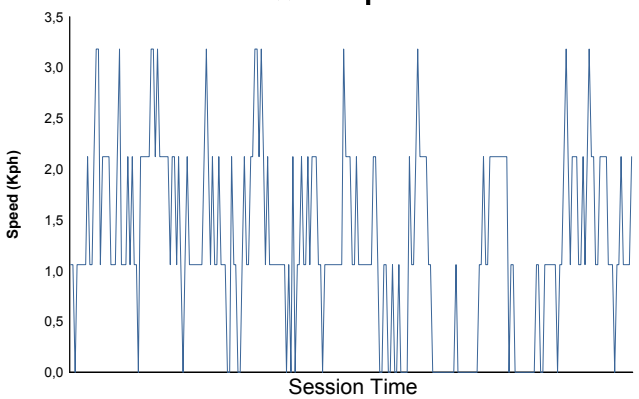
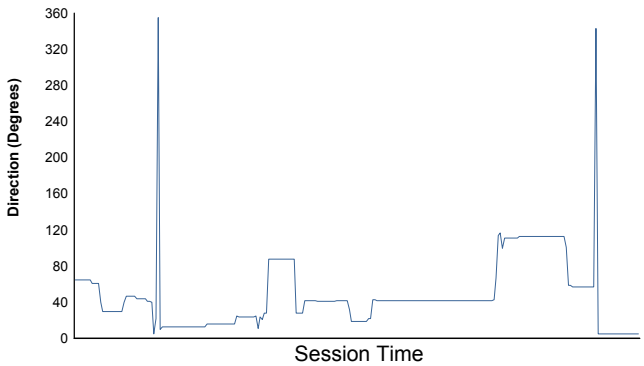



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**

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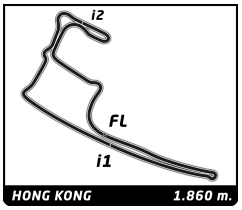


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 1

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Car | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 16 | **Oliver Turvey** | GBR | NIO Formula E Team | NextEV NIO Sport 003 | **1:03.092** | 3 | 3 | - | - | **106.1** |
| 2 | 1 | **Lucas Di Grassi** | BRA | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:03.346** | 3 | 3 | +0.254 | +0.254 | **105.7** |
| 3 | 18 | **André Lotterer** | DEU | TECHEETAH | Renault Z.E. 17 | **1:03.845** | 3 | 3 | +0.753 | +0.499 | **104.9** |
| 4 | 7 | **Jérôme d'Ambrosio** | BEL | DRAGON | PENSKE EV-2 | **1:03.849** | 3 | 3 | +0.757 | +0.004 | **104.9** |
| 5 | 6 | **Neel Jani** | CHE | DRAGON | PENSKE EV-2 | **1:04.612** | 3 | 3 | +1.520 | +0.763 | **103.6** |

| **Fastest Lap** | Lap 3 | Oliver Turvey | **1:03.092** | 106.1 Kph |
|---|---|---|---|---|

Published at: .....

Track Status: **DRY**

| **Race Director:** | **Timekeeper:** |
|---|---|
| | |



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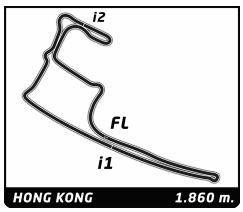


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 1

## Best Sector Times

Official Timekeeper TAGHeuer

| | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Pos | Driver | Time | Driver | Time | Driver | Time | Pos | Driver | Ideal Lap | Best Lap | |
| 1 | 16 O.Turvey | 17.809 | 16 O.Turvey | 21.081 | 16 O.Turvey | 24.202 | 1 | 16 O.Turvey | 1:03.092 | 1:03.092 | (1) |
| 2 | 18 A.Lotterer | 17.864 | 1 L.Di Grassi | 21.236 | 1 L.Di Grassi | 24.241 | 2 | 1 L.Di Grassi | 1:03.346 | 1:03.346 | (2) |
| 3 | 1 L.Di Grassi | 17.869 | 7 J.d'Ambrosio | 21.271 | 7 J.d'Ambrosio | 24.470 | 3 | 18 A.Lotterer | 1:03.845 | 1:03.845 | (3) |
| 4 | 6 N.Jani | 18.074 | 18 A.Lotterer | 21.305 | 18 A.Lotterer | 24.676 | 4 | 7 J.d'Ambrosio | 1:03.849 | 1:03.849 | (4) |
| 5 | 7 J.d'Ambrosio | 18.108 | 6 N.Jani | 21.771 | 6 N.Jani | 24.767 | 5 | 6 N.Jani | 1:04.612 | 1:04.612 | (5) |



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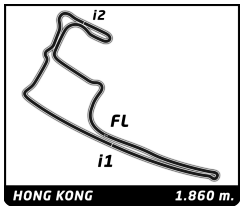


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 1

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 3:46.943 | 6 Neel Jani | DRAGON | PENSKE EV-2 | **1:12.749** | 92.0 | 2 |
| 4:43.107 | 18 André Lotterer | TECHEETAH | Renault Z.E. 17 | **1:06.592** | 100.6 | 2 |
| 4:51.555 | 6 Neel Jani | DRAGON | PENSKE EV-2 | **1:04.612** | 103.6 | 3 |
| 5:46.952 | 18 André Lotterer | TECHEETAH | Renault Z.E. 17 | **1:03.845** | 104.9 | 3 |
| 6:21.465 | 16 Oliver Turvey | NIO Formula E Team | NextEV NIO Sport 003 | **1:03.092** | 106.1 | 3 |



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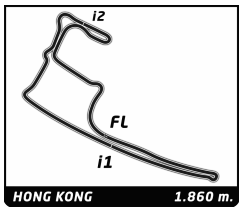


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 1

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

### 1 Lucas Di Grassi — BRA

Audi Sport ABT Schaeffler — Audi e-tron FE04

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 4:18.209 | | 3:26.468 | 24.734 | 27.007 | 25.9 | 4:18.209 |
| 2 | A | 1:08.868 | ■ | 19.112 | 23.890 | 25.866 | 97.2 | 5:27.077 |
| 3 | A | 1:03.346 | ■ | 17.869 | 21.236 | 24.241 | 105.7 | 6:30.423 |

### 6 Neel Jani — CHE

DRAGON — PENSKE EV-2

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 2:34.194 | | 1:40.962 | 25.520 | 27.712 | 43.4 | 2:34.194 |
| 2 | B | 1:12.749 | ■ | 19.304 | 24.675 | 28.770 | 92.0 | 3:46.943 |
| 3 | B | 1:04.612 | ■ | 18.074 | 21.771 | 24.767 | 103.6 | 4:51.555 |

### 7 Jérôme d'Ambrosio — BEL

DRAGON — PENSKE EV-2

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 4:30.466 | | 3:40.615 | 23.850 | 26.001 | 24.8 | 4:30.466 |
| 2 | A | 1:08.779 | ■ | 19.611 | 22.566 | 26.602 | 97.4 | 5:39.245 |
| 3 | A | 1:03.849 | ■ | 18.108 | 21.271 | 24.470 | 104.9 | 6:43.094 |

### 16 Oliver Turvey — GBR

NIO Formula E Team — NextEV NIO Sport 003

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 4:04.797 | | 3:10.990 | 25.863 | 27.944 | 27.4 | 4:04.797 |
| 2 | B | 1:13.576 | ■ | 20.578 | 24.886 | 28.112 | 91.0 | 5:18.373 |
| 3 | B | 1:03.092 | ■ | 17.809 | 21.081 | 24.202 | 106.1 | 6:21.465 |

### 18 André Lotterer — DEU

TECHEETAH — Renault Z.E. 17

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 3:36.515 | | 2:42.756 | 26.719 | 27.040 | 30.9 | 3:36.515 |
| 2 | B | 1:06.592 | ■ | 19.059 | 22.750 | 24.783 | 100.6 | 4:43.107 |
| 3 | B | 1:03.845 | ■ | 17.864 | 21.305 | 24.676 | 104.9 | 5:46.952 |



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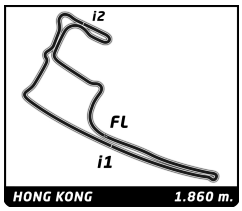



# Round 2 - Hong Kong ePrix

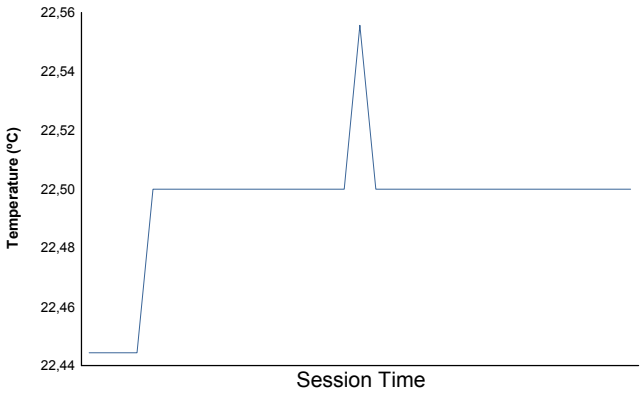
## FIA Formula E Championship

## Qualifying 2 Group 1

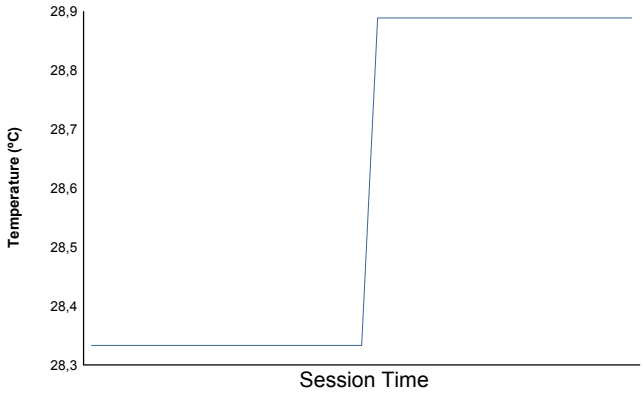
## Weather Report

Official Timekeeper TAGHeuer

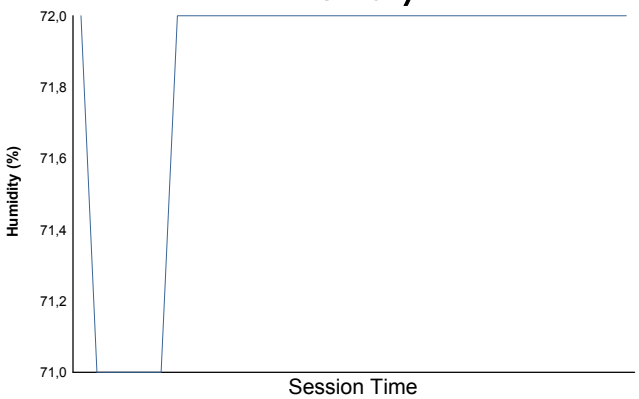
### Air Temperature



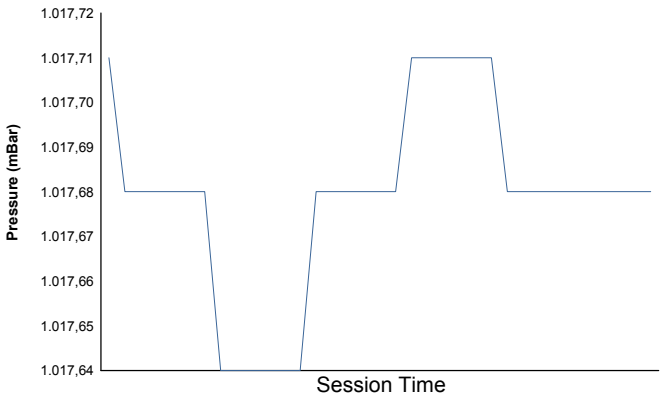

### Track Temperature



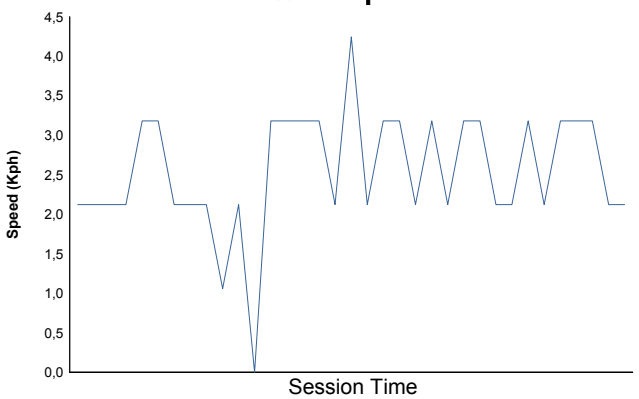

### Humidity




### Pressure

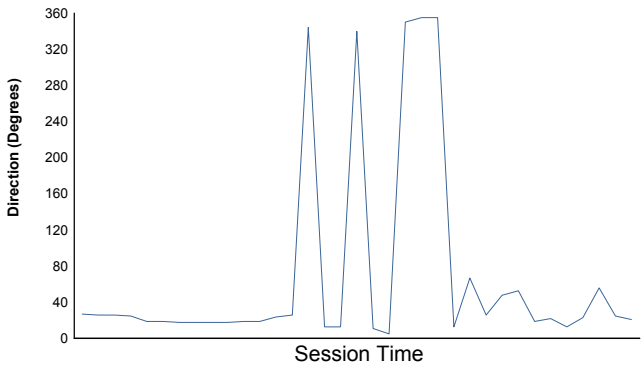



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**

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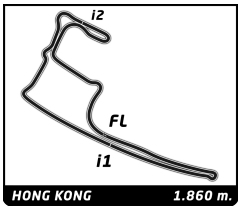


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 2

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Car | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 20 | **Mitch Evans** | NZL | Panasonic Jaguar Racing | Jaguar I-Type II | **1:02.577** | 3 | 3 | - | - | **107.0** |
| 2 | 19 | **Felix Rosenqvist** | SWE | Mahindra Racing | Mahindra M4Electro | **1:02.878** | 3 | 3 | +0.301 | +0.301 | **106.5** |
| 3 | 5 | **Maro Engel** | DEU | Venturi Formula E Team | Venturi VM200-FE-03 | **1:03.446** | 3 | 3 | +0.869 | +0.568 | **105.5** |
| 4 | 27 | **Kamui Kobayashi** | MCO | Andretti Formula E | Andretti ATEC-04 | **1:03.473** | 3 | 3 | +0.896 | +0.027 | **105.5** |
| 5 | 9 | **Sébastien Buemi** | CHE | Renault e.dams | Renault Z.E. 17 | **1:05.346** | 3 | 3 | +2.769 | +1.873 | **102.5** |

| **Fastest Lap** | Lap 3 | Mitch Evans | **1:02.577** | 107.0 Kph |
|---|---|---|---|---|

Published at: .....

Track Status: **DRY**

| **Race Director:** | **Timekeeper:** |
|---|---|
| | |



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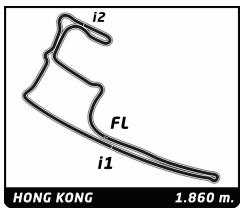


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 2

## Best Sector Times

Official Timekeeper TAGHeuer

| | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | |
|---|---|---|---|---|---|---|
| Pos | Driver | Time | Driver | Time | Driver | Time |
| 1 | 19 F.Rosenqvist | 17.660 | 20 M.Evans | 20.806 | 20 M.Evans | 24.070 |
| 2 | 20 M.Evans | 17.701 | 19 F.Rosenqvist | 21.018 | 5 M.Engel | 24.123 |
| 3 | 9 S.Buemi | 17.730 | 27 K.Kobayashi | 21.216 | 19 F.Rosenqvist | 24.200 |
| 4 | 27 K.Kobayashi | 17.874 | 5 M.Engel | 21.350 | 27 K.Kobayashi | 24.383 |
| 5 | 5 M.Engel | 17.973 | 9 S.Buemi | 22.014 | 9 S.Buemi | 25.602 |

| Pos | Driver | Ideal Lap | Best Lap | |
|---|---|---|---|---|
| 1 | 20 M.Evans | 1:02.577 | 1:02.577 | (1) |
| 2 | 19 F.Rosenqvist | 1:02.878 | 1:02.878 | (2) |
| 3 | 5 M.Engel | 1:03.446 | 1:03.446 | (3) |
| 4 | 27 K.Kobayashi | 1:03.473 | 1:03.473 | (4) |
| 5 | 9 S.Buemi | 1:05.346 | 1:05.346 | (5) |



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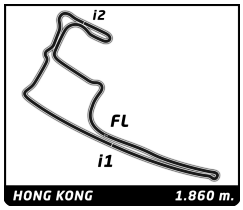


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 2

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 3:04.951 | 19 Felix Rosenqvist | Mahindra Racing | Mahindra M4Electro | **1:13.000** | 91.7 | 2 |
| 4:01.090 | 9 Sébastien Buemi | Renault e.dams | Renault Z.E. 17 | **1:08.404** | 97.9 | 2 |
| 4:07.829 | 19 Felix Rosenqvist | Mahindra Racing | Mahindra M4Electro | **1:02.878** | 106.5 | 3 |
| 4:56.988 | 20 Mitch Evans | Panasonic Jaguar Racing | Jaguar I-Type II | **1:02.577** | 107.0 | 3 |



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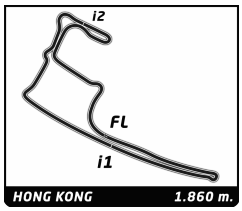


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| **5** | | **Maro Engel** | | | | | | DEU |
| | | Venturi Formula E Team | | | | | | Venturi VM200-FE-03 |
| 1 | A | 2:21.125 | | 1:27.009 | 25.267 | 28.849 | 47.4 | 2:21.125 |
| 2 | A | 1:14.345 | ■ | 19.464 | 24.880 | 30.001 | 90.1 | 3:35.470 |
| 3 | A | 1:03.446 | ■ | 17.973 | 21.350 | 24.123 | 105.5 | 4:38.916 |
| **9** | | **Sébastien Buemi** | | | | | | CHE |
| | | Renault e.dams | | | | | | Renault Z.E. 17 |
| 1 | B | 2:52.686 | | 2:01.887 | 23.278 | 27.521 | 38.8 | 2:52.686 |
| 2 | B | 1:08.404 | ■ | 19.016 | 23.282 | 26.106 | 97.9 | 4:01.090 |
| 3 | B | 1:05.346 | ■ | 17.730 | 22.014 | 25.602 | 102.5 | 5:06.436 |
| **19** | | **Felix Rosenqvist** | | | | | | SWE |
| | | Mahindra Racing | | | | | | Mahindra M4Electro |
| 1 | A | 1:51.951 | | 1:00.194 | 24.664 | 27.093 | 59.8 | 1:51.951 |
| 2 | A | 1:13.000 | ■ | 18.432 | 25.617 | 28.951 | 91.7 | 3:04.951 |
| 3 | A | 1:02.878 | ■ | 17.660 | 21.018 | 24.200 | 106.5 | 4:07.829 |
| **20** | | **Mitch Evans** | | | | | | NZL |
| | | Panasonic Jaguar Racing | | | | | | Jaguar I-Type II |
| 1 | B | 2:40.229 | | 1:39.148 | 29.357 | 31.724 | 41.8 | 2:40.229 |
| 2 | B | 1:14.182 | ■ | 22.501 | 25.138 | 26.543 | 90.3 | 3:54.411 |
| 3 | B | 1:02.577 | ■ | 17.701 | 20.806 | 24.070 | 107.0 | 4:56.988 |
| **27** | | **Kamui Kobayashi** | | | | | | MCO |
| | | Andretti Formula E | | | | | | Andretti ATEC-04 |
| 1 | A | 3:22.987 | | 2:32.099 | 23.975 | 26.913 | 33.0 | 3:22.987 |
| 2 | A | 1:12.232 | ■ | 19.877 | 24.519 | 27.836 | 92.7 | 4:35.219 |
| 3 | A | 1:03.473 | ■ | 17.874 | 21.216 | 24.383 | 105.5 | 5:38.692 |



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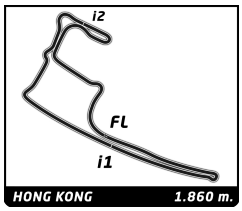


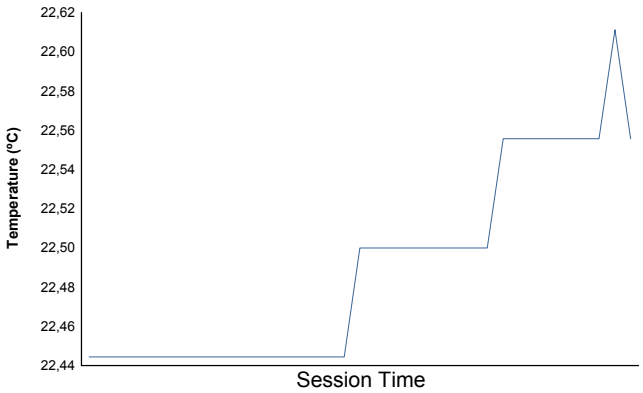

# Round 2 - Hong Kong ePrix

## FIA Formula E Championship
## Qualifying 2 Group 2

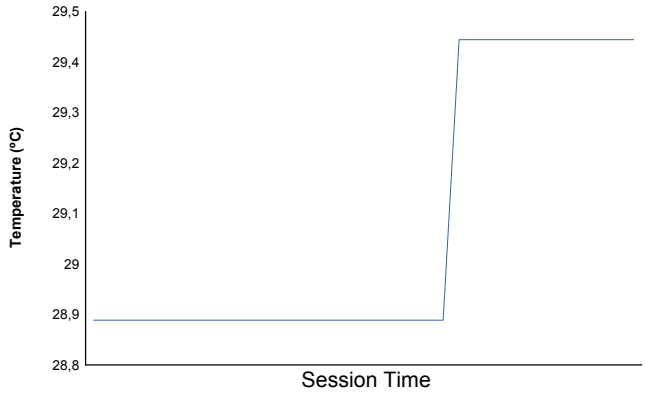
## Weather Report

Official Timekeeper TAGHeuer

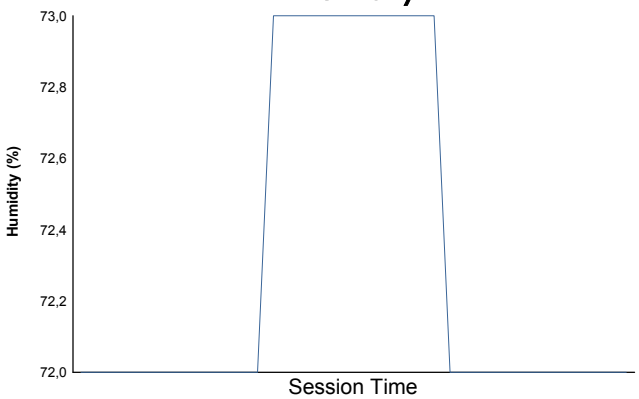
### Air Temperature



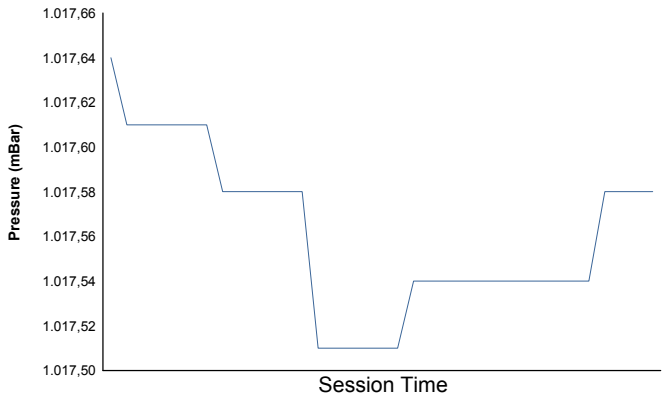

### Track Temperature



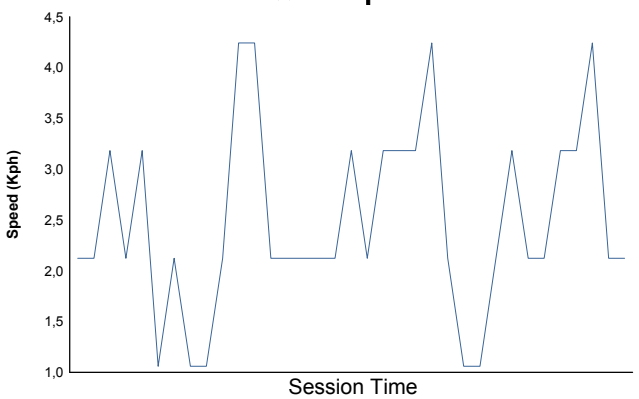

### Humidity




### Pressure

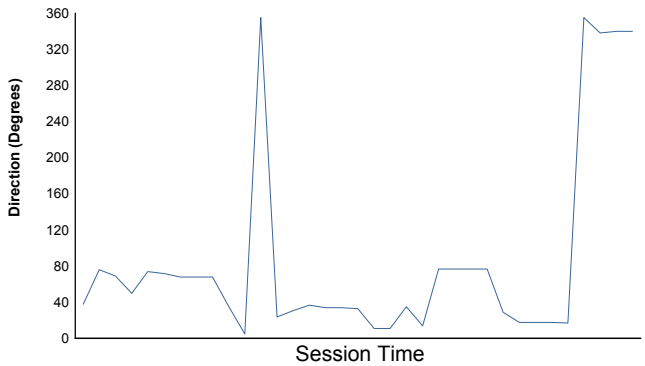



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**



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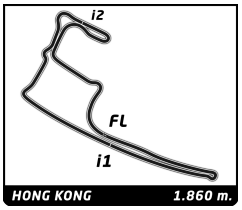


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 3

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Car | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | **Edoardo Mortara** | CHE | Venturi Formula E Team | Venturi VM200-FE-03 | **1:02.870** | 3 | 3 | - | - | **106.5** |
| 2 | 36 | **Alex Lynn** | GBR | DS Virgin Racing | DS Virgin DSV-03 | **1:02.929** | 3 | 3 | +0.059 | +0.059 | **106.4** |
| 3 | 28 | **Antonio Felix da Costa** | PRT | Andretti Formula E | Andretti ATEC-03 | **1:02.979** | 3 | 3 | +0.109 | +0.050 | **106.3** |
| 4 | 68 | **Luca Filippi** | ITA | NIO Formula E Team | NextEV NIO Sport 003 | **1:03.210** | 3 | 3 | +0.340 | +0.231 | **105.9** |
| 5 | 8 | **Nicolas Prost** | FRA | Renault e.dams | Renault Z.E. 17 | **1:03.418** | 3 | 3 | +0.548 | +0.208 | **105.6** |

| **Fastest Lap** | Lap 3 | Edoardo Mortara | **1:02.870** | 106.5 Kph |
|---|---|---|---|---|

Published at: .....

Track Status: DRY

| **Race Director:** | **Timekeeper:** |
|---|---|
| | |



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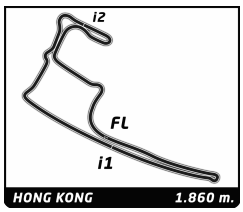


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 3

## Best Sector Times

Official Timekeeper TAGHeuer

| | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | |
|---|---|---|---|---|---|---|
| Pos | Driver | Time | Driver | Time | Driver | Time |
| 1 | 8 N.Prost | 17.756 | 68 L.Filippi | 20.871 | 4 E.Mortara | 23.937 |
| 2 | 4 E.Mortara | 17.791 | 36 A.Lynn | 20.961 | 36 A.Lynn | 24.102 |
| 3 | 28 A.da Costa | 17.857 | 28 A.da Costa | 21.016 | 28 A.da Costa | 24.106 |
| 4 | 36 A.Lynn | 17.866 | 4 E.Mortara | 21.142 | 68 L.Filippi | 24.420 |
| 5 | 68 L.Filippi | 17.919 | 8 N.Prost | 21.236 | 8 N.Prost | 24.426 |

| Pos | Driver | Ideal Lap | Best Lap | |
|---|---|---|---|---|
| 1 | 4 E.Mortara | 1:02.870 | 1:02.870 | (1) |
| 2 | 36 A.Lynn | 1:02.929 | 1:02.929 | (2) |
| 3 | 28 A.da Costa | 1:02.979 | 1:02.979 | (3) |
| 4 | 68 L.Filippi | 1:03.210 | 1:03.210 | (4) |
| 5 | 8 N.Prost | 1:03.418 | 1:03.418 | (5) |



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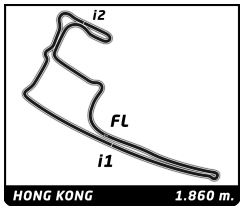


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 3

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 2:25.881 | 8 Nicolas Prost | Renault e.dams | Renault Z.E. 17 | **1:06.934** | 100.0 | 2 |
| 3:29.299 | 8 Nicolas Prost | Renault e.dams | Renault Z.E. 17 | **1:03.418** | 105.6 | 3 |
| 3:53.720 | 36 Alex Lynn | DS Virgin Racing | DS Virgin DSV-03 | **1:02.929** | 106.4 | 3 |
| 6:00.860 | 4 Edoardo Mortara | Venturi Formula E Team | Venturi VM200-FE-03 | **1:02.870** | 106.5 | 3 |



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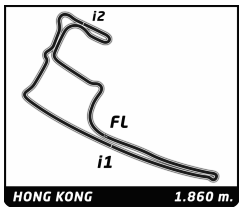


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 3

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

### 4 Edoardo Mortara — CHE

Venturi Formula E Team — Venturi VM200-FE-03

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 3:47.690 | | 2:53.224 | 25.936 | 28.530 | 29.4 | 3:47.690 |
| 2 | B | 1:10.300 | ■ | 19.361 | 23.727 | 27.212 | 95.2 | 4:57.990 |
| 3 | B | 1:02.870 | ■ | 17.791 | 21.142 | 23.937 | 106.5 | 6:00.860 |

### 8 Nicolas Prost — FRA

Renault e.dams — Renault Z.E. 17

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:18.947 | | 30.195 | 23.150 | 25.602 | 84.8 | 1:18.947 |
| 2 | B | 1:06.934 | ■ | 18.666 | 22.021 | 26.247 | 100.0 | 2:25.881 |
| 3 | B | 1:03.418 | ■ | 17.756 | 21.236 | 24.426 | 105.6 | 3:29.299 |

### 28 Antonio Felix da Costa — PRT

Andretti Formula E — Andretti ATEC-03

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 2:30.449 | | 1:33.456 | 26.296 | 30.697 | 44.5 | 2:30.449 |
| 2 | B | 1:11.942 | ■ | 21.059 | 23.783 | 27.100 | 93.1 | 3:42.391 |
| 3 | B | 1:02.979 | ■ | 17.857 | 21.016 | 24.106 | 106.3 | 4:45.370 |

### 36 Alex Lynn — GBR

DS Virgin Racing — DS Virgin DSV-03

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 1:37.843 | | 42.653 | 26.873 | 28.317 | 68.4 | 1:37.843 |
| 2 | A | 1:12.948 | ■ | 20.909 | 25.983 | 26.056 | 91.8 | 2:50.791 |
| 3 | A | 1:02.929 | ■ | 17.866 | 20.961 | 24.102 | 106.4 | 3:53.720 |

### 68 Luca Filippi — ITA

NIO Formula E Team — NextEV NIO Sport 003

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 1:51.086 | | 58.247 | 26.551 | 26.288 | 60.3 | 1:51.086 |
| 2 | A | 1:08.215 | ■ | 20.656 | 22.584 | 24.975 | 98.2 | 2:59.301 |
| 3 | A | 1:03.210 | ■ | 17.919 | 20.871 | 24.420 | 105.9 | 4:02.511 |



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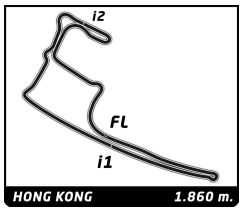


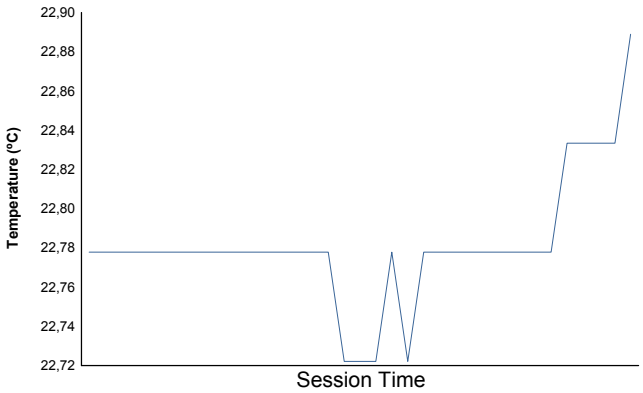

# Round 2 - Hong Kong ePrix

## FIA Formula E Championship
## Qualifying 2 Group 3

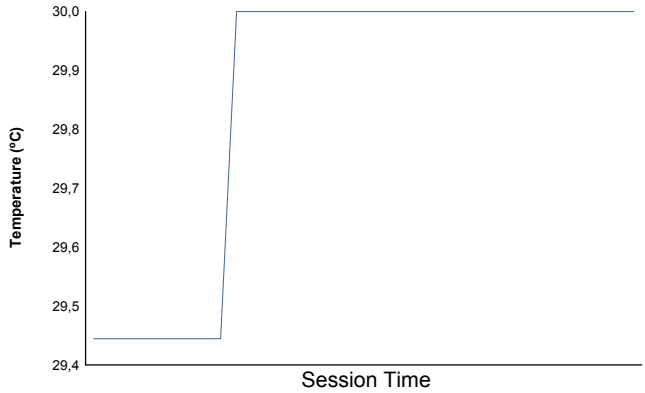
## Weather Report

Official Timekeeper TAGHeuer

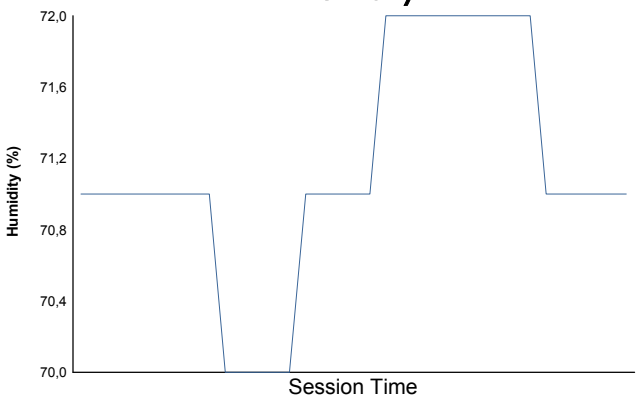
### Air Temperature



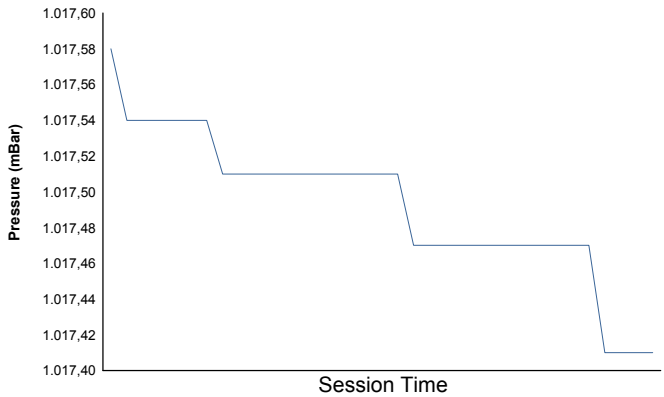

### Track Temperature



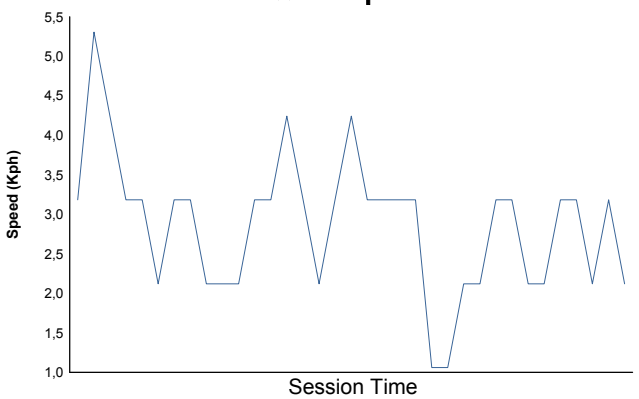

### Humidity




### Pressure

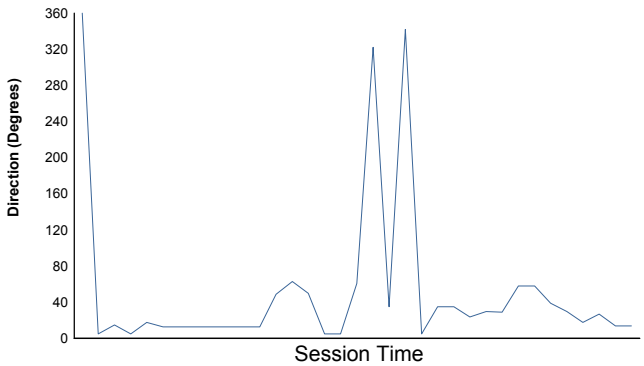



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**

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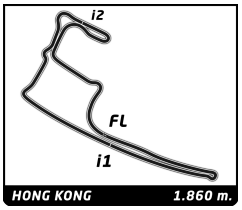


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 4

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Car | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 66 | **Daniel Abt** | DEU | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:02.703** | 3 | 3 | - | - | **106.8** |
| 2 | 2 | **Sam Bird** | GBR | DS Virgin Racing | DS Virgin DSV-03 | **1:02.897** | 3 | 3 | +0.194 | +0.194 | **106.5** |
| 3 | 25 | **Jean-Eric Vergne** | FRA | TECHEETAH | Renault Z.E. 17 | **1:02.982** | 3 | 3 | +0.279 | +0.085 | **106.3** |
| 4 | 23 | **Nick Heidfeld** | DEU | Mahindra Racing | Mahindra M4Electro | **1:03.276** | 3 | 3 | +0.573 | +0.294 | **105.8** |
| 5 | 3 | **Nelson Piquet** | BRA | Panasonic Jaguar Racing | Jaguar I-Type II | **1:03.310** | 3 | 3 | +0.607 | +0.034 | **105.8** |

| **Fastest Lap** | Lap 3 | Daniel Abt | **1:02.703** | 106.8 Kph |
|---|---|---|---|---|

Published at: .....

Track Status: **DRY**

| **Race Director:** | **Timekeeper:** |
|---|---|
| | |



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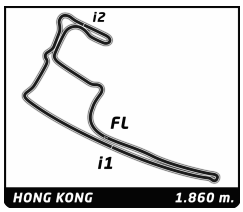


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 4

## Best Sector Times

Official Timekeeper TAGHeuer

| | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Pos | Driver | Time | Driver | Time | Driver | Time | Pos | Driver | Ideal Lap | Best Lap | |
| 1 | 66 D.Abt | 17.660 | 3 N.Piquet | 21.010 | 66 D.Abt | 23.950 | 1 | 66 D.Abt | 1:02.703 | 1:02.703 | (1) |
| 2 | 25 J.Vergne | 17.788 | 25 J.Vergne | 21.077 | 2 S.Bird | 23.965 | 2 | 2 S.Bird | 1:02.897 | 1:02.897 | (2) |
| 3 | 2 S.Bird | 17.835 | 66 D.Abt | 21.093 | 25 J.Vergne | 24.117 | 3 | 25 J.Vergne | 1:02.982 | 1:02.982 | (3) |
| 4 | 23 N.Heidfeld | 17.865 | 2 S.Bird | 21.097 | 23 N.Heidfeld | 24.198 | 4 | 23 N.Heidfeld | 1:03.276 | 1:03.276 | (4) |
| 5 | 3 N.Piquet | 17.943 | 23 N.Heidfeld | 21.213 | 3 N.Piquet | 24.357 | 5 | 3 N.Piquet | 1:03.310 | 1:03.310 | (5) |



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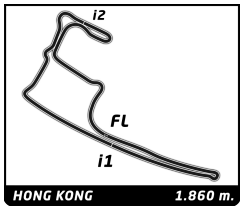


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 4

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 2:38.218 | 2 Sam Bird | DS Virgin Racing | DS Virgin DSV-03 | **1:14.870** | 89.4 | 2 |
| 2:43.410 | 66 Daniel Abt | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:13.842** | 90.7 | 2 |
| 3:01.161 | 25 Jean-Eric Vergne | TECHEETAH | Renault Z.E. 17 | **1:10.169** | 95.4 | 2 |
| 3:41.115 | 2 Sam Bird | DS Virgin Racing | DS Virgin DSV-03 | **1:02.897** | 106.5 | 3 |
| 3:46.113 | 66 Daniel Abt | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:02.703** | 106.8 | 3 |



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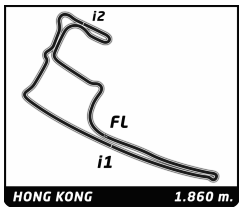


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2 Group 4

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

### 2 Sam Bird — GBR

DS Virgin Racing — DS Virgin DSV-03

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:23.348 | | 30.513 | 24.211 | 28.624 | 80.3 | 1:23.348 |
| 2 | B | 1:14.870 | ■ | 20.575 | 25.533 | 28.762 | 89.4 | 2:38.218 |
| 3 | B | 1:02.897 | ■ | 17.835 | 21.097 | 23.965 | 106.5 | 3:41.115 |

### 3 Nelson Piquet — BRA

Panasonic Jaguar Racing — Jaguar I-Type II

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:40.237 | | 37.432 | 29.913 | 32.892 | 66.8 | 1:40.237 |
| 2 | B | 1:14.741 | ■ | 21.029 | 26.392 | 27.320 | 89.6 | 2:54.978 |
| 3 | B | 1:03.310 | ■ | 17.943 | 21.010 | 24.357 | 105.8 | 3:58.288 |

### 23 Nick Heidfeld — DEU

Mahindra Racing — Mahindra M4Electro

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 2:07.440 | | 1:16.385 | 24.161 | 26.894 | 52.5 | 2:07.440 |
| 2 | A | 1:12.433 | ■ | 19.775 | 24.955 | 27.703 | 92.4 | 3:19.873 |
| 3 | A | 1:03.276 | ■ | 17.865 | 21.213 | 24.198 | 105.8 | 4:23.149 |

### 25 Jean-Eric Vergne — FRA

TECHEETAH — Renault Z.E. 17

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:50.992 | | 55.046 | 27.500 | 28.446 | 60.3 | 1:50.992 |
| 2 | B | 1:10.169 | ■ | 19.275 | 24.303 | 26.591 | 95.4 | 3:01.161 |
| 3 | B | 1:02.982 | ■ | 17.788 | 21.077 | 24.117 | 106.3 | 4:04.143 |

### 66 Daniel Abt — DEU

Audi Sport ABT Schaeffler — Audi e-tron FE04

| Lap | | Time | | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|
| 1 | B | 1:29.568 | | 30.886 | 27.952 | 30.730 | 74.8 | 1:29.568 |
| 2 | B | 1:13.842 | ■ | 20.184 | 25.669 | 27.989 | 90.7 | 2:43.410 |
| 3 | B | 1:02.703 | ■ | 17.660 | 21.093 | 23.950 | 106.8 | 3:46.113 |



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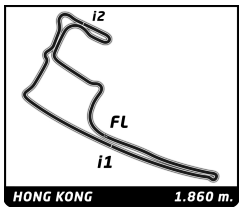
FIA FORMULA E CHAMPIONSHIP 2017-18



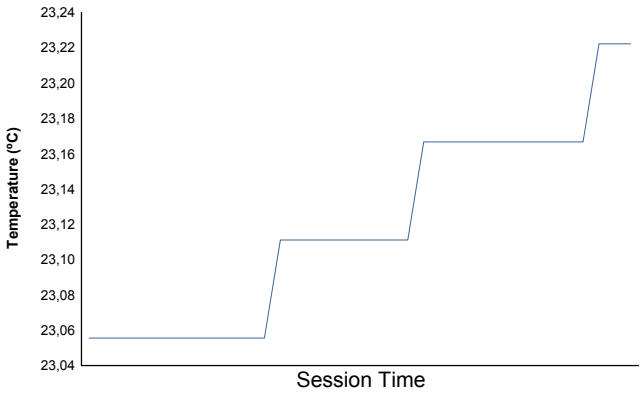

# Round 2 - Hong Kong ePrix

## FIA Formula E Championship
## Qualifying 2 Group 4

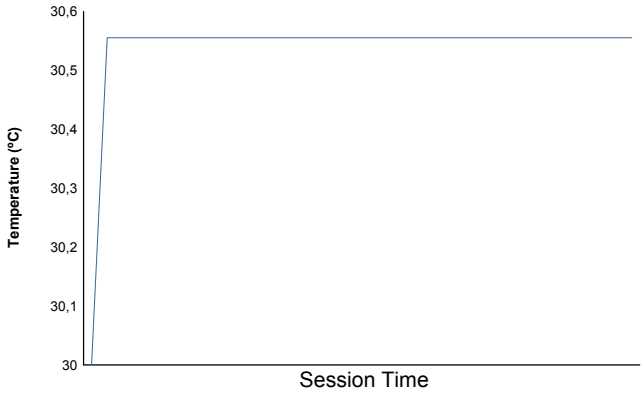
## Weather Report

Official Timekeeper TAGHeuer

### Air Temperature




### Track Temperature

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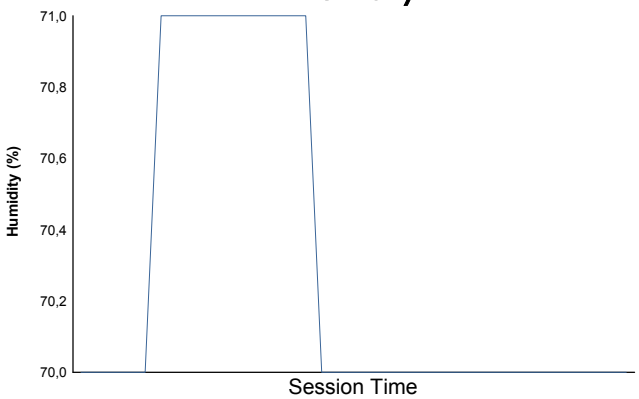
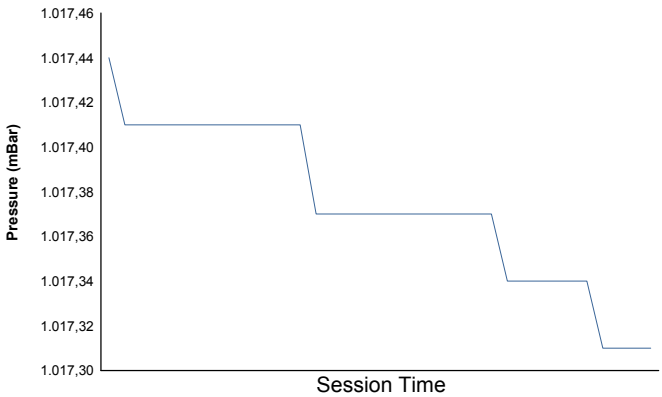
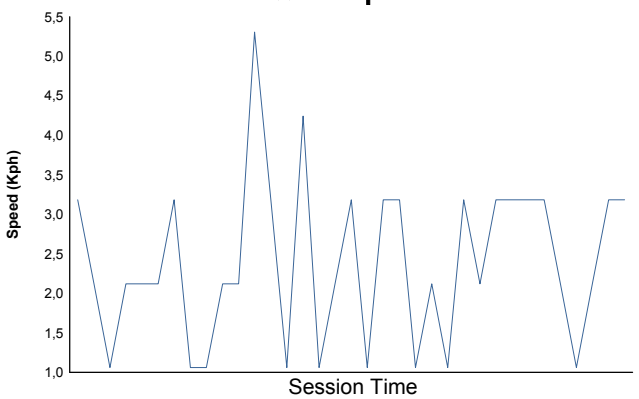



### Pressure

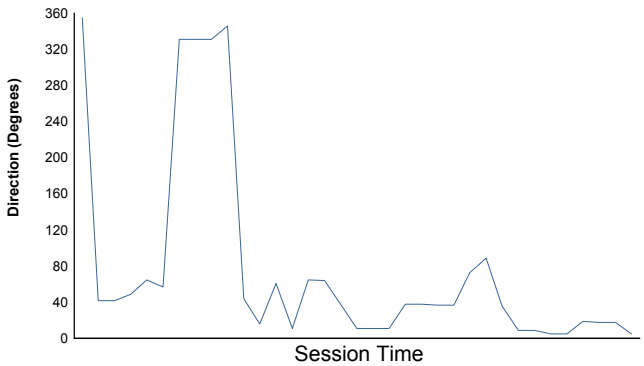



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**

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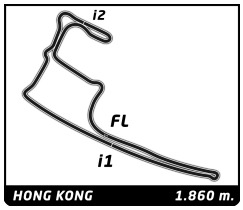
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Qualifying 2 Groups

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | NAT | Team | Time | Gap | | Session |
|---|---|---|---|---|---|---|---|---|
| 1 | 20 | **Mitch Evans** | NZL | Panasonic Jaguar Racing | 1:02.577 | | | Qualifying 2 Group 2 |
| 2 | 66 | **Daniel Abt** | DEU | Audi Sport ABT Schaeffler | 1:02.703 | 0.126 | 0.126 | Qualifying 2 Group 4 |
| 3 | 4 | **Edoardo Mortara** | CHE | Venturi Formula E Team | 1:02.870 | 0.293 | 0.167 | Qualifying 2 Group 3 |
| 4 | 19 | **Felix Rosenqvist** | SWE | Mahindra Racing | 1:02.878 | 0.301 | 0.008 | Qualifying 2 Group 2 |
| 5 | 2 | **Sam Bird** | GBR | DS Virgin Racing | 1:02.897 | 0.320 | 0.019 | Qualifying 2 Group 4 |
| 6 | 36 | **Alex Lynn** | GBR | DS Virgin Racing | 1:02.929 | 0.352 | 0.032 | Qualifying 2 Group 3 |
| 7 | 28 | **Antonio Felix da Costa** | PRT | Andretti Formula E | 1:02.979 | 0.402 | 0.050 | Qualifying 2 Group 3 |
| 8 | 25 | **Jean-Eric Vergne** | FRA | TECHEETAH | 1:02.982 | 0.405 | 0.003 | Qualifying 2 Group 4 |
| 9 | 16 | **Oliver Turvey** | GBR | NIO Formula E Team | 1:03.092 | 0.515 | 0.110 | Qualifying 2 Group 1 |
| 10 | 68 | **Luca Filippi** | ITA | NIO Formula E Team | 1:03.210 | 0.633 | 0.118 | Qualifying 2 Group 3 |
| 11 | 23 | **Nick Heidfeld** | DEU | Mahindra Racing | 1:03.276 | 0.699 | 0.066 | Qualifying 2 Group 4 |
| 12 | 3 | **Nelson Piquet** | BRA | Panasonic Jaguar Racing | 1:03.310 | 0.733 | 0.034 | Qualifying 2 Group 4 |
| 13 | 1 | **Lucas Di Grassi** | BRA | Audi Sport ABT Schaeffler | 1:03.346 | 0.769 | 0.036 | Qualifying 2 Group 1 |
| 14 | 8 | **Nicolas Prost** | FRA | Renault e.dams | 1:03.418 | 0.841 | 0.072 | Qualifying 2 Group 3 |
| 15 | 5 | **Maro Engel** | DEU | Venturi Formula E Team | 1:03.446 | 0.869 | 0.028 | Qualifying 2 Group 2 |
| 16 | 27 | **Kamui Kobayashi** | MCC | Andretti Formula E | 1:03.473 | 0.896 | 0.027 | Qualifying 2 Group 2 |
| 17 | 18 | **André Lotterer** | DEU | TECHEETAH | 1:03.845 | 1.268 | 0.372 | Qualifying 2 Group 1 |
| 18 | 7 | **Jérôme d'Ambrosio** | BEL | DRAGON | 1:03.849 | 1.272 | 0.004 | Qualifying 2 Group 1 |
| 19 | 6 | **Neel Jani** | CHE | DRAGON | 1:04.612 | 2.035 | 0.763 | Qualifying 2 Group 1 |
| 20 | 9 | **Sébastien Buemi** | CHE | Renault e.dams | 1:05.346 | 2.769 | 0.734 | Qualifying 2 Group 2 |

| Race Director: | Timekeeper: |
|---|---|
| | |



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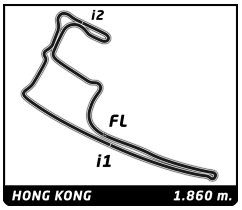


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Super Pole 2

**Amended**

## Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Car | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 19 | **Felix Rosenqvist** | SWE | Mahindra Racing | Mahindra M4Electro | **1:02.836** | 2 | 2 | - | - | **106.6** |
| 2 | 4 | **Edoardo Mortara** | CHE | Venturi Formula E Team | Venturi VM200-FE-03 | **1:03.108** | 2 | 2 | +0.272 | +0.272 | **106.1** |
| 3 | 2 | **Sam Bird** | GBR | DS Virgin Racing | DS Virgin DSV-03 | **1:03.109** | 2 | 2 | +0.273 | +0.001 | **106.1** |
| 4 | 66 | **Daniel Abt** | DEU | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:03.715** | 2 | 2 | +0.879 | +0.606 | **105.1** |

*Not classified:*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 20 | **Mitch Evans** | NZL | Panasonic Jaguar Racing | Jaguar I-Type II | | | 2 | | |

| **Fastest Lap** | Lap 2 | Felix Rosenqvist | **1:02.836** | 106.6 Kph |
|---|---|---|---|---|

Car 20 - Loss of the Super Pole time - Maximum total power going out of the RESS exceeded 200kw - Stewards´ Document No. 17

Published at: .....

Track Status: **DRY**

| **Race Director:** | **Timekeeper:** |
|---|---|
| | |



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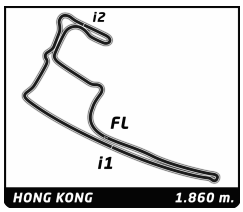
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Super Pole 2

## Best Sector Times

Official Timekeeper TAGHeuer

| | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | |
|---|---|---|---|---|---|---|
| Pos | Driver | Time | Driver | Time | Driver | Time |
| 1 | 66 D.Abt | 17.716 | 20 M.Evans | 20.800 | 4 E.Mortara | 24.090 |
| 2 | 19 F.Rosenqvist | 17.742 | 19 F.Rosenqvist | 20.817 | 2 S.Bird | 24.164 |
| 3 | 20 M.Evans | 17.895 | 4 E.Mortara | 21.002 | 20 M.Evans | 24.195 |
| 4 | 2 S.Bird | 17.929 | 2 S.Bird | 21.016 | 19 F.Rosenqvist | 24.277 |
| 5 | 4 E.Mortara | 18.016 | 66 D.Abt | 21.287 | 66 D.Abt | 24.712 |

| Pos | Driver | Ideal Lap | Best Lap | |
|---|---|---|---|---|
| 1 | 19 F.Rosenqvist | 1:02.836 | 1:02.836 | (1) |
| 2 | 20 M.Evans | 1:02.890 | 1:02.890 | (2) |
| 3 | 4 E.Mortara | 1:03.108 | 1:03.108 | (3) |
| 4 | 2 S.Bird | 1:03.109 | 1:03.109 | (4) |
| 5 | 66 D.Abt | 1:03.715 | 1:03.715 | (5) |



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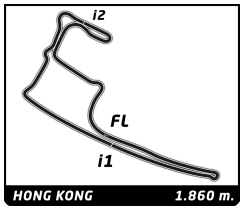


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Super Pole 2

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 2:25.757 | 2 Sam Bird | DS Virgin Racing | DS Virgin DSV-03 | **1:03.109** | 106.1 | 2 |
| 4:22.166 | 19 Felix Rosenqvist | Mahindra Racing | Mahindra M4Electro | **1:02.836** | 106.6 | 2 |



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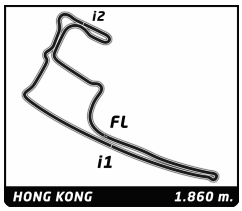


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Super Pole 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| **2** | **Sam Bird** | | | | | | GBR |
| | DS Virgin Racing | | | | | | DS Virgin DSV-03 |
| 1 | B | 1:22.648 | 29.638 | 25.017 | 27.993 | 81.0 | 1:22.648 |
| 2 | B | 1:03.109 | 17.929 | 21.016 | 24.164 | 106.1 | 2:25.757 |
| **4** | **Edoardo Mortara** | | | | | | CHE |
| | Venturi Formula E Team | | | | | | Venturi VM200-FE-03 |
| 1 | B | 5:23.692 | 4:29.069 | 25.383 | 29.240 | 20.7 | 5:23.692 |
| 2 | B | 1:03.108 | 18.016 | 21.002 | 24.090 | 106.1 | 6:26.800 |
| **19** | **Felix Rosenqvist** | | | | | | SWE |
| | Mahindra Racing | | | | | | Mahindra M4Electro |
| 1 | A | 3:19.330 | 2:30.329 | 23.954 | 25.047 | 33.6 | 3:19.330 |
| 2 | A | 1:02.836 | 17.742 | 20.817 | 24.277 | 106.6 | 4:22.166 |
| **20** | **Mitch Evans** | | | | | | NZL |
| | Panasonic Jaguar Racing | | | | | | Jaguar I-Type II |
| 1 | B | 9:58.048 | 9:01.654 | 26.763 | 29.631 | 11.2 | 9:58.048 |
| 2 | B | 1:02.890 | 17.895 | 20.800 | 24.195 | 106.5 | 11:00.938 |
| **66** | **Daniel Abt** | | | | | | DEU |
| | Audi Sport ABT Schaeffler | | | | | | Audi e-tron FE04 |
| 1 | B | 7:37.338 | 6:40.528 | 28.355 | 28.455 | 14.6 | 7:37.338 |
| 2 | B | 1:03.715 | 17.716 | 21.287 | 24.712 | 105.1 | 8:41.053 |



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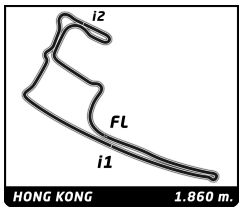



# Round 2 - Hong Kong ePrix

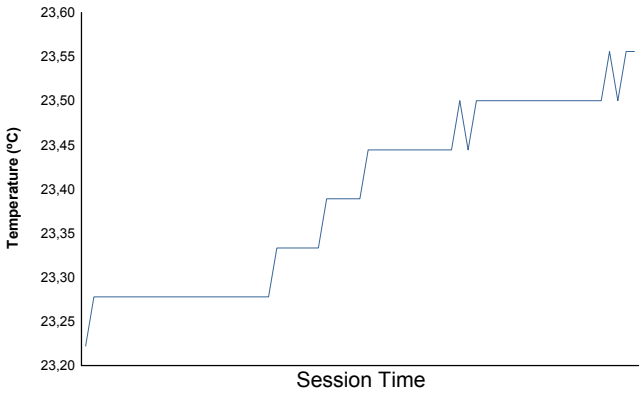
## FIA Formula E Championship

## Super Pole 2

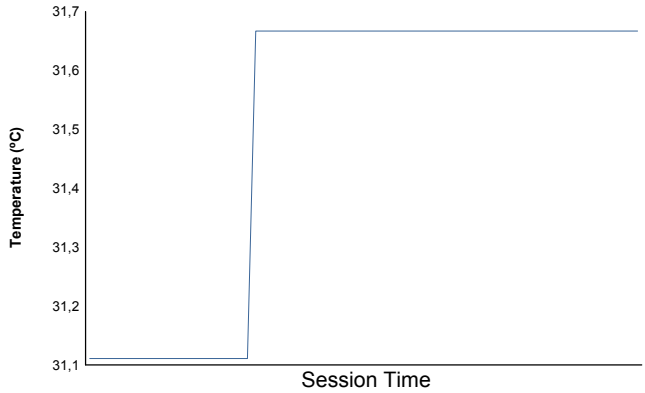
## Weather Report

Official Timekeeper TAGHeuer

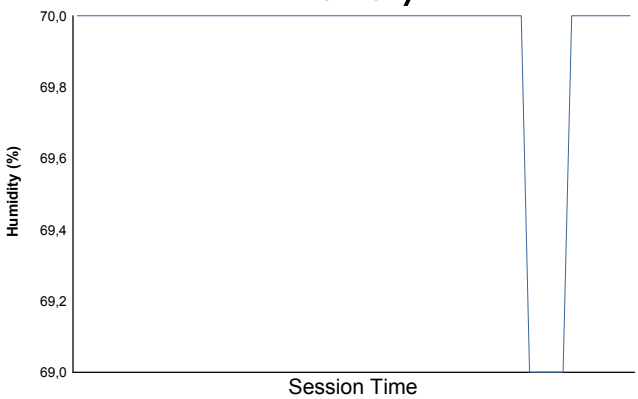
### Air Temperature



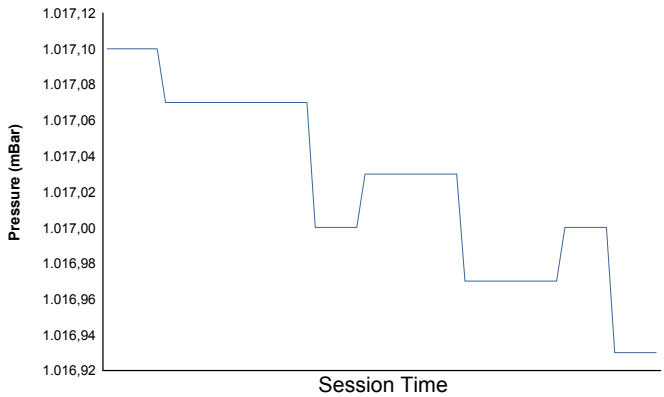

### Track Temperature



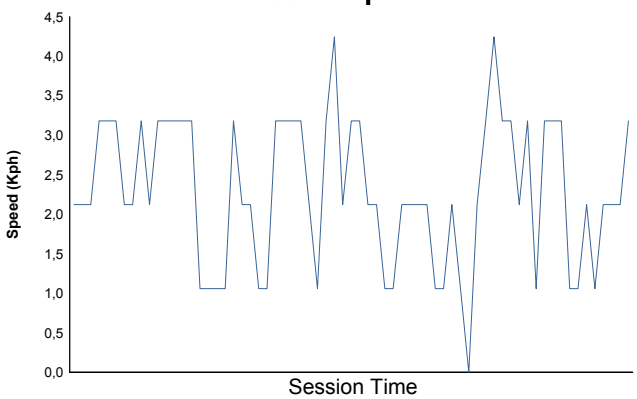

### Humidity




### Pressure

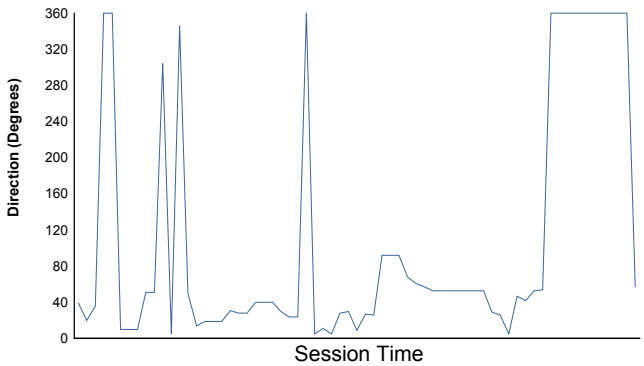



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**

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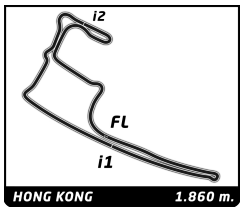
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Qualifying 2

## Final Classification

Official Timekeeper TAGHeuer

| | Nr. | Driver | Nat | Team | Groups | Super Pole | Time | Gap | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 19 | **Felix Rosenqvist** | SWE | Mahindra Racing | 1:02.878 | **1:02.836** | 1:02.836 | | |
| 2 | 4 | **Edoardo Mortara** | CHE | Venturi Formula E Team | 1:02.870 | **1:03.108** | 1:03.108 | 0.272 | 0.272 |
| 3 | 2 | **Sam Bird** | GBR | DS Virgin Racing | 1:02.897 | **1:03.109** | 1:03.109 | 0.273 | 0.001 |
| 4 | 66 | **Daniel Abt** | DEU | Audi Sport ABT Schaeffler | 1:02.703 | **1:03.715** | 1:03.715 | 0.879 | 0.606 |
| 5 | 20 | **Mitch Evans** | NZL | Panasonic Jaguar Racing | 1:02.577 | | | | |
| 6 | 36 | **Alex Lynn** | GBR | DS Virgin Racing | **1:02.929** | | 1:02.929 | | |
| 7 | 28 | **Antonio Felix da Costa** | PRT | Andretti Formula E | **1:02.979** | | 1:02.979 | 0.050 | 0.050 |
| 8 | 25 | **Jean-Eric Vergne** | FRA | TECHEETAH | **1:02.982** | | 1:02.982 | 0.053 | 0.003 |
| 9 | 16 | **Oliver Turvey** | GBR | NIO Formula E Team | **1:03.092** | | 1:03.092 | 0.163 | 0.110 |
| 10 | 68 | **Luca Filippi** | ITA | NIO Formula E Team | **1:03.210** | | 1:03.210 | 0.281 | 0.118 |
| 11 | 23 | **Nick Heidfeld** | DEU | Mahindra Racing | **1:03.276** | | 1:03.276 | 0.347 | 0.066 |
| 12 | 3 | **Nelson Piquet** | BRA | Panasonic Jaguar Racing | **1:03.310** | | 1:03.310 | 0.381 | 0.034 |
| 13 | 1 | **Lucas Di Grassi** | BRA | Audi Sport ABT Schaeffler | **1:03.346** | | 1:03.346 | 0.417 | 0.036 |
| 14 | 8 | **Nicolas Prost** | FRA | Renault e.dams | **1:03.418** | | 1:03.418 | 0.489 | 0.072 |
| 15 | 5 | **Maro Engel** | DEU | Venturi Formula E Team | **1:03.446** | | 1:03.446 | 0.517 | 0.028 |
| 16 | 27 | **Kamui Kobayashi** | MCC | Andretti Formula E | **1:03.473** | | 1:03.473 | 0.544 | 0.027 |
| 17 | 18 | **André Lotterer** | DEU | TECHEETAH | **1:03.845** | | 1:03.845 | 0.916 | 0.372 |
| 18 | 7 | **Jérôme d'Ambrosio** | BEL | DRAGON | **1:03.849** | | 1:03.849 | 0.920 | 0.004 |
| 19 | 6 | **Neel Jani** | CHE | DRAGON | **1:04.612** | | 1:04.612 | 1.683 | 0.763 |
| 20 | 9 | **Sébastien Buemi** | CHE | Renault e.dams | **1:05.346** | | 1:05.346 | 2.417 | 0.734 |

Car 20 - Loss of the Super Pole time - Maximum total power going out of the RESS exceeded 200kw - Stewards´ Document No. 17

| Stewards: | Timekeeper: |
|---|---|
| | |



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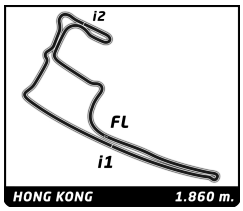
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2 (45 laps, 83,7 km.)

## Starting Grid

Official Timekeeper TAGHeuer

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1:05.346 | Sébastien Buemi | Renault e.dams | 9 | | | | |
| | | | | - 10 - | 6 | DRAGON | 1:04.612 Neel Jani |
| 1:03.849 | Jérôme d'Ambrosio | DRAGON | 7 | | | | |
| | | | | - 9 - | 18 | TECHEETAH | 1:03.845 André Lotterer |
| 1:03.473 | Kamui Kobayashi | Andretti Formula E | 27 | | | | |
| | | | | - 8 - | 5 | Venturi Formula E Team | 1:03.446 Maro Engel |
| 1:03.418 | Nicolas Prost | Renault e.dams | 8 | | | | |
| | | | | - 7 - | 2 | DS Virgin Racing | 1:03.109 Sam Bird |
| 1:03.346 | Lucas Di Grassi | Audi Sport ABT Schaeffler | 1 | | | | |
| | | | | - 6 - | 3 | Panasonic Jaguar Racing | 1:03.310 Nelson Piquet |
| 1:03.276 | Nick Heidfeld | Mahindra Racing | 23 | | | | |
| | | | | - 5 - | 68 | NIO Formula E Team | 1:03.210 Luca Filippi |
| 1:03.092 | Oliver Turvey | NIO Formula E Team | 16 | | | | |
| | | | | - 4 - | 25 | TECHEETAH | 1:02.982 Jean-Eric Vergne |
| 1:02.979 | Antonio Felix da Costa | Andretti Formula E | 28 | | | | |
| | | | | - 3 - | 36 | DS Virgin Racing | 1:02.929 Alex Lynn |
| | Mitch Evans | Panasonic Jaguar Racing | 20 | | | | |
| | | | | - 2 - | 66 | Audi Sport ABT Schaeffler | 1:03.715 Daniel Abt |
| 1:03.108 | Edoardo Mortara | Venturi Formula E Team | 4 | | | | |
| | | | | - 1 - | 19 | Mahindra Racing | 1:02.836 Felix Rosenqvist |

**Pole**

Car 2 - Drop of 10 Grid Positions - Dangerous driving in the Pit lane - Stewards´ Document No. 50 (R01 Hong Kong ePrix)

| Stewards: | Timekeeper: |
|---|---|
| | |



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FIA FORMULA E CHAMPIONSHIP 2017-18

Doc No. Date: Time:

# FIA FORMULA E CHAMPIONSHIP

## Round 2 - Hong Kong ePrix - Race 2 (45 laps, 83,7 km.)

## FINAL CLASSIFICATION

Official Timekeeper: TAGHeuer

| POS | PTS | NO | DRIVERS | NAT | TEAM | VEHICLE | LAPS | TIME | GAP | KPH | Best | Lap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (29) | 19 | F. ROSENQVIST | SWE | Mahindra Racing | Mahindra M4Electro | 45 | 50:05.084 | - | 100.3 | 1:04.299 | 28 |
| 2 | (18) | 4 | E. MORTARA | CHE | Venturi Formula E Team | Venturi VM200-FE-03 | 45 | 50:12.115 | +7.031 | 100.0 | 1:04.309 | 41 |
| 3 | (15) | 20 | M. EVANS | NZL | Panasonic Jaguar Racing | Jaguar I-Type II | 45 | 50:15.703 | +10.619 | 99.9 | 1:04.863 | 35 |
| 4 | (12) | 25 | J. VERGNE | FRA | TECHEETAH | Renault Z.E. 17 | 45 | 50:17.677 | +12.593 | 99.9 | 1:04.606 | 28 |
| 5 | (10) | 2 | S. BIRD | GBR | DS Virgin Racing | DS Virgin DSV-03 | 45 | 50:17.963 | +12.879 | 99.8 | 1:04.758 | 32 |
| 6 | (8) | 16 | O. TURVEY | GBR | NIO Formula E Team | NextEV NIO Sport 003 | 45 | 50:19.283 | +14.199 | 99.8 | 1:04.727 | 32 |
| 7 | (6) | 5 | M. ENGEL | DEU | Venturi Formula E Team | Venturi VM200-FE-03 | 45 | 50:20.760 | +15.676 | 99.7 | 1:04.884 | 29 |
| 8 | (4) | 8 | N. PROST | FRA | Renault e.dams | Renault Z.E. 17 | 45 | 50:23.989 | +18.905 | 99.6 | 1:04.935 | 42 |
| 9 | (2) | 36 | A. LYNN | GBR | DS Virgin Racing | DS Virgin DSV-03 | 45 | 50:24.109 | +19.025 | 99.6 | 1:04.489 | 31 |
| 10 | (1) | 9 | S. BUEMI | CHE | Renault e.dams | Renault Z.E. 17 | 45 | 50:27.223 | +22.139 | 99.5 | 1:04.766 | 10 |
| 11 | | 28 | A. DA COSTA | PRT | Andretti Formula E | Andretti ATEC-03 | 45 | 50:28.443 | +23.359 | 99.5 | 1:04.314 | 37 |
| 12 | | 3 | N. PIQUET | BRA | Panasonic Jaguar Racing | Jaguar I-Type II | 45 | 50:32.988 | +27.904 | 99.3 | 1:04.088 | 41 |
| 13 | | 18 | A. LOTTERER | DEU | TECHEETAH | Renault Z.E. 17 | 45 | 50:33.675 | +28.591 | 99.3 | 1:04.748 | 34 |
| 14 | | 1 | L. DI GRASSI | BRA | Audi Sport ABT Schaeffler | Audi e-tron FE04 | 45 | 50:44.221 | +39.137 | 99.0 | 1:03.928 | 27 |
| 15 | | 7 | J. D'AMBROSIO | BEL | DRAGON | PENSKE EV-2 | 45 | 51:00.273 | +55.189 | 98.5 | 1:05.290 | 30 |
| 16 | | 23 | N. HEIDFELD | DEU | Mahindra Racing | Mahindra M4Electro | 44 | 50:01.246 | 1 Lap | 98.2 | 1:04.198 | 34 |
| 17 | | 27 | K. KOBAYASHI | MCO | Andretti Formula E | Andretti ATEC-04 | 44 | 50:06.518 | 1 Lap | 98.0 | 1:04.099 | 35 |
| 18 | | 6 | N. JANI | CHE | DRAGON | PENSKE EV-2 | 44 | 50:10.563 | 1 Lap | 97.9 | 1:05.655 | 6 |

### NOT CLASSIFIED

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 68 | L. FILIPPI | ITA | NIO Formula E Team | NextEV NIO Sport 003 | 36 | 46:07.377 | | | 1:04.409 | 31 |

### DISQUALIFIED

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | * 66 | D. ABT | DEU | Audi Sport ABT Schaeffler | Audi e-tron FE04 | 45 | 49:59.808 | | | 1:04.501 | 35 |

### POLE POSITION

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 19 | F. Rosenqvist | SWE | Mahindra Racing | Mahindra M4Electro | | 1:02.836 | | | 106.6 Kph | |

### FASTEST LAP

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | L. DI GRASSI | BRA | Audi Sport ABT Schaeffler | Audi e-tron FE04 | | 1:03.928 on Lap 27 | | | 104.7 Kph | |

Car 66 - Disqualified - Technical Infringement - Stewards´ Document No. 30

Stewards Timekeeper

Series Partners:

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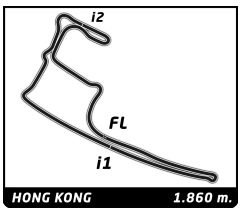
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Lap Chart

Official Timekeeper TAGHeuer

| Nr | Pos | Grid | LAP 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 1 | 19 | 19 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 28 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 4 | 2 | 4 | 4 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 36 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| 66 | 3 | 66 | 66 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 1 | 36 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| 20 | 4 | 20 | 20 | 36 | 36 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 4 | 19 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 36 | 5 | 36 | 36 | 28 | 28 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 66 | 20 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| 28 | 6 | 28 | 28 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 19 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| 25 | 7 | 25 | 25 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 19 | 19 | 19 | 19 | 19 | 19 | 20 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 16 | 8 | 16 | 16 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 19 | 19 | 19 | 19 | 19 | 16 | 16 | 16 | 16 | 16 | 16 | 25 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| 68 | 9 | 68 | 68 | 8 | 8 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 19 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 23 | 10 | 23 | 23 | 2 | 2 | 8 | 8 | 8 | 19 | 19 | 19 | 19 | 8 | 8 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 3 | 11 | 3 | 3 | 19 | 19 | 19 | 19 | 19 | 8 | 8 | 8 | 8 | 1 | 1 | 1 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 5 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| 1 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 8 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 2 | 13 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 28 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 8 | 14 | 8 | 8 | 23 | 23 | 27 | 27 | 27 | 18 | 18 | 18 | 18 | 3 | 3 | 3 | 3 | 3 | 3 | 9 | 9 | 9 | 9 | 9 | 3 | 9 | 3 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| 5 | 15 | 5 | 5 | 27 | 27 | 23 | 18 | 18 | 27 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 27 | 3 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 27 | 16 | 27 | 27 | 18 | 18 | 18 | 9 | 9 | 9 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 7 | 27 | 27 | 27 | 27 | 27 | 27 | 7 | 7 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 |
| 18 | 17 | 18 | 18 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 27 | 7 | 7 | 7 | 7 | 7 | 7 | 9 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 6 | 6 |
| 7 | 18 | 7 | 7 | 6 | 9 | 7 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 23 | 23 | 27 | 27 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| 6 | 19 | 6 | 6 | 9 | 6 | 6 | 68 | 68 | 68 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 6 | 6 | 23 | 23 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 9 | 20 | 9 | 9 | 68 | 68 | 68 | 23 | 23 | 23 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 |



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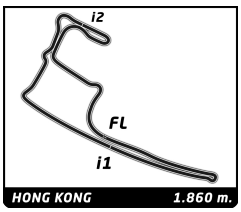
FIA FORMULA E CHAMPIONSHIP 2017-18




# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Lap Chart

Official Timekeeper TAGHeuer

LAP

| Nr | Pos | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 66 | 66 | 66 |
| 4 | 2 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 19 | 19 | 19 |
| 66 | 3 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 4 | 4 | 4 |
| 20 | 4 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 36 | 5 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 25 |
| 28 | 6 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 2 |
| 25 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 16 |
| 16 | 8 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 5 |
| 68 | 9 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 8 |
| 23 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 36 |
| 3 | 11 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| 1 | 12 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 28 | 3 | 28 |
| 2 | 13 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 18 | 18 | 3 |
| 8 | 14 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 28 | 18 |
| 5 | 15 | 7 | 7 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 27 | 16 | 1 | 1 | 1 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 18 | 17 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 23 | 23 | 23 | 23 | |
| 7 | 18 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 6 | 6 | 27 | 27 | |
| 6 | 19 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 6 | 6 | |
| 9 | 20 | 68 | 68 | 68 | 68 | | | | | | | | | |



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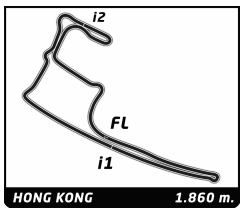


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Best Sector Times

Official Timekeeper TAGHeuer

| Pos | SECTOR 1 Driver | Time | SECTOR 2 Driver | Time | SECTOR 3 Driver | Time |
|---|---|---|---|---|---|---|
| 1 | 27 K.Kobayashi | 18.073 | 3 N.Piquet | 21.327 | 1 L.Di Grassi | 24.230 |
| 2 | 1 L.Di Grassi | 18.118 | 68 L.Filippi | 21.439 | 23 N.Heidfeld | 24.254 |
| 3 | 66 D.Abt | 18.123 | 27 K.Kobayashi | 21.466 | 19 F.Rosenqvist | 24.301 |
| 4 | 4 E.Mortara | 18.146 | 1 L.Di Grassi | 21.512 | 28 A.da Costa | 24.315 |
| 5 | 23 N.Heidfeld | 18.160 | 23 N.Heidfeld | 21.538 | 9 S.Buemi | 24.340 |
| 6 | 18 A.Lotterer | 18.173 | 4 E.Mortara | 21.552 | 25 J.Vergne | 24.375 |
| 7 | 19 F.Rosenqvist | 18.199 | 36 A.Lynn | 21.570 | 27 K.Kobayashi | 24.379 |
| 8 | 3 N.Piquet | 18.263 | 28 A.da Costa | 21.608 | 2 S.Bird | 24.402 |
| 9 | 9 S.Buemi | 18.264 | 19 F.Rosenqvist | 21.637 | 5 M.Engel | 24.428 |
| 10 | 28 A.da Costa | 18.265 | 18 A.Lotterer | 21.690 | 3 N.Piquet | 24.442 |
| 11 | 8 N.Prost | 18.314 | 5 M.Engel | 21.720 | 4 E.Mortara | 24.442 |
| 12 | 68 L.Filippi | 18.334 | 66 D.Abt | 21.735 | 36 A.Lynn | 24.458 |
| 13 | 25 J.Vergne | 18.366 | 8 N.Prost | 21.751 | 16 O.Turvey | 24.460 |
| 14 | 16 O.Turvey | 18.382 | 2 S.Bird | 21.754 | 68 L.Filippi | 24.480 |
| 15 | 5 M.Engel | 18.384 | 20 M.Evans | 21.786 | 66 D.Abt | 24.488 |
| 16 | 20 M.Evans | 18.406 | 9 S.Buemi | 21.792 | 20 M.Evans | 24.536 |
| 17 | 36 A.Lynn | 18.414 | 16 O.Turvey | 21.805 | 18 A.Lotterer | 24.552 |
| 18 | 6 N.Jani | 18.472 | 25 J.Vergne | 21.829 | 8 N.Prost | 24.555 |
| 19 | 7 J.d'Ambrosio | 18.472 | 7 J.d'Ambrosio | 21.844 | 7 J.d'Ambrosio | 24.682 |
| 20 | 2 S.Bird | 18.480 | 6 N.Jani | 21.974 | 6 N.Jani | 24.777 |

| Pos | Driver | Ideal Lap | Best Lap | |
|---|---|---|---|---|
| 1 | 1 L.Di Grassi | 1:03.860 | 1:03.928 | (1) |
| 2 | 27 K.Kobayashi | 1:03.918 | 1:04.099 | (3) |
| 3 | 23 N.Heidfeld | 1:03.952 | 1:04.198 | (4) |
| 4 | 3 N.Piquet | 1:04.032 | 1:04.088 | (2) |
| 5 | 19 F.Rosenqvist | 1:04.137 | 1:04.299 | (5) |
| 6 | 4 E.Mortara | 1:04.140 | 1:04.309 | (6) |
| 7 | 28 A.da Costa | 1:04.188 | 1:04.314 | (7) |
| 8 | 68 L.Filippi | 1:04.253 | 1:04.409 | (8) |
| 9 | 66 D.Abt | 1:04.346 | 1:04.501 | (10) |
| 10 | 9 S.Buemi | 1:04.396 | 1:04.766 | (15) |
| 11 | 18 A.Lotterer | 1:04.415 | 1:04.748 | (13) |
| 12 | 36 A.Lynn | 1:04.442 | 1:04.489 | (9) |
| 13 | 5 M.Engel | 1:04.532 | 1:04.884 | (17) |
| 14 | 25 J.Vergne | 1:04.570 | 1:04.606 | (11) |
| 15 | 8 N.Prost | 1:04.620 | 1:04.935 | (18) |
| 16 | 2 S.Bird | 1:04.636 | 1:04.758 | (14) |
| 17 | 16 O.Turvey | 1:04.647 | 1:04.727 | (12) |
| 18 | 20 M.Evans | 1:04.728 | 1:04.863 | (16) |
| 19 | 7 J.d'Ambrosio | 1:04.998 | 1:05.290 | (19) |
| 20 | 6 N.Jani | 1:05.223 | 1:05.655 | (20) |



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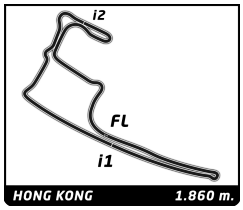


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Fastest Lap Sequence

Official Timekeeper TAGHeuer

| Practice Time | Driver | Team | Car | Time | Kph | Lap |
|---|---|---|---|---|---|---|
| 2:38.461 | 4 Edoardo Mortara | Venturi Formula E Team | Venturi VM200-FE-03 | **1:06.946** | 100.0 | 2 |
| 3:44.684 | 4 Edoardo Mortara | Venturi Formula E Team | Venturi VM200-FE-03 | **1:06.223** | 101.1 | 3 |
| 3:51.445 | 8 Nicolas Prost | Renault e.dams | Renault Z.E. 17 | **1:05.513** | 102.2 | 3 |
| 3:51.799 | 2 Sam Bird | DS Virgin Racing | DS Virgin DSV-03 | **1:05.431** | 102.3 | 3 |
| 4:50.794 | 66 Daniel Abt | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:05.430** | 102.3 | 4 |
| 5:05.359 | 9 Sébastien Buemi | Renault e.dams | Renault Z.E. 17 | **1:05.072** | 102.9 | 4 |
| 6:10.359 | 9 Sébastien Buemi | Renault e.dams | Renault Z.E. 17 | **1:05.000** | 103.0 | 5 |
| 7:57.403 | 23 Nick Heidfeld | Mahindra Racing | Mahindra M4Electro | **1:04.560** | 103.7 | 6 |
| 9:01.893 | 23 Nick Heidfeld | Mahindra Racing | Mahindra M4Electro | **1:04.490** | 103.8 | 7 |
| 30:15.972 | 1 Lucas Di Grassi | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:04.406** | 104.0 | 26 |
| 30:28.429 | 23 Nick Heidfeld | Mahindra Racing | Mahindra M4Electro | **1:04.325** | 104.1 | 26 |
| 31:19.900 | 1 Lucas Di Grassi | Audi Sport ABT Schaeffler | Audi e-tron FE04 | **1:03.928** | 104.7 | 27 |



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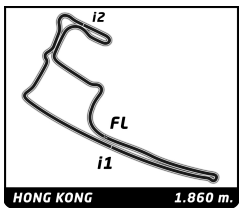


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Analysis by lap

Official Timekeeper TAGHeuer

Lapped

### Lap 1

| Nr | Lap Time | Gap |
|---|---|---|
| 19 | 1:30.784 | |
| 4 | 1:31.515 | 0.731 |
| 66 | 1:32.064 | 1.280 |
| 20 | 1:32.569 | 1.785 |
| 36 | 1:32.978 | 2.194 |
| 28 | 1:33.456 | 2.672 |
| 25 | 1:33.983 | 3.199 |
| 16 | 1:34.512 | 3.728 |
| 68 | 1:35.088 | 4.304 |
| 23 | 1:35.506 | 4.722 |
| 3 | 1:36.244 | 5.460 |
| 1 | 1:36.609 | 5.825 |
| 2 | 1:36.954 | 6.170 |
| 8 | 1:37.603 | 6.819 |
| 5 | 1:38.233 | 7.449 |
| 27 | 1:39.056 | 8.272 |
| 18 | 1:40.060 | 9.276 |
| 7 | 1:40.541 | 9.757 |
| 6 | 1:41.303 | 10.519 |
| 9 | 1:41.680 | 10.896 |

### Lap 2

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:06.946 | |
| 66 | 1:07.022 | 0.625 |
| 20 | 1:07.277 | 1.385 |
| 36 | 1:07.404 | 1.921 |
| 28 | 1:07.634 | 2.629 |
| 25 | 1:07.775 | 3.297 |
| 16 | 1:08.221 | 4.272 |
| 3 | 1:07.585 | 5.368 |
| 8 | 1:08.329 | 7.471 |
| 2 | 1:09.414 | 7.907 |
| 19 | 1:16.768 | 9.091 |
| 1 | 1:11.366 | 9.514 |
| 5 | 1:10.418 | 10.190 |
| 23 | 1:13.847 | 10.892 |
| 27 | 1:11.004 | 11.599 |
| 18 | 1:12.026 | 13.625 |
| 7 | 1:12.861 | 14.941 |
| 6 | 1:12.776 | 15.618 |
| 9 | 1:12.665 | 15.884 |
| 68 | 1:26.395 | 23.022 |

### Lap 3

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:06.223 | |
| 66 | 1:06.278 | 0.680 |
| 20 | 1:06.457 | 1.619 |
| 36 | 1:06.590 | 2.288 |
| 28 | 1:06.556 | 2.962 |
| 25 | 1:06.714 | 3.788 |
| 16 | 1:06.449 | 4.498 |
| 3 | 1:06.329 | 5.474 |
| 8 | 1:05.513 | 6.761 |
| 2 | 1:05.431 | 7.115 |
| 19 | 1:05.711 | 8.579 |
| 1 | 1:05.954 | 9.245 |
| 5 | 1:05.851 | 9.818 |
| 23 | 1:06.059 | 10.728 |
| 27 | 1:06.595 | 11.971 |
| 18 | 1:06.042 | 13.444 |
| 7 | 1:06.563 | 15.281 |
| 9 | 1:05.942 | 15.603 |
| 6 | 1:07.054 | 16.449 |
| 68 | 1:08.241 | 25.040 |

### Lap 4

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.453 | |
| 66 | 1:05.430 | 0.657 |
| 20 | 1:05.682 | 1.848 |
| 28 | 1:06.270 | 3.779 |
| 36 | 1:07.743 | 4.578 |
| 25 | 1:06.817 | 5.152 |
| 16 | 1:06.985 | 6.030 |
| 3 | 1:06.722 | 6.743 |
| 2 | 1:05.735 | 7.397 |
| 8 | 1:06.963 | 8.271 |
| 19 | 1:05.565 | 8.691 |
| 1 | 1:05.527 | 9.319 |
| 5 | 1:06.125 | 10.490 |
| 27 | 1:05.839 | 12.357 |
| 23 | 1:07.218 | 12.493 |
| 18 | 1:05.635 | 13.626 |
| 9 | 1:05.072 | 15.222 |
| 7 | 1:06.566 | 16.394 |
| 6 | 1:06.211 | 17.207 |
| 68 | 1:08.166 | 27.753 |

### Lap 5

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.259 | |
| 66 | 1:05.402 | 0.800 |
| 20 | 1:05.360 | 1.949 |
| 28 | 1:05.567 | 4.087 |
| 36 | 1:05.643 | 4.962 |
| 25 | 1:05.699 | 5.592 |
| 16 | 1:05.589 | 6.360 |
| 3 | 1:05.401 | 6.885 |
| 2 | 1:05.286 | 7.424 |
| 8 | 1:05.432 | 8.444 |
| 19 | 1:05.592 | 9.024 |
| 1 | 1:05.601 | 9.661 |
| 5 | 1:05.838 | 11.069 |
| 27 | 1:06.945 | 14.043 |
| 18 | 1:06.315 | 14.682 |
| 9 | 1:05.000 | 14.963 |
| 7 | 1:06.136 | 17.271 |
| 6 | 1:06.209 | 18.157 |
| 68 | 1:09.016 | 31.510 |
| 23 | 1:50.213 | 57.447 |

### Lap 6

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.426 | |
| 66 | 1:05.429 | 0.803 |
| 20 | 1:05.620 | 2.143 |
| 28 | 1:05.318 | 3.979 |
| 36 | 1:05.240 | 4.776 |
| 25 | 1:05.293 | 5.459 |
| 16 | 1:05.578 | 6.512 |
| 3 | 1:05.472 | 6.931 |
| 2 | 1:05.359 | 7.357 |
| 8 | 1:05.213 | 8.231 |
| 19 | 1:05.171 | 8.769 |
| 1 | 1:05.288 | 9.523 |
| 5 | 1:05.496 | 11.139 |
| 27 | 1:05.928 | 14.545 |
| 18 | 1:05.955 | 15.211 |
| 9 | 1:06.322 | 15.859 |
| 7 | 1:05.669 | 17.514 |
| 6 | 1:05.655 | 18.386 |
| 68 | 1:11.517 | 37.601 |
| 23 | 1:04.560 | 56.581 |

### Lap 7

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.907 | |
| 66 | 1:05.144 | 1.040 |
| 20 | 1:05.416 | 2.652 |
| 28 | 1:05.402 | 4.474 |
| 36 | 1:05.261 | 5.130 |
| 25 | 1:05.404 | 5.956 |
| 16 | 1:05.782 | 7.387 |
| 3 | 1:06.718 | 8.742 |
| 2 | 1:06.776 | 9.226 |
| 19 | 1:06.225 | 10.087 |
| 8 | 1:07.561 | 10.885 |
| 1 | 1:06.704 | 11.320 |
| 5 | 1:05.916 | 12.148 |
| 18 | 1:05.322 | 15.626 |
| 27 | 1:06.954 | 16.592 |
| 9 | 1:06.020 | 16.972 |
| 7 | 1:05.812 | 18.419 |
| 6 | 1:05.716 | 19.195 |
| 68 | 1:22.424 | 55.118 |
| 23 | 1:04.490 | 56.164 |

### Lap 8

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.518 | |
| 66 | 1:05.257 | 0.779 |
| 20 | 1:05.266 | 2.400 |
| 28 | 1:05.042 | 3.998 |
| 36 | 1:05.256 | 4.868 |
| 25 | 1:05.324 | 5.762 |
| 16 | 1:05.364 | 7.233 |
| 3 | 1:05.035 | 8.259 |
| 2 | 1:04.992 | 8.700 |
| 19 | 1:04.813 | 9.382 |
| 8 | 1:04.950 | 10.317 |
| 1 | 1:05.014 | 10.816 |
| 5 | 1:05.631 | 12.261 |
| 18 | 1:04.769 | 14.877 |
| 9 | 1:05.340 | 16.794 |
| 27 | 1:06.789 | 17.863 |
| 7 | 1:06.091 | 18.992 |
| 6 | 1:06.055 | 19.732 |
| 23 | 1:05.368 | 56.014 |

### Lap 9

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.258 | |
| 66 | 1:05.785 | 1.306 |
| 20 | 1:05.673 | 2.815 |
| 28 | 1:05.472 | 4.212 |
| 36 | 1:05.493 | 5.103 |
| 25 | 1:05.319 | 5.823 |
| 16 | 1:05.467 | 7.442 |
| 3 | 1:05.620 | 8.621 |
| 2 | 1:06.146 | 9.588 |
| 19 | 1:06.047 | 10.171 |
| 8 | 1:06.132 | 11.191 |
| 1 | 1:06.306 | 11.864 |
| 5 | 1:05.683 | 12.686 |
| 18 | 1:04.799 | 14.418 |
| 9 | 1:05.143 | 16.679 |
| 27 | 1:06.058 | 18.663 |
| 7 | 1:05.897 | 19.631 |
| 6 | 1:06.310 | 20.784 |
| 23 | 1:04.684 | 55.440 |

### Lap 10

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.988 | |
| 66 | 1:05.057 | 1.375 |
| 20 | 1:05.815 | 3.642 |
| 28 | 1:05.696 | 4.920 |
| 36 | 1:05.327 | 5.442 |
| 25 | 1:05.470 | 6.305 |
| 16 | 1:05.512 | 7.966 |
| 3 | 1:05.448 | 9.081 |
| 2 | 1:05.170 | 9.770 |
| 19 | 1:05.229 | 10.412 |
| 8 | 1:05.250 | 11.453 |
| 1 | 1:04.944 | 11.820 |
| 5 | 1:05.619 | 13.317 |
| 18 | 1:05.690 | 15.120 |
| 9 | 1:04.766 | 16.457 |
| 27 | 1:05.664 | 19.339 |
| 7 | 1:06.004 | 20.647 |
| 6 | 1:06.097 | 21.893 |
| 23 | 1:04.660 | 55.112 |

### Lap 11

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.789 | |
| 66 | 1:05.132 | 1.718 |
| 20 | 1:05.304 | 4.157 |
| 28 | 1:05.555 | 5.686 |
| 36 | 1:05.747 | 6.400 |
| 25 | 1:05.587 | 7.103 |
| 16 | 1:05.142 | 8.319 |
| 2 | 1:05.055 | 10.036 |
| 19 | 1:05.263 | 10.886 |
| 8 | 1:05.580 | 12.244 |
| 1 | 1:05.637 | 12.668 |
| 5 | 1:05.501 | 14.029 |
| 18 | 1:04.990 | 15.321 |
| 3 | 1:12.343 | 16.635 |
| 9 | 1:05.366 | 17.034 |
| 27 | 1:05.850 | 20.400 |
| 7 | 1:05.683 | 21.541 |
| 6 | 1:06.079 | 23.183 |
| 23 | 1:05.121 | 55.444 |

### Lap 12

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.186 | |
| 66 | 1:05.097 | 1.629 |
| 20 | 1:05.564 | 4.535 |
| 28 | 1:05.434 | 5.934 |
| 36 | 1:05.623 | 6.837 |
| 25 | 1:05.687 | 7.604 |
| 16 | 1:05.381 | 8.514 |
| 19 | 1:04.803 | 10.503 |
| 2 | 1:06.279 | 11.129 |
| 8 | 1:05.493 | 12.551 |
| 1 | 1:05.639 | 13.121 |
| 5 | 1:05.478 | 14.321 |
| 18 | 1:05.122 | 15.257 |
| 3 | 1:05.078 | 16.527 |
| 9 | 1:05.165 | 17.013 |
| 27 | 1:06.207 | 21.421 |
| 7 | 1:05.817 | 22.172 |
| 6 | 1:05.840 | 23.837 |
| 23 | 1:05.699 | 55.957 |

### Lap 13

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.027 | |
| 66 | 1:04.972 | 1.574 |
| 20 | 1:05.504 | 5.012 |
| 28 | 1:05.543 | 6.450 |
| 36 | 1:05.377 | 7.187 |
| 25 | 1:05.457 | 8.034 |
| 16 | 1:05.655 | 9.142 |
| 19 | 1:04.689 | 10.165 |
| 68 | 5:46.443 | 5 Laps |
| 2 | 1:05.067 | 11.169 |
| 8 | 1:05.251 | 12.775 |
| 1 | 1:05.145 | 13.239 |
| 5 | 1:05.234 | 14.528 |
| 18 | 1:05.459 | 15.689 |
| 3 | 1:05.133 | 16.633 |
| 9 | 1:05.228 | 17.214 |
| 27 | 1:06.134 | 22.528 |
| 7 | 1:06.137 | 23.282 |
| 6 | 1:06.128 | 24.938 |



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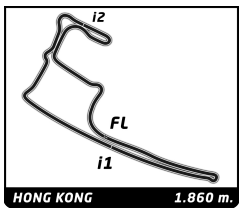


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Analysis by lap

Official Timekeeper TAGHeuer

Lapped

| Nr | Lap Time | Gap |
|---|---|---|
| 23 | 1:06.094 | 57.024 |

### Lap 14

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.982 | |
| 66 | 1:04.953 | 1.545 |
| 20 | 1:05.337 | 5.367 |
| 28 | 1:05.406 | 6.874 |
| 36 | 1:05.449 | 7.654 |
| 25 | 1:05.398 | 8.450 |
| 16 | 1:05.249 | 9.409 |
| 19 | 1:04.684 | 9.867 |
| 2 | 1:05.159 | 11.346 |
| 1 | 1:05.609 | 13.866 |
| 8 | 1:06.814 | 14.607 |
| 5 | 1:05.626 | 15.172 |
| 18 | 1:05.662 | 16.369 |
| 3 | 1:05.887 | 17.538 |
| 9 | 1:05.792 | 18.024 |
| 68 | 1:13.658 | 5 Laps |
| 27 | 1:06.217 | 23.763 |
| 7 | 1:06.222 | 24.522 |
| 6 | 1:05.790 | 25.746 |
| 23 | 1:05.835 | 57.877 |

### Lap 15

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.797 | |
| 66 | 1:04.966 | 1.714 |
| 20 | 1:05.518 | 6.088 |
| 28 | 1:05.525 | 7.602 |
| 36 | 1:05.283 | 8.140 |
| 25 | 1:05.450 | 9.103 |
| 16 | 1:05.325 | 9.937 |
| 19 | 1:05.295 | 10.365 |
| 2 | 1:05.091 | 11.640 |
| 1 | 1:04.870 | 13.939 |
| 8 | 1:05.327 | 15.137 |
| 5 | 1:05.369 | 15.744 |
| 18 | 1:05.776 | 17.348 |
| 3 | 1:05.083 | 17.824 |
| 9 | 1:05.198 | 18.425 |
| 68 | 1:05.391 | 5 Laps |
| 7 | 1:07.027 | 26.752 |
| 27 | 1:08.411 | 27.377 |
| 6 | 1:07.000 | 27.949 |
| 23 | 1:05.815 | 58.895 |

### Lap 16

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.752 | |
| 66 | 1:05.161 | 2.123 |
| 20 | 1:05.574 | 6.910 |
| 28 | 1:05.481 | 8.331 |
| 36 | 1:05.648 | 9.036 |
| 25 | 1:05.391 | 9.742 |
| 16 | 1:05.502 | 10.687 |
| 19 | 1:05.530 | 11.143 |
| 2 | 1:05.192 | 12.080 |
| 1 | 1:05.178 | 14.365 |
| 8 | 1:05.363 | 15.748 |
| 5 | 1:05.250 | 16.242 |
| 18 | 1:05.169 | 17.765 |
| 3 | 1:05.742 | 18.814 |
| 9 | 1:05.497 | 19.170 |
| 68 | 1:05.196 | 5 Laps |
| 27 | 1:06.132 | 28.757 |
| 7 | 1:07.797 | 29.797 |
| 6 | 1:07.230 | 30.427 |
| 23 | 1:05.504 | 59.647 |

### Lap 17

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.378 | |
| 66 | 1:05.361 | 2.106 |
| 20 | 1:05.471 | 7.003 |
| 28 | 1:05.363 | 8.316 |
| 36 | 1:05.623 | 9.281 |
| 25 | 1:05.749 | 10.113 |
| 19 | 1:05.199 | 10.964 |
| 16 | 1:06.565 | 11.874 |
| 2 | 1:05.604 | 12.306 |
| 1 | 1:05.450 | 14.437 |
| 8 | 1:05.606 | 15.976 |
| 5 | 1:05.606 | 16.470 |
| 18 | 1:06.082 | 18.469 |
| 9 | 1:05.414 | 19.206 |
| 3 | 1:06.908 | 20.344 |
| 68 | 1:06.341 | 5 Laps |
| 27 | 1:05.699 | 29.078 |
| 7 | 1:06.176 | 30.595 |
| 6 | 1:06.450 | 31.499 |
| 23 | 1:06.106 | 1:00.375 |

### Lap 18

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.878 | |
| 66 | 1:05.211 | 2.439 |
| 20 | 1:05.773 | 7.898 |
| 28 | 1:05.596 | 9.034 |
| 36 | 1:05.482 | 9.885 |
| 25 | 1:05.801 | 11.036 |
| 19 | 1:05.444 | 11.530 |
| 16 | 1:05.528 | 12.524 |
| 2 | 1:05.642 | 13.070 |
| 1 | 1:05.468 | 15.027 |
| 8 | 1:05.319 | 16.417 |
| 5 | 1:05.347 | 16.939 |
| 18 | 1:05.217 | 18.808 |
| 9 | 1:05.352 | 19.680 |
| 3 | 1:05.389 | 20.855 |
| 68 | 1:05.479 | 5 Laps |
| 27 | 1:05.564 | 29.764 |
| 7 | 1:06.365 | 32.082 |
| 6 | 1:06.361 | 32.982 |
| 23 | 1:05.825 | 1:01.322 |

### Lap 19

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.083 | |
| 66 | 1:05.140 | 2.496 |
| 20 | 1:05.825 | 8.640 |
| 28 | 1:05.603 | 9.554 |
| 36 | 1:05.903 | 10.705 |
| 25 | 1:05.543 | 11.496 |
| 19 | 1:07.284 | 13.731 |
| 16 | 1:06.512 | 13.953 |
| 2 | 1:06.254 | 14.241 |
| 1 | 1:05.553 | 15.497 |
| 8 | 1:05.453 | 16.787 |
| 5 | 1:05.324 | 17.180 |
| 18 | 1:05.271 | 18.996 |
| 9 | 1:04.951 | 19.548 |
| 3 | 1:05.743 | 21.515 |
| 68 | 1:05.922 | 5 Laps |
| 27 | 1:05.809 | 30.490 |
| 7 | 1:05.879 | 32.878 |
| 6 | 1:06.150 | 34.049 |
| 23 | 1:05.767 | 1:02.006 |

### Lap 20

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.776 | |
| 66 | 1:05.177 | 2.897 |
| 20 | 1:05.568 | 9.432 |
| 28 | 1:05.409 | 10.187 |
| 36 | 1:05.727 | 11.656 |
| 25 | 1:05.912 | 12.632 |
| 19 | 1:05.824 | 14.779 |
| 16 | 1:06.345 | 15.522 |
| 2 | 1:06.511 | 15.976 |
| 1 | 1:05.880 | 16.601 |
| 8 | 1:05.477 | 17.488 |
| 5 | 1:06.088 | 18.492 |
| 18 | 1:05.561 | 19.781 |
| 9 | 1:05.875 | 20.647 |
| 3 | 1:06.448 | 23.187 |
| 68 | 1:06.215 | 5 Laps |
| 27 | 1:07.334 | 33.048 |
| 7 | 1:06.138 | 34.240 |
| 6 | 1:06.218 | 35.491 |
| 23 | 1:06.360 | 1:03.590 |

### Lap 21

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.015 | |
| 66 | 1:05.127 | 3.009 |
| 20 | 1:05.285 | 9.702 |
| 28 | 1:05.560 | 10.732 |
| 36 | 1:05.907 | 12.548 |
| 25 | 1:06.416 | 14.033 |
| 19 | 1:05.580 | 15.344 |
| 16 | 1:05.593 | 16.100 |
| 2 | 1:05.544 | 16.505 |
| 1 | 1:05.731 | 17.317 |
| 8 | 1:05.634 | 18.107 |
| 5 | 1:05.780 | 19.257 |
| 18 | 1:05.562 | 20.328 |
| 9 | 1:07.554 | 23.186 |
| 3 | 1:06.648 | 24.820 |
| 27 | 1:06.605 | 34.638 |
| 7 | 1:06.277 | 35.502 |
| 68 | 1:40.354 | 5 Laps |
| 23 | 1:05.631 | 1:04.206 |

### Lap 22

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.076 | |
| 66 | 1:05.275 | 3.208 |
| 20 | 1:06.123 | 10.749 |
| 28 | 1:05.745 | 11.401 |
| 6 | 1:46.471 | 1 Lap |
| 36 | 1:05.986 | 13.458 |
| 25 | 1:06.323 | 15.280 |
| 19 | 1:05.430 | 15.698 |
| 16 | 1:05.953 | 16.977 |
| 2 | 1:06.089 | 17.518 |
| 1 | 1:06.007 | 18.248 |
| 8 | 1:06.330 | 19.361 |
| 5 | 1:05.818 | 19.999 |
| 18 | 1:06.670 | 21.922 |
| 3 | 1:07.272 | 27.016 |
| 27 | 1:07.359 | 36.921 |
| 7 | 1:07.295 | 37.721 |
| 9 | 1:40.127 | 58.237 |
| 23 | 1:07.125 | 1:06.255 |
| 68 | 1:16.038 | 5 Laps |

### Lap 23

| Nr | Lap Time | Gap |
|---|---|---|
| 28 | 1:07.134 | |
| 36 | 1:06.499 | 1.422 |
| 6 | 1:12.506 | 1 Lap |
| 1 | 1:07.449 | 7.162 |
| 4 | 1:38.443 | 19.908 |
| 66 | 1:38.210 | 22.883 |
| 19 | 1:38.328 | 35.491 |
| 20 | 1:44.034 | 36.248 |
| 25 | 1:42.322 | 39.067 |
| 2 | 1:41.113 | 40.096 |
| 16 | 1:42.076 | 40.518 |
| 5 | 1:39.612 | 41.076 |
| 8 | 1:41.289 | 42.115 |
| 18 | 1:41.205 | 44.592 |
| 9 | 1:08.487 | 48.189 |
| 3 | 1:41.384 | 49.865 |
| 68 | 1:06.376 | 5 Laps |
| 7 | 1:42.345 | 1:01.531 |
| 6 | 1:05.871 | 1:11.713 |
| 27 | 2:05.941 | 1:24.327 |
| 23 | 1:38.191 | 1:25.911 |

### Lap 24

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:09.285 | |
| 66 | 1:10.940 | 4.630 |
| 36 | 1:41.911 | 14.140 |
| 19 | 1:08.664 | 14.962 |
| 20 | 1:08.843 | 15.898 |
| 25 | 1:09.425 | 19.299 |
| 2 | 1:09.295 | 20.198 |
| 16 | 1:10.969 | 22.294 |
| 5 | 1:10.979 | 22.862 |
| 8 | 1:11.044 | 23.966 |
| 9 | 1:05.555 | 24.551 |
| 18 | 1:10.074 | 25.473 |
| 28 | 1:58.699 | 29.506 |
| 3 | 1:09.425 | 30.097 |
| 68 | 1:06.325 | 5 Laps |
| 7 | 1:10.515 | 42.853 |
| 6 | 1:06.396 | 48.916 |
| 1 | 2:16.297 | 54.266 |

### Lap 25

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:07.004 | |
| 27 | 1:13.060 | 1 Lap |
| 23 | 1:12.301 | 1 Lap |
| 66 | 1:05.865 | 3.491 |
| 19 | 1:05.503 | 13.461 |
| 20 | 1:05.697 | 14.591 |
| 36 | 1:09.904 | 17.040 |
| 25 | 1:05.673 | 17.968 |
| 2 | 1:05.523 | 18.717 |
| 16 | 1:05.204 | 20.494 |
| 5 | 1:05.479 | 21.337 |
| 8 | 1:05.107 | 22.069 |
| 9 | 1:05.581 | 23.128 |
| 18 | 1:05.532 | 24.001 |
| 3 | 1:05.498 | 28.591 |
| 28 | 1:09.665 | 32.167 |
| 68 | 1:06.737 | 5 Laps |
| 7 | 1:06.131 | 41.980 |
| 6 | 1:05.669 | 47.581 |
| 1 | 1:08.340 | 55.602 |

### Lap 26

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.432 | |
| 23 | 1:06.125 | 1 Lap |
| 66 | 1:05.599 | 3.658 |
| 27 | 1:08.413 | 1 Lap |
| 19 | 1:05.242 | 13.271 |
| 20 | 1:05.137 | 14.296 |
| 36 | 1:05.068 | 16.676 |
| 25 | 1:04.968 | 17.504 |
| 2 | 1:05.022 | 18.307 |
| 16 | 1:05.072 | 20.134 |
| 5 | 1:05.325 | 21.230 |
| 8 | 1:05.250 | 21.887 |
| 9 | 1:05.287 | 22.983 |
| 18 | 1:05.036 | 23.605 |



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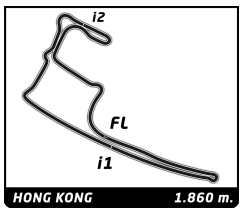


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Analysis by lap

Official Timekeeper TAGHeuer

Lapped

| Nr | Lap Time | Gap |
|---|---|---|
| 3 | 1:05.473 | 28.632 |
| 28 | 1:04.935 | 31.670 |
| 68 | 1:05.811 | 5 Laps |
| 7 | 1:05.977 | 42.525 |
| 6 | 1:06.208 | 48.357 |
| 1 | 1:04.406 | 54.576 |

### Lap 27

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.200 | |
| 23 | 1:04.325 | 1 Lap |
| 66 | 1:05.045 | 3.503 |
| 27 | 1:06.632 | 1 Lap |
| 19 | 1:04.470 | 12.541 |
| 20 | 1:04.948 | 14.044 |
| 36 | 1:05.037 | 16.513 |
| 25 | 1:05.041 | 17.345 |
| 2 | 1:05.096 | 18.203 |
| 16 | 1:04.958 | 19.892 |
| 5 | 1:04.992 | 21.022 |
| 8 | 1:05.015 | 21.702 |
| 9 | 1:05.005 | 22.788 |
| 18 | 1:05.098 | 23.503 |
| 3 | 1:05.559 | 28.991 |
| 28 | 1:05.129 | 31.599 |
| 68 | 1:05.048 | 5 Laps |
| 7 | 1:05.635 | 42.960 |
| 6 | 1:06.224 | 49.381 |
| 1 | 1:03.928 | 53.304 |

### Lap 28

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.148 | |
| 23 | 1:04.430 | 1 Lap |
| 66 | 1:04.964 | 3.319 |
| 27 | 1:05.720 | 1 Lap |
| 19 | 1:04.299 | 11.692 |
| 20 | 1:05.021 | 13.917 |
| 36 | 1:04.681 | 16.046 |
| 25 | 1:04.606 | 16.803 |
| 2 | 1:04.863 | 17.918 |
| 16 | 1:05.017 | 19.761 |
| 5 | 1:05.183 | 21.057 |
| 8 | 1:05.105 | 21.659 |
| 9 | 1:05.158 | 22.798 |
| 18 | 1:05.149 | 23.504 |
| 3 | 1:05.728 | 29.571 |
| 28 | 1:05.203 | 31.654 |
| 68 | 1:04.754 | 5 Laps |
| 7 | 1:05.310 | 43.122 |
| 6 | 1:06.146 | 50.379 |
| 1 | 1:03.974 | 52.130 |

### Lap 29

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.901 | |
| 23 | 1:04.431 | 1 Lap |
| 66 | 1:04.859 | 3.277 |
| 27 | 1:05.906 | 1 Lap |
| 19 | 1:04.435 | 11.226 |
| 20 | 1:05.303 | 14.319 |
| 36 | 1:04.740 | 15.885 |
| 25 | 1:04.915 | 16.817 |
| 2 | 1:04.879 | 17.896 |
| 16 | 1:05.040 | 19.900 |
| 5 | 1:04.884 | 21.040 |
| 8 | 1:04.985 | 21.743 |
| 9 | 1:05.061 | 22.958 |
| 18 | 1:05.294 | 23.897 |
| 3 | 1:05.301 | 29.971 |
| 28 | 1:04.863 | 31.616 |
| 68 | 1:04.848 | 5 Laps |
| 7 | 1:05.552 | 43.773 |
| 6 | 1:05.770 | 51.248 |
| 1 | 1:04.364 | 51.593 |

### Lap 30

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.886 | |
| 23 | 1:05.138 | 1 Lap |
| 66 | 1:05.160 | 3.551 |
| 27 | 1:05.808 | 1 Lap |
| 19 | 1:04.443 | 10.783 |
| 20 | 1:04.879 | 14.312 |
| 36 | 1:04.737 | 15.736 |
| 25 | 1:05.049 | 16.980 |
| 2 | 1:04.864 | 17.874 |
| 16 | 1:04.829 | 19.843 |
| 5 | 1:05.031 | 21.185 |
| 8 | 1:05.271 | 22.128 |
| 9 | 1:05.309 | 23.381 |
| 18 | 1:05.960 | 24.971 |
| 3 | 1:05.392 | 30.477 |
| 28 | 1:04.509 | 31.239 |
| 68 | 1:04.904 | 5 Laps |
| 7 | 1:05.290 | 44.177 |
| 1 | 1:04.312 | 51.019 |
| 6 | 1:06.438 | 52.800 |

### Lap 31

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.986 | |
| 23 | 1:04.695 | 1 Lap |
| 66 | 1:05.092 | 3.657 |
| 27 | 1:05.410 | 1 Lap |
| 19 | 1:04.416 | 10.213 |
| 20 | 1:05.164 | 14.490 |
| 36 | 1:04.489 | 15.239 |
| 25 | 1:04.796 | 16.790 |
| 2 | 1:04.881 | 17.769 |
| 16 | 1:04.908 | 19.765 |
| 5 | 1:05.190 | 21.389 |
| 8 | 1:05.038 | 22.180 |
| 9 | 1:05.208 | 23.603 |
| 18 | 1:05.555 | 25.540 |
| 3 | 1:04.983 | 30.474 |
| 28 | 1:04.902 | 31.155 |
| 68 | 1:04.658 | 5 Laps |
| 7 | 1:05.514 | 44.705 |
| 1 | 1:04.565 | 50.598 |
| 6 | 1:05.863 | 53.677 |

### Lap 32

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.235 | |
| 23 | 1:05.349 | 1 Lap |
| 66 | 1:04.944 | 3.366 |
| 19 | 1:04.472 | 9.450 |
| 27 | 1:08.074 | 1 Lap |
| 20 | 1:05.045 | 14.300 |
| 36 | 1:04.926 | 14.930 |
| 25 | 1:05.247 | 16.802 |
| 2 | 1:04.758 | 17.292 |
| 16 | 1:04.727 | 19.257 |
| 5 | 1:05.298 | 21.452 |
| 8 | 1:05.534 | 22.479 |
| 9 | 1:05.124 | 23.492 |
| 18 | 1:04.946 | 25.251 |
| 3 | 1:04.900 | 30.139 |
| 28 | 1:04.677 | 30.597 |
| 68 | 1:04.622 | 5 Laps |
| 7 | 1:05.839 | 45.309 |
| 1 | 1:04.365 | 49.728 |
| 6 | 1:06.141 | 54.583 |

### Lap 33

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.875 | |
| 23 | 1:04.717 | 1 Lap |
| 66 | 1:05.027 | 3.518 |
| 19 | 1:04.618 | 9.193 |
| 27 | 1:05.673 | 1 Lap |
| 20 | 1:05.091 | 14.516 |
| 36 | 1:05.043 | 15.098 |
| 25 | 1:05.323 | 17.250 |
| 2 | 1:05.216 | 17.633 |
| 16 | 1:05.293 | 19.675 |
| 5 | 1:05.194 | 21.771 |
| 8 | 1:04.987 | 22.591 |
| 9 | 1:05.133 | 23.750 |
| 18 | 1:05.063 | 25.439 |
| 28 | 1:04.699 | 30.421 |
| 3 | 1:06.279 | 31.543 |
| 68 | 1:04.484 | 5 Laps |
| 7 | 1:05.613 | 46.047 |
| 1 | 1:04.415 | 49.268 |
| 6 | 1:06.069 | 55.777 |

### Lap 34

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.930 | |
| 23 | 1:05.660 | 1 Lap |
| 66 | 1:04.685 | 3.273 |
| 19 | 1:04.690 | 8.953 |
| 27 | 1:05.557 | 1 Lap |
| 20 | 1:04.979 | 14.565 |
| 36 | 1:05.032 | 15.200 |
| 25 | 1:05.142 | 17.462 |
| 2 | 1:05.328 | 18.031 |
| 16 | 1:05.230 | 19.975 |
| 5 | 1:05.154 | 21.995 |
| 8 | 1:05.020 | 22.681 |
| 9 | 1:05.101 | 23.921 |
| 18 | 1:04.748 | 25.257 |
| 28 | 1:04.601 | 30.092 |
| 3 | 1:04.574 | 31.187 |
| 68 | 1:04.414 | 5 Laps |
| 7 | 1:06.031 | 47.148 |
| 1 | 1:04.414 | 48.752 |
| 6 | 1:05.711 | 56.558 |

### Lap 35

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.930 | |
| 23 | 1:04.198 | 1 Lap |
| 66 | 1:04.501 | 2.844 |
| 19 | 1:04.619 | 8.642 |
| 27 | 1:05.535 | 1 Lap |
| 20 | 1:04.863 | 14.498 |
| 36 | 1:04.788 | 15.058 |
| 25 | 1:05.003 | 17.535 |
| 2 | 1:05.003 | 18.104 |
| 16 | 1:05.189 | 20.234 |
| 5 | 1:05.148 | 22.213 |
| 8 | 1:05.412 | 23.163 |
| 9 | 1:05.244 | 24.235 |
| 18 | 1:04.936 | 25.263 |
| 28 | 1:04.647 | 29.809 |
| 3 | 1:04.773 | 31.030 |
| 68 | 1:04.551 | 5 Laps |
| 7 | 1:06.027 | 48.245 |
| 1 | 1:04.733 | 48.555 |
| 6 | 1:05.690 | 57.318 |

### Lap 36

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.293 | |
| 23 | 1:05.604 | 1 Lap |
| 66 | 1:04.965 | 2.516 |
| 19 | 1:04.605 | 7.954 |
| 27 | 1:04.099 | 1 Lap |
| 20 | 1:04.954 | 14.159 |
| 36 | 1:04.918 | 14.683 |
| 25 | 1:05.109 | 17.351 |
| 2 | 1:05.000 | 17.811 |
| 16 | 1:05.077 | 20.018 |
| 5 | 1:05.416 | 22.336 |
| 8 | 1:05.207 | 23.077 |
| 9 | 1:05.157 | 24.099 |
| 18 | 1:05.026 | 24.996 |
| 28 | 1:04.537 | 29.053 |
| 3 | 1:04.870 | 30.607 |
| 68 | 1:04.409 | 5 Laps |
| 1 | 1:04.879 | 48.141 |
| 7 | 1:06.572 | 49.524 |
| 6 | 1:05.715 | 57.740 |

### Lap 37

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:05.263 | |
| 23 | 1:05.614 | 1 Lap |
| 66 | 1:04.915 | 2.168 |
| 19 | 1:04.901 | 7.592 |
| 27 | 1:04.618 | 1 Lap |
| 20 | 1:05.055 | 13.951 |
| 36 | 1:05.273 | 14.693 |
| 25 | 1:05.077 | 17.165 |
| 2 | 1:05.115 | 17.663 |
| 16 | 1:05.074 | 19.829 |
| 5 | 1:05.204 | 22.277 |
| 8 | 1:05.272 | 23.086 |
| 9 | 1:05.132 | 23.968 |
| 18 | 1:05.004 | 24.737 |
| 28 | 1:04.314 | 28.104 |
| 3 | 1:04.797 | 30.141 |
| 68 | 1:04.756 | 5 Laps |
| 1 | 1:04.686 | 47.564 |
| 7 | 1:05.483 | 49.744 |
| 6 | 1:05.852 | 58.329 |

### Lap 38

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.890 | |
| 66 | 1:04.825 | 2.103 |
| 23 | 1:07.169 | 1 Lap |
| 19 | 1:04.751 | 7.453 |
| 27 | 1:05.439 | 1 Lap |
| 20 | 1:05.221 | 14.282 |
| 36 | 1:05.212 | 15.015 |
| 25 | 1:05.363 | 17.638 |
| 2 | 1:05.253 | 18.026 |
| 16 | 1:05.224 | 20.163 |
| 5 | 1:05.077 | 22.464 |
| 8 | 1:05.192 | 23.388 |
| 9 | 1:05.229 | 24.307 |
| 18 | 1:05.225 | 25.072 |
| 28 | 1:04.566 | 27.780 |
| 3 | 1:04.559 | 29.810 |
| 68 | 1:04.751 | 5 Laps |
| 1 | 1:04.682 | 47.356 |
| 7 | 1:05.879 | 50.733 |
| 6 | 1:06.461 | 59.900 |

### Lap 39

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.847 | |
| 66 | 1:04.569 | 1.825 |
| 23 | 1:05.384 | 1 Lap |
| 19 | 1:04.818 | 7.424 |
| 27 | 1:04.826 | 1 Lap |
| 20 | 1:05.144 | 14.579 |
| 36 | 1:05.223 | 15.391 |
| 25 | 1:05.215 | 18.006 |



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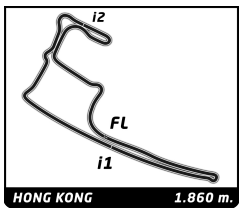


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Analysis by lap

Official Timekeeper TAGHeuer

Lapped

| Nr | Lap Time | Gap |
|---|---|---|
| 2 | 1:05.314 | 18.493 |
| 16 | 1:05.173 | 20.489 |
| 5 | 1:04.914 | 22.531 |
| 8 | 1:04.966 | 23.507 |
| 9 | 1:05.141 | 24.601 |
| 18 | 1:05.058 | 25.283 |
| 28 | 1:04.320 | 27.253 |
| 3 | 1:04.763 | 29.726 |
| 68 | 1:05.008 | 5 Laps |
| 1 | 1:04.602 | 47.111 |
| 7 | 1:06.297 | 52.183 |
| 6 | 1:06.771 | 1:01.824 |

### Lap 40

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.705 | |
| 66 | 1:04.790 | 1.910 |
| 23 | 1:04.832 | 1 Lap |
| 19 | 1:04.812 | 7.531 |
| 27 | 1:04.418 | 1 Lap |
| 20 | 1:05.385 | 15.259 |
| 36 | 1:05.049 | 15.735 |
| 25 | 1:05.217 | 18.518 |
| 2 | 1:05.232 | 19.020 |
| 16 | 1:05.013 | 20.797 |
| 5 | 1:05.141 | 22.967 |
| 8 | 1:05.023 | 23.825 |
| 9 | 1:05.667 | 25.563 |
| 18 | 1:05.912 | 26.490 |
| 28 | 1:04.693 | 27.241 |
| 3 | 1:04.530 | 29.551 |
| 68 | 1:04.457 | 5 Laps |
| 1 | 1:04.765 | 47.171 |
| 7 | 1:06.016 | 53.494 |
| 6 | 1:06.128 | 1:03.247 |

### Lap 41

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.309 | |
| 66 | 1:04.935 | 2.536 |
| 23 | 1:04.783 | 1 Lap |
| 19 | 1:04.529 | 7.751 |
| 27 | 1:04.311 | 1 Lap |
| 20 | 1:04.905 | 15.855 |
| 36 | 1:05.109 | 16.535 |
| 25 | 1:05.230 | 19.439 |
| 2 | 1:05.254 | 19.965 |
| 16 | 1:05.196 | 21.684 |
| 5 | 1:04.989 | 23.647 |
| 8 | 1:05.077 | 24.593 |
| 9 | 1:05.314 | 26.568 |
| 18 | 1:04.942 | 27.123 |
| 28 | 1:04.830 | 27.762 |
| 3 | 1:04.088 | 29.330 |
| 68 | 1:04.580 | 5 Laps |
| 1 | 1:04.771 | 47.633 |
| 7 | 1:06.396 | 55.581 |

### Lap 42

| Nr | Lap Time | Gap |
|---|---|---|
| 4 | 1:04.421 | |
| 66 | 1:05.083 | 3.198 |
| 23 | 1:05.821 | 1 Lap |
| 6 | 1:12.396 | 1 Lap |
| 19 | 1:04.988 | 8.318 |
| 27 | 1:04.229 | 1 Lap |
| 20 | 1:05.442 | 16.876 |
| 36 | 1:05.378 | 17.492 |
| 25 | 1:04.985 | 20.003 |
| 2 | 1:04.948 | 20.492 |
| 16 | 1:05.201 | 22.464 |
| 5 | 1:04.896 | 24.122 |
| 8 | 1:04.935 | 25.107 |
| 9 | 1:05.425 | 27.572 |
| 18 | 1:05.287 | 27.989 |
| 28 | 1:05.040 | 28.381 |
| 3 | 1:04.480 | 29.389 |
| 1 | 1:05.050 | 48.262 |
| 7 | 1:06.204 | 57.364 |

### Lap 43

| Nr | Lap Time | Gap |
|---|---|---|
| 66 | 1:05.363 | |
| 23 | 1:05.038 | 1 Lap |
| 6 | 1:06.324 | 1 Lap |
| 19 | 1:05.383 | 5.140 |
| 27 | 1:04.477 | 1 Lap |
| 4 | 1:18.038 | 9.477 |
| 20 | 1:05.719 | 14.034 |
| 36 | 1:05.548 | 14.479 |
| 25 | 1:05.343 | 16.785 |
| 2 | 1:05.302 | 17.233 |
| 16 | 1:05.283 | 19.186 |
| 5 | 1:05.278 | 20.839 |
| 8 | 1:05.460 | 22.006 |
| 9 | 1:05.753 | 24.764 |
| 28 | 1:05.293 | 25.113 |
| 18 | 1:06.529 | 25.957 |
| 3 | 1:05.362 | 26.190 |
| 1 | 1:04.705 | 44.406 |
| 7 | 1:06.317 | 55.120 |

### Lap 44

| Nr | Lap Time | Gap |
|---|---|---|
| 66 | 1:05.208 | |
| 23 | 1:04.778 | 1 Lap |
| 19 | 1:05.141 | 5.073 |
| 27 | 1:04.740 | 1 Lap |
| 6 | 1:08.957 | 1 Lap |
| 4 | 1:05.289 | 9.558 |
| 20 | 1:05.891 | 14.717 |
| 36 | 1:06.688 | 15.959 |
| 25 | 1:05.194 | 16.771 |
| 2 | 1:05.242 | 17.267 |
| 16 | 1:05.024 | 19.002 |
| 5 | 1:06.041 | 21.672 |
| 8 | 1:05.803 | 22.601 |
| 9 | 1:07.034 | 26.590 |
| 3 | 1:06.574 | 27.556 |
| 18 | 1:07.914 | 28.663 |
| 28 | 1:08.993 | 28.898 |
| 1 | 1:05.306 | 44.504 |
| 7 | 1:07.764 | 57.676 |

### Lap 45

| Nr | Lap Time | Gap |
|---|---|---|
| 66 | 1:05.824 | |
| 23 | 1:05.176 | 1 Lap |
| 19 | 1:06.027 | 5.276 |
| 27 | 1:05.479 | 1 Lap |
| 6 | 1:08.154 | 1 Lap |
| 4 | 1:08.573 | 12.307 |
| 20 | 1:07.002 | 15.895 |
| 25 | 1:06.922 | 17.869 |
| 2 | 1:06.712 | 18.155 |
| 16 | 1:06.297 | 19.475 |
| 5 | 1:05.104 | 20.952 |
| 8 | 1:07.404 | 24.181 |
| 36 | 1:14.166 | 24.301 |
| 9 | 1:06.649 | 27.415 |
| 28 | 1:05.561 | 28.635 |
| 3 | 1:11.448 | 33.180 |
| 18 | 1:11.028 | 33.867 |
| 1 | 1:05.733 | 44.413 |
| 7 | 1:08.613 | 1:00.465 |



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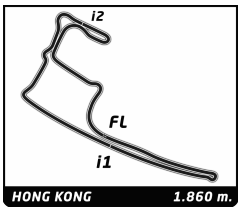


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Handicaps Analysis

Official Timekeeper TAGHeuer

| Nr. | In Time Hour | In Time Elapsed | Out Time Hour | Out Time Elapsed | Pit Time | Handicap | Gap | Window |
|---|---|---|---|---|---|---|---|---|
| **1** | **Audi Sport ABT Schaeffler** / Audi e-tron FE04 | | | | | | | |
| 1 | 15:36:25.697 | 27:26.578 | 15:37:03.272 | 28:04.153 | 37.575 (37.575) | 37 | 0.575 | |
| **2** | **DS Virgin Racing** / DS Virgin DSV-03 | | | | | | | |
| 1 | 15:34:41.723 | 25:42.604 | 15:35:19.911 | 26:20.792 | 38.188 (38.188) | 37 | 1.188 | |
| **3** | **Panasonic Jaguar Racing** / Jaguar I-Type II | | | | | | | |
| 1 | 15:34:50.938 | 25:51.819 | 15:35:29.708 | 26:30.589 | 38.770 (38.770) | 37 | 1.770 | |
| **4** | **Venturi Formula E Team** / Venturi VM200-FE-03 | | | | | | | |
| 1 | 15:34:21.444 | 25:22.325 | 15:34:59.769 | 26:00.650 | 38.325 (38.325) | 37 | 1.325 | |
| **5** | **Venturi Formula E Team** / Venturi VM200-FE-03 | | | | | | | |
| 1 | 15:34:43.413 | 25:44.294 | 15:35:20.918 | 26:21.799 | 37.505 (37.505) | 37 | 0.505 | |
| **6** | **DRAGON** / PENSKE EV-2 | | | | | | | |
| 1 | 15:32:48.598 | 23:49.479 | 15:33:33.195 | 24:34.076 | 44.597 (44.597) | 37 | 7.597 | |
| **7** | **DRAGON** / PENSKE EV-2 | | | | | | | |
| 1 | 15:35:02.312 | 26:03.193 | 15:35:41.367 | 26:42.248 | 39.055 (39.055) | 37 | 2.055 | |
| **8** | **Renault e.dams** / Renault Z.E. 17 | | | | | | | |
| 1 | 15:34:44.468 | 25:45.349 | 15:35:21.951 | 26:22.832 | 37.483 (37.483) | 37 | 0.483 | |
| **9** | **Renault e.dams** / Renault Z.E. 17 | | | | | | | |
| 1 | 15:33:41.558 | 24:42.439 | 15:34:19.556 | 25:20.437 | 37.998 (37.998) | 37 | 0.998 | |
| **16** | **NIO Formula E Team** / NextEV NIO Sport 003 | | | | | | | |
| 1 | 15:34:41.187 | 25:42.068 | 15:35:20.431 | 26:21.312 | 39.244 (39.244) | 37 | 2.244 | |
| **18** | **TECHEETAH** / Renault Z.E. 17 | | | | | | | |
| 1 | 15:34:45.898 | 25:46.779 | 15:35:24.433 | 26:25.314 | 38.535 (38.535) | 37 | 1.535 | |
| **19** | **Mahindra Racing** / Mahindra M4Electro | | | | | | | |
| 1 | 15:34:37.807 | 25:38.688 | 15:35:15.289 | 26:16.170 | 37.482 (37.482) | 37 | 0.482 | |
| **20** | **Panasonic Jaguar Racing** / Jaguar I-Type II | | | | | | | |
| 1 | 15:34:34.151 | 25:35.032 | 15:35:16.101 | 26:16.982 | 41.950 (41.950) | 37 | 4.950 | |
| **23** | **Mahindra Racing** / Mahindra M4Electro | | | | | | | |
| 1 | 15:35:28.172 | 26:29.053 | 15:36:05.714 | 27:06.595 | 37.542 (37.542) | 37 | 0.542 | |
| **25** | **TECHEETAH** / Renault Z.E. 17 | | | | | | | |
| 1 | 15:34:40.119 | 25:41.000 | 15:35:18.965 | 26:19.846 | 38.846 (38.846) | 37 | 1.846 | |
| **27** | **Andretti Formula E** / Andretti ATEC-04 | | | | | | | |
| 1 | 15:35:01.442 | 26:02.323 | 15:36:04.230 | 27:05.111 | 1:02.788 (62.788) | 37 | 25.788 | |
| **28** | **Andretti Formula E** / Andretti ATEC-03 | | | | | | | |
| 1 | 15:35:41.107 | 26:41.988 | 15:36:38.503 | 27:39.384 | 57.396 (57.396) | 37 | 20.396 | |
| **36** | **DS Virgin Racing** / DS Virgin DSV-03 | | | | | | | |
| 1 | 15:35:44.195 | 26:45.076 | 15:36:23.180 | 27:24.061 | 38.985 (38.985) | 37 | 1.985 | |
| **66** | **Audi Sport ABT Schaeffler** / Audi e-tron FE04 | | | | | | | |
| 1 | 15:34:25.081 | 25:25.962 | 15:35:02.719 | 26:03.600 | 37.638 (37.638) | 37 | 0.638 | |
| **68** | **NIO Formula E Team** / NextEV NIO Sport 003 | | | | | | | |
| 1 | 15:19:25.260 | 10:26.141 | 15:23:47.379 | 14:48.260 | 4:22.119 (262.119) | 37 | 225.119 | |
| 2 | 15:32:37.082 | 23:37.963 | 15:33:15.883 | 24:16.764 | 38.801 (38.801) | 37 | 1.801 | |

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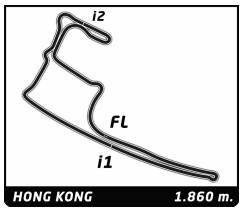



# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

### 1 Lucas Di Grassi — BRA
Audi Sport ABT Schaeffler — Audi e-tron FE04

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:36.609 | 27.246 | | | 69.3 | 1:36.609 |
| 2 | B | 1:11.366 | 22.414 | 23.720 | 25.232 | 93.8 | 2:47.975 |
| 3 | B | 1:05.954 | 18.582 | 22.466 | 24.906 | 101.5 | 3:53.929 |
| 4 | B | 1:05.527 | 18.381 | 22.199 | 24.947 | 102.2 | 4:59.456 |
| 5 | B | 1:05.601 | 18.613 | 22.170 | 24.818 | 102.1 | 6:05.057 |
| 6 | B | 1:05.288 | 18.545 | 22.002 | 24.741 | 102.6 | 7:10.345 |
| 7 | B | 1:06.704 | 18.504 | 23.096 | 25.104 | 100.4 | 8:17.049 |
| 8 | B | 1:05.014 | 18.435 | 21.895 | 24.684 | 103.0 | 9:22.063 |
| 9 | B | 1:06.306 | 18.503 | 21.967 | 25.836 | 101.0 | 10:28.369 |
| 10 | B | 1:04.944 | 18.332 | 21.922 | 24.690 | 103.1 | 11:33.313 |
| 11 | B | 1:05.637 | 18.511 | 22.381 | 24.745 | 102.0 | 12:38.950 |
| 12 | B | 1:05.639 | 18.463 | 22.356 | 24.820 | 102.0 | 13:44.589 |
| 13 | B | 1:05.145 | 18.405 | 21.968 | 24.772 | 102.8 | 14:49.734 |
| 14 | B | 1:05.609 | 18.432 | 22.248 | 24.929 | 102.1 | 15:55.343 |
| 15 | B | 1:04.870 | 18.301 | 21.805 | 24.764 | 103.2 | 17:00.213 |
| 16 | B | 1:05.178 | 18.477 | 21.829 | 24.872 | 102.7 | 18:05.391 |
| 17 | B | 1:05.450 | 18.516 | 22.033 | 24.901 | 102.3 | 19:10.841 |
| 18 | B | 1:05.468 | 18.596 | 22.122 | 24.750 | 102.3 | 20:16.309 |
| 19 | B | 1:05.553 | 18.497 | 22.047 | 25.009 | 102.1 | 21:21.862 |
| 20 | B | 1:05.880 | 18.598 | 22.326 | 24.956 | 101.6 | 22:27.742 |
| 21 | B | 1:05.731 | 18.738 | 22.131 | 24.862 | 101.9 | 23:33.473 |
| 22 | B | 1:06.007 | 18.704 | 22.281 | 25.022 | 101.4 | 24:39.480 |
| 23 | B | 1:07.449 | 18.884 | 22.864 | 25.701 | 99.3 | 25:46.929 |
| 24 | A | 2:16.297 **B** | 18.480 | 38.848 | 1:18.969 | 49.1 | 28:03.226 |
| 25 | A | 1:08.340 | 21.678 | 22.112 | 24.550 | 98.0 | 29:11.566 |
| 26 | A | 1:04.406 | 18.275 | 21.797 | 24.334 | 104.0 | 30:15.972 |
| 27 | A | 1:03.928 | 18.186 | 21.512 | 24.230 | 104.7 | 31:19.900 |
| 28 | A | 1:03.974 | 18.118 | 21.543 | 24.313 | 104.7 | 32:23.874 |
| 29 | A | 1:04.364 | 18.264 | 21.619 | 24.481 | 104.0 | 33:28.238 |
| 30 | A | 1:04.312 | 18.233 | 21.687 | 24.392 | 104.1 | 34:32.550 |
| 31 | A | 1:04.565 | 18.294 | 21.655 | 24.616 | 103.7 | 35:37.115 |
| 32 | A | 1:04.365 | 18.303 | 21.561 | 24.501 | 104.0 | 36:41.480 |
| 33 | A | 1:04.415 | 18.264 | 21.607 | 24.544 | 104.0 | 37:45.895 |
| 34 | A | 1:04.414 | 18.288 | 21.592 | 24.534 | 104.0 | 38:50.309 |
| 35 | A | 1:04.733 | 18.284 | 21.778 | 24.671 | 103.4 | 39:55.042 |
| 36 | A | 1:04.879 | 18.351 | 21.852 | 24.676 | 103.2 | 40:59.921 |
| 37 | A | 1:04.686 | 18.454 | 21.669 | 24.563 | 103.5 | 42:04.607 |
| 38 | A | 1:04.682 | 18.475 | 21.670 | 24.537 | 103.5 | 43:09.289 |
| 39 | A | 1:04.602 | 18.311 | 21.757 | 24.534 | 103.7 | 44:13.891 |
| 40 | A | 1:04.765 | 18.417 | 21.764 | 24.584 | 103.4 | 45:18.656 |
| 41 | A | 1:04.771 | 18.357 | 21.813 | 24.601 | 103.4 | 46:23.427 |
| 42 | A | 1:05.050 | 18.370 | 22.004 | 24.676 | 102.9 | 47:28.477 |
| 43 | A | 1:04.705 | 18.385 | 21.861 | 24.459 | 103.5 | 48:33.182 |
| 44 | A | 1:05.306 | 18.392 | 22.141 | 24.773 | 102.5 | 49:38.488 |
| 45 | A | 1:05.733 | 18.428 | 21.762 | 25.543 | 101.9 | 50:44.221 |

### 2 Sam Bird — GBR
DS Virgin Racing — DS Virgin DSV-03

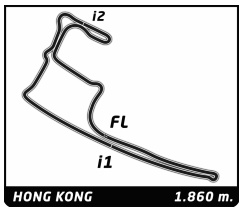
| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:36.954 | 28.168 | | | 69.1 | 1:36.954 |
| 2 | A | 1:09.414 | 21.268 | 23.200 | 24.946 | 96.5 | 2:46.368 |
| 3 | A | 1:05.431 | 18.624 | 22.004 | 24.803 | 102.3 | 3:51.799 |
| 4 | A | 1:05.735 | 18.719 | 22.100 | 24.916 | 101.9 | 4:57.534 |
| 5 | A | 1:05.286 | 18.598 | 21.928 | 24.760 | 102.6 | 6:02.820 |
| 6 | A | 1:05.359 | 18.673 | 21.919 | 24.767 | 102.4 | 7:08.179 |
| 7 | A | 1:06.776 | 18.807 | 23.234 | 24.735 | 100.3 | 8:14.955 |
| 8 | A | 1:04.992 | 18.647 | 21.754 | 24.591 | 103.0 | 9:19.947 |
| 9 | A | 1:06.146 | 18.634 | 21.815 | 25.697 | 101.2 | 10:26.093 |
| 10 | A | 1:05.170 | 18.637 | 21.847 | 24.686 | 102.7 | 11:31.263 |
| 11 | A | 1:05.055 | 18.686 | 21.817 | 24.552 | 102.9 | 12:36.318 |
| 12 | A | 1:06.279 | 18.659 | 22.801 | 24.819 | 101.0 | 13:42.597 |
| 13 | A | 1:05.067 | 18.653 | 21.797 | 24.617 | 102.9 | 14:47.664 |
| 14 | A | 1:05.159 | 18.610 | 21.956 | 24.593 | 102.8 | 15:52.823 |
| 15 | A | 1:05.091 | 18.671 | 21.872 | 24.548 | 102.9 | 16:57.914 |
| 16 | A | 1:05.192 | 18.696 | 21.843 | 24.653 | 102.7 | 18:03.106 |
| 17 | A | 1:05.604 | 18.712 | 22.018 | 24.874 | 102.1 | 19:08.710 |
| 18 | A | 1:05.642 | 19.041 | 21.957 | 24.644 | 102.0 | 20:14.352 |
| 19 | A | 1:06.254 | 18.621 | 22.132 | 25.501 | 101.1 | 21:20.606 |
| 20 | A | 1:06.511 | 19.219 | 22.352 | 24.940 | 100.7 | 22:27.117 |
| 21 | A | 1:05.544 | 18.701 | 21.972 | 24.871 | 102.2 | 23:32.661 |
| 22 | A | 1:06.089 | 18.817 | 22.311 | 24.961 | 101.3 | 24:38.750 |
| 23 | B | 1:41.113 **B** | 19.089 | 22.882 | 59.142 | 66.2 | 26:19.863 |
| 24 | B | 1:09.295 | 22.405 | 22.188 | 24.702 | 96.6 | 27:29.158 |
| 25 | B | 1:05.523 | 18.632 | 22.242 | 24.649 | 102.2 | 28:34.681 |
| 26 | B | 1:05.022 | 18.530 | 21.949 | 24.543 | 103.0 | 29:39.703 |
| 27 | B | 1:05.096 | 18.513 | 21.998 | 24.585 | 102.9 | 30:44.799 |
| 28 | B | 1:04.863 | 18.596 | 21.865 | 24.402 | 103.2 | 31:49.662 |
| 29 | B | 1:04.879 | 18.519 | 21.892 | 24.468 | 103.2 | 32:54.541 |
| 30 | B | 1:04.864 | 18.599 | 21.827 | 24.438 | 103.2 | 33:59.405 |
| 31 | B | 1:04.881 | 18.629 | 21.842 | 24.410 | 103.2 | 35:04.286 |
| 32 | B | 1:04.758 | 18.480 | 21.764 | 24.514 | 103.4 | 36:09.044 |
| 33 | B | 1:05.216 | 18.634 | 21.978 | 24.604 | 102.7 | 37:14.260 |
| 34 | B | 1:05.328 | 18.858 | 21.837 | 24.633 | 102.5 | 38:19.588 |
| 35 | B | 1:05.003 | 18.590 | 21.860 | 24.553 | 103.0 | 39:24.591 |
| 36 | B | 1:05.000 | 18.586 | 21.795 | 24.619 | 103.0 | 40:29.591 |
| 37 | B | 1:05.115 | 18.646 | 21.807 | 24.662 | 102.8 | 41:34.706 |
| 38 | B | 1:05.253 | 18.570 | 21.908 | 24.775 | 102.6 | 42:39.959 |
| 39 | B | 1:05.314 | 18.641 | 21.837 | 24.836 | 102.5 | 43:45.273 |
| 40 | B | 1:05.232 | 18.615 | 21.885 | 24.732 | 102.6 | 44:50.505 |
| 41 | B | 1:05.254 | 18.636 | 21.985 | 24.633 | 102.6 | 45:55.759 |
| 42 | B | 1:04.948 | 18.558 | 21.805 | 24.585 | 103.1 | 47:00.707 |
| 43 | B | 1:05.302 | 18.690 | 21.953 | 24.659 | 102.5 | 48:06.009 |
| 44 | B | 1:05.242 | 18.681 | 21.833 | 24.728 | 102.6 | 49:11.251 |
| 45 | B | 1:06.712 | 18.645 | 22.142 | 25.925 | 100.4 | 50:17.963 |

### 3 Nelson Piquet — BRA
Panasonic Jaguar Racing — Jaguar I-Type II

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:36.244 | 24.751 | | | 69.6 | 1:36.244 |
| 2 | A | 1:07.585 | 19.958 | 22.412 | 25.215 | 99.1 | 2:43.829 |
| 3 | A | 1:06.329 | 18.438 | 22.520 | 25.371 | 101.0 | 3:50.158 |
| 4 | A | 1:06.722 | 18.578 | 22.829 | 25.315 | 100.4 | 4:56.880 |
| 5 | A | 1:05.401 | 18.375 | 22.047 | 24.979 | 102.4 | 6:02.281 |
| 6 | A | 1:05.472 | 18.525 | 22.041 | 24.906 | 102.3 | 7:07.753 |
| 7 | A | 1:06.718 | 18.667 | 23.069 | 24.982 | 100.4 | 8:14.471 |
| 8 | A | 1:05.035 | 18.402 | 22.015 | 24.618 | 103.0 | 9:19.506 |
| 9 | A | 1:05.620 | 18.420 | 22.009 | 25.191 | 102.0 | 10:25.126 |
| 10 | A | 1:05.448 | 18.531 | 22.047 | 24.870 | 102.3 | 11:30.574 |
| 11 | A | 1:12.343 | 18.562 | 21.994 | 31.787 | 92.6 | 12:42.917 |
| 12 | A | 1:05.078 | 18.366 | 21.885 | 24.827 | 102.9 | 13:47.995 |
| 13 | A | 1:05.133 | 18.363 | 22.036 | 24.734 | 102.8 | 14:53.128 |
| 14 | A | 1:05.887 | 18.640 | 22.317 | 24.930 | 101.6 | 15:59.015 |
| 15 | A | 1:05.083 | 18.402 | 22.059 | 24.622 | 102.9 | 17:04.098 |
| 16 | A | 1:05.742 | 18.600 | 22.210 | 24.932 | 101.9 | 18:09.840 |



Global Partner
Julius Bär
Official Partners
MICHELIN TAGHeuer QUALCOMM DHL VISA
GH.MUMM ARRIVAL enel Allianz BOSS




# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | B Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 17 | A | 1:06.908 | 19.298 | 22.698 | 24.912 | 100.1 | 19:16.748 |
| 18 | A | 1:05.389 | 18.498 | 22.164 | 24.727 | 102.4 | 20:22.137 |
| 19 | A | 1:05.743 | 18.581 | 22.310 | 24.852 | 101.9 | 21:27.880 |
| 20 | A | 1:06.448 | 18.598 | 22.718 | 25.132 | 100.8 | 22:34.328 |
| 21 | A | 1:06.648 | 18.677 | 22.770 | 25.201 | 100.5 | 23:40.976 |
| 22 | A | 1:07.272 | 18.765 | 23.000 | 25.507 | 99.5 | 24:48.248 |
| 23 | B | 1:41.384 B | 18.920 | 22.928 | 59.536 | 66.0 | 26:29.632 |
| 24 | B | 1:09.425 | 22.098 | 22.504 | 24.823 | 96.4 | 27:39.057 |
| 25 | B | 1:05.498 | 18.552 | 22.237 | 24.709 | 102.2 | 28:44.555 |
| 26 | B | 1:05.473 | 18.458 | 22.150 | 24.865 | 102.3 | 29:50.028 |
| 27 | B | 1:05.559 | 18.581 | 22.221 | 24.757 | 102.1 | 30:55.587 |
| 28 | B | 1:05.728 | 18.585 | 22.314 | 24.829 | 101.9 | 32:01.315 |
| 29 | B | 1:05.301 | 18.393 | 22.412 | 24.496 | 102.5 | 33:06.616 |
| 30 | B | 1:05.392 | 18.565 | 22.068 | 24.759 | 102.4 | 34:12.008 |
| 31 | B | 1:04.983 | 18.477 | 21.961 | 24.545 | 103.0 | 35:16.991 |
| 32 | B | 1:04.900 | 18.441 | 21.840 | 24.619 | 103.2 | 36:21.891 |
| 33 | B | 1:06.279 | 19.121 | 22.446 | 24.712 | 101.0 | 37:28.170 |
| 34 | B | 1:04.574 | 18.337 | 21.714 | 24.523 | 103.7 | 38:32.744 |
| 35 | B | 1:04.773 | 18.315 | 21.875 | 24.583 | 103.4 | 39:37.517 |
| 36 | B | 1:04.870 | 18.418 | 21.841 | 24.611 | 103.2 | 40:42.387 |
| 37 | B | 1:04.797 | 18.385 | 21.907 | 24.505 | 103.3 | 41:47.184 |
| 38 | B | 1:04.559 | 18.388 | 21.729 | 24.442 | 103.7 | 42:51.743 |
| 39 | B | 1:04.763 | 18.416 | 21.728 | 24.619 | 103.4 | 43:56.506 |
| 40 | B | 1:04.530 | 18.274 | 21.796 | 24.460 | 103.8 | 45:01.036 |
| 41 | B | 1:04.088 | 18.263 | 21.327 | 24.498 | 104.5 | 46:05.124 |
| 42 | B | 1:04.480 | 18.345 | 21.497 | 24.638 | 103.8 | 47:09.604 |
| 43 | B | 1:05.362 | 18.339 | 22.180 | 24.843 | 102.4 | 48:14.966 |
| 44 | B | 1:06.574 | 18.674 | 22.720 | 25.180 | 100.6 | 49:21.540 |
| 45 | B | 1:11.448 | 18.625 | 22.097 | 30.726 | 93.7 | 50:32.988 |

### 4 Edoardo Mortara — CHE
Venturi Formula E Team — Venturi VM200-FE-03

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:31.515 | 10.648 | 40.812 | 40.055 | 73.2 | 1:31.515 |
| 2 | B | 1:06.946 | 18.874 | 22.755 | 25.317 | 100.0 | 2:38.461 |
| 3 | B | 1:06.223 | 18.669 | 22.444 | 25.110 | 101.1 | 3:44.684 |
| 4 | B | 1:05.453 | 18.450 | 22.228 | 24.775 | 102.3 | 4:50.137 |
| 5 | B | 1:05.259 | 18.478 | 22.030 | 24.751 | 102.6 | 5:55.396 |
| 6 | B | 1:05.426 | 18.499 | 22.227 | 24.700 | 102.3 | 7:00.822 |
| 7 | B | 1:04.907 | 18.475 | 21.813 | 24.619 | 103.2 | 8:05.729 |
| 8 | B | 1:05.518 | 18.716 | 22.074 | 24.728 | 102.2 | 9:11.247 |
| 9 | B | 1:05.258 | 18.421 | 22.068 | 24.769 | 102.6 | 10:16.505 |
| 10 | B | 1:04.988 | 18.467 | 21.879 | 24.642 | 103.0 | 11:21.493 |
| 11 | B | 1:04.789 | 18.390 | 21.875 | 24.524 | 103.4 | 12:26.282 |
| 12 | B | 1:05.186 | 18.414 | 21.924 | 24.848 | 102.7 | 13:31.468 |
| 13 | B | 1:05.027 | 18.366 | 21.889 | 24.772 | 103.0 | 14:36.495 |
| 14 | B | 1:04.982 | 18.466 | 21.840 | 24.676 | 103.0 | 15:41.477 |
| 15 | B | 1:04.797 | 18.406 | 21.773 | 24.618 | 103.3 | 16:46.274 |
| 16 | B | 1:04.752 | 18.380 | 21.741 | 24.631 | 103.4 | 17:51.026 |
| 17 | B | 1:05.378 | 18.415 | 21.742 | 25.221 | 102.4 | 18:56.404 |
| 18 | B | 1:04.878 | 18.368 | 21.854 | 24.656 | 103.2 | 20:01.282 |
| 19 | B | 1:05.083 | 18.438 | 21.891 | 24.754 | 102.9 | 21:06.365 |
| 20 | B | 1:04.776 | 18.317 | 21.797 | 24.662 | 103.4 | 22:11.141 |
| 21 | B | 1:05.015 | 18.387 | 21.803 | 24.825 | 103.0 | 23:16.156 |
| 22 | B | 1:05.076 | 18.290 | 21.732 | 25.054 | 102.9 | 24:21.232 |
| 23 | A | 1:38.443 B | 18.577 | 21.892 | 57.974 | 68.0 | 25:59.675 |
| 24 | A | 1:09.285 | 22.243 | 22.197 | 24.845 | 96.6 | 27:08.960 |
| 25 | A | 1:07.004 | 18.698 | 23.251 | 25.055 | 99.9 | 28:15.964 |
| 26 | A | 1:05.432 | 18.628 | 22.078 | 24.726 | 102.3 | 29:21.396 |
| 27 | A | 1:05.200 | 18.487 | 22.011 | 24.702 | 102.7 | 30:26.596 |
| 28 | A | 1:05.148 | 18.500 | 22.072 | 24.576 | 102.8 | 31:31.744 |
| 29 | A | 1:04.901 | 18.444 | 21.950 | 24.507 | 103.2 | 32:36.645 |
| 30 | A | 1:04.886 | 18.388 | 21.990 | 24.508 | 103.2 | 33:41.531 |
| 31 | A | 1:04.986 | 18.428 | 21.953 | 24.605 | 103.0 | 34:46.517 |
| 32 | A | 1:05.235 | 18.570 | 22.191 | 24.474 | 102.6 | 35:51.752 |
| 33 | A | 1:04.875 | 18.267 | 21.944 | 24.664 | 103.2 | 36:56.627 |
| 34 | A | 1:04.930 | 18.414 | 21.873 | 24.643 | 103.1 | 38:01.557 |
| 35 | A | 1:04.930 | 18.488 | 21.847 | 24.595 | 103.1 | 39:06.487 |
| 36 | A | 1:05.293 | 18.656 | 22.035 | 24.602 | 102.6 | 40:11.780 |
| 37 | A | 1:05.263 | 18.479 | 21.956 | 24.828 | 102.6 | 41:17.043 |
| 38 | A | 1:04.890 | 18.369 | 21.902 | 24.619 | 103.2 | 42:21.933 |
| 39 | A | 1:04.847 | 18.396 | 21.929 | 24.522 | 103.3 | 43:26.780 |
| 40 | A | 1:04.705 | 18.393 | 21.860 | 24.452 | 103.5 | 44:31.485 |
| 41 | A | 1:04.309 | 18.315 | 21.552 | 24.442 | 104.1 | 45:35.794 |
| 42 | A | 1:04.421 | 18.247 | 21.584 | 24.590 | 103.9 | 46:40.215 |
| 43 | A | 1:18.038 | 18.146 | 35.322 | 24.570 | 85.8 | 47:58.253 |
| 44 | A | 1:05.289 | 18.328 | 22.161 | 24.800 | 102.6 | 49:03.542 |
| 45 | A | 1:08.573 | 18.801 | 23.402 | 26.370 | 97.6 | 50:12.115 |

### 5 Maro Engel — DEU
Venturi Formula E Team — Venturi VM200-FE-03

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:38.233 | 33.887 | | | 68.2 | 1:38.233 |
| 2 | A | 1:10.418 | 21.194 | 23.724 | 25.500 | 95.1 | 2:48.651 |
| 3 | A | 1:05.851 | 18.579 | 22.347 | 24.925 | 101.7 | 3:54.502 |
| 4 | A | 1:06.125 | 18.800 | 22.312 | 25.013 | 101.3 | 5:00.627 |
| 5 | A | 1:05.838 | 18.615 | 22.309 | 24.914 | 101.7 | 6:06.465 |
| 6 | A | 1:05.496 | 18.595 | 22.084 | 24.817 | 102.2 | 7:11.961 |
| 7 | A | 1:05.916 | 18.577 | 22.416 | 24.923 | 101.6 | 8:17.877 |
| 8 | A | 1:05.631 | 18.748 | 22.183 | 24.700 | 102.0 | 9:23.508 |
| 9 | A | 1:05.683 | 18.618 | 22.041 | 25.024 | 101.9 | 10:29.191 |
| 10 | A | 1:05.619 | 18.752 | 22.166 | 24.701 | 102.0 | 11:34.810 |
| 11 | A | 1:05.501 | 18.616 | 22.105 | 24.780 | 102.2 | 12:40.311 |
| 12 | A | 1:05.478 | 18.738 | 22.071 | 24.669 | 102.3 | 13:45.789 |
| 13 | A | 1:05.234 | 18.627 | 21.972 | 24.635 | 102.6 | 14:51.023 |
| 14 | A | 1:05.626 | 18.654 | 22.176 | 24.796 | 102.0 | 15:56.649 |
| 15 | A | 1:05.369 | 18.644 | 21.981 | 24.744 | 102.4 | 17:02.018 |
| 16 | A | 1:05.250 | 18.656 | 21.942 | 24.652 | 102.6 | 18:07.268 |
| 17 | A | 1:05.606 | 18.700 | 21.963 | 24.943 | 102.1 | 19:12.874 |
| 18 | A | 1:05.347 | 18.622 | 22.005 | 24.720 | 102.5 | 20:18.221 |
| 19 | A | 1:05.324 | 18.508 | 22.105 | 24.711 | 102.5 | 21:23.545 |
| 20 | A | 1:06.088 | 19.018 | 22.317 | 24.753 | 101.3 | 22:29.633 |
| 21 | A | 1:05.780 | 18.722 | 22.206 | 24.852 | 101.8 | 23:35.413 |
| 22 | A | 1:05.818 | 18.723 | 22.227 | 24.868 | 101.7 | 24:41.231 |
| 23 | B | 1:39.612 B | 18.690 | 22.260 | 58.662 | 67.2 | 26:20.843 |
| 24 | B | 1:10.979 | 22.988 | 22.733 | 25.258 | 94.3 | 27:31.822 |
| 25 | B | 1:05.479 | 18.693 | 22.157 | 24.629 | 102.3 | 28:37.301 |
| 26 | B | 1:05.325 | 18.505 | 22.194 | 24.626 | 102.5 | 29:42.626 |
| 27 | B | 1:04.992 | 18.439 | 21.984 | 24.569 | 103.0 | 30:47.618 |
| 28 | B | 1:05.183 | 18.440 | 22.158 | 24.585 | 102.7 | 31:52.801 |
| 29 | B | 1:04.884 | 18.384 | 21.967 | 24.533 | 103.2 | 32:57.685 |
| 30 | B | 1:05.031 | 18.598 | 21.972 | 24.461 | 103.0 | 34:02.716 |
| 31 | B | 1:05.190 | 18.696 | 21.911 | 24.583 | 102.7 | 35:07.906 |
| 32 | B | 1:05.298 | 18.917 | 21.911 | 24.470 | 102.5 | 36:13.204 |
| 33 | B | 1:05.194 | 18.759 | 21.974 | 24.461 | 102.7 | 37:18.398 |
| 34 | B | 1:05.154 | 18.673 | 21.936 | 24.545 | 102.8 | 38:23.552 |
| 35 | B | 1:05.148 | 18.736 | 21.919 | 24.493 | 102.8 | 39:28.700 |
| 36 | B | 1:05.416 | 18.844 | 22.061 | 24.511 | 102.4 | 40:34.116 |



Global Partner
Julius Bär
Official Partners
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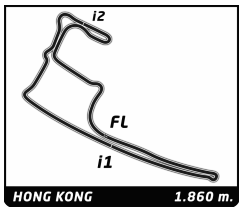


# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 37 | B | 1:05.204 | 18.737 | 22.034 | 24.433 | 102.7 | 41:39.320 |
| 38 | B | 1:05.077 | 18.705 | 21.944 | 24.428 | 102.9 | 42:44.397 |
| 39 | B | 1:04.914 | 18.652 | 21.788 | 24.474 | 103.2 | 43:49.311 |
| 40 | B | 1:05.141 | 18.701 | 21.864 | 24.576 | 102.8 | 44:54.452 |
| 41 | B | 1:04.989 | 18.551 | 21.856 | 24.582 | 103.0 | 45:59.441 |
| 42 | B | 1:04.896 | 18.579 | 21.783 | 24.534 | 103.2 | 47:04.337 |
| 43 | B | 1:05.278 | 18.683 | 21.897 | 24.698 | 102.6 | 48:09.615 |
| 44 | B | 1:06.041 | 18.453 | 21.842 | 25.746 | 101.4 | 49:15.656 |
| 45 | B | 1:05.104 | 18.512 | 21.720 | 24.872 | 102.9 | 50:20.760 |

### 6 Neel Jani — CHE
DRAGON — PENSKE EV-2

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:41.303 | 41.320 | | | 66.1 | 1:41.303 |
| 2 | A | 1:12.776 | 20.757 | 26.666 | 25.353 | 92.0 | 2:54.079 |
| 3 | A | 1:07.054 | 19.412 | 22.439 | 25.203 | 99.9 | 4:01.133 |
| 4 | A | 1:06.211 | 18.621 | 22.514 | 25.076 | 101.1 | 5:07.344 |
| 5 | A | 1:06.209 | 18.701 | 22.422 | 25.086 | 101.1 | 6:13.553 |
| 6 | A | 1:05.655 | 18.506 | 22.184 | 24.965 | 102.0 | 7:19.208 |
| 7 | A | 1:05.716 | 18.638 | 21.978 | 25.100 | 101.9 | 8:24.924 |
| 8 | A | 1:06.055 | 18.608 | 22.184 | 25.263 | 101.4 | 9:30.979 |
| 9 | A | 1:06.310 | 18.583 | 22.359 | 25.368 | 101.0 | 10:37.289 |
| 10 | A | 1:06.097 | 18.532 | 22.119 | 25.446 | 101.3 | 11:43.386 |
| 11 | A | 1:06.079 | 18.481 | 22.447 | 25.151 | 101.3 | 12:49.465 |
| 12 | A | 1:05.840 | 18.598 | 22.243 | 24.999 | 101.7 | 13:55.305 |
| 13 | A | 1:06.128 | 18.563 | 22.314 | 25.251 | 101.3 | 15:01.433 |
| 14 | A | 1:05.790 | 18.482 | 22.087 | 25.221 | 101.8 | 16:07.223 |
| 15 | A | 1:07.000 | 18.626 | 22.934 | 25.440 | 99.9 | 17:14.223 |
| 16 | A | 1:07.230 | 18.941 | 22.738 | 25.551 | 99.6 | 18:21.453 |
| 17 | A | 1:06.450 | 19.004 | 22.410 | 25.036 | 100.8 | 19:27.903 |
| 18 | A | 1:06.361 | 18.787 | 22.313 | 25.261 | 100.9 | 20:34.264 |
| 19 | A | 1:06.150 | 18.666 | 22.344 | 25.140 | 101.2 | 21:40.414 |
| 20 | A | 1:06.218 | 18.628 | 22.408 | 25.182 | 101.1 | 22:46.632 |
| 21 | B | 1:46.471 **B** | 18.644 | 22.360 | 1:05.467 | 62.9 | 24:33.103 |
| 22 | B | 1:12.506 | 23.401 | 23.104 | 26.001 | 92.4 | 25:45.609 |
| 23 | B | 1:05.871 | 18.524 | 22.359 | 24.988 | 101.7 | 26:51.480 |
| 24 | B | 1:06.396 | 18.683 | 22.587 | 25.126 | 100.8 | 27:57.876 |
| 25 | B | 1:05.669 | 18.472 | 22.287 | 24.910 | 102.0 | 29:03.545 |
| 26 | B | 1:06.208 | 18.702 | 22.320 | 25.186 | 101.1 | 30:09.753 |
| 27 | B | 1:06.224 | 18.644 | 22.371 | 25.209 | 101.1 | 31:15.977 |
| 28 | B | 1:06.146 | 18.508 | 22.411 | 25.227 | 101.2 | 32:22.123 |
| 29 | B | 1:05.770 | 18.540 | 22.114 | 25.116 | 101.8 | 33:27.893 |
| 30 | B | 1:06.438 | 18.998 | 22.335 | 25.105 | 100.8 | 34:34.331 |
| 31 | B | 1:05.863 | 18.607 | 22.228 | 25.028 | 101.7 | 35:40.194 |
| 32 | B | 1:06.141 | 18.734 | 22.203 | 25.204 | 101.2 | 36:46.335 |
| 33 | B | 1:06.069 | 18.749 | 22.202 | 25.118 | 101.3 | 37:52.404 |
| 34 | B | 1:05.711 | 18.634 | 22.300 | 24.777 | 101.9 | 38:58.115 |
| 35 | B | 1:05.690 | 18.575 | 22.205 | 24.910 | 101.9 | 40:03.805 |
| 36 | B | 1:05.715 | 18.635 | 21.974 | 25.106 | 101.9 | 41:09.520 |
| 37 | B | 1:05.852 | 18.731 | 22.228 | 24.893 | 101.7 | 42:15.372 |
| 38 | B | 1:06.461 | 18.918 | 22.327 | 25.216 | 100.8 | 43:21.833 |
| 39 | B | 1:06.771 | 18.787 | 22.912 | 25.072 | 100.3 | 44:28.604 |
| 40 | B | 1:06.128 | 18.859 | 22.261 | 25.008 | 101.3 | 45:34.732 |
| 41 | B | 1:12.396 | 20.248 | 24.615 | 27.533 | 92.5 | 46:47.128 |
| 42 | B | 1:06.324 | 18.939 | 22.320 | 25.065 | 101.0 | 47:53.452 |
| 43 | B | 1:08.957 | 19.584 | 24.115 | 25.258 | 97.1 | 49:02.409 |
| 44 | B | 1:08.154 | 18.741 | 23.293 | 26.120 | 98.2 | 50:10.563 |

### 7 Jérôme d'Ambrosio — BEL
DRAGON — PENSKE EV-2

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:40.541 | 40.066 | | | 66.6 | 1:40.541 |
| 2 | B | 1:12.861 | 20.225 | 27.316 | 25.320 | 91.9 | 2:53.402 |
| 3 | B | 1:06.563 | 18.709 | 22.522 | 25.332 | 100.6 | 3:59.965 |
| 4 | B | 1:06.566 | 19.193 | 22.450 | 24.923 | 100.6 | 5:06.531 |
| 5 | B | 1:06.136 | 18.941 | 22.109 | 25.086 | 101.2 | 6:12.667 |
| 6 | B | 1:05.669 | 18.472 | 22.274 | 24.923 | 102.0 | 7:18.336 |
| 7 | B | 1:05.812 | 18.557 | 22.085 | 25.170 | 101.7 | 8:24.148 |
| 8 | B | 1:06.091 | 18.649 | 22.159 | 25.283 | 101.3 | 9:30.239 |
| 9 | B | 1:05.897 | 18.603 | 22.171 | 25.123 | 101.6 | 10:36.136 |
| 10 | B | 1:06.004 | 18.784 | 22.113 | 25.107 | 101.4 | 11:42.140 |
| 11 | B | 1:05.683 | 18.515 | 22.065 | 25.103 | 101.9 | 12:47.823 |
| 12 | B | 1:05.817 | 18.625 | 22.032 | 25.160 | 101.7 | 13:53.640 |
| 13 | B | 1:06.137 | 18.590 | 22.434 | 25.113 | 101.2 | 14:59.777 |
| 14 | B | 1:06.222 | 18.618 | 22.396 | 25.208 | 101.1 | 16:05.999 |
| 15 | B | 1:07.027 | 18.860 | 22.640 | 25.527 | 99.9 | 17:13.026 |
| 16 | B | 1:07.797 | 18.832 | 23.458 | 25.507 | 98.8 | 18:20.823 |
| 17 | B | 1:06.176 | 18.785 | 22.316 | 25.075 | 101.2 | 19:26.999 |
| 18 | B | 1:06.365 | 18.838 | 22.157 | 25.370 | 100.9 | 20:33.364 |
| 19 | B | 1:05.879 | 18.823 | 21.958 | 25.098 | 101.6 | 21:39.243 |
| 20 | B | 1:06.138 | 18.774 | 22.142 | 25.222 | 101.2 | 22:45.381 |
| 21 | B | 1:06.277 | 18.692 | 22.191 | 25.394 | 101.0 | 23:51.658 |
| 22 | B | 1:07.295 | 18.905 | 22.463 | 25.927 | 99.5 | 24:58.953 |
| 23 | A | 1:42.345 **B** | 18.890 | 22.974 | 1:00.481 | 65.4 | 26:41.298 |
| 24 | A | 1:10.515 | 22.707 | 22.612 | 25.196 | 95.0 | 27:51.813 |
| 25 | A | 1:06.131 | 18.843 | 22.308 | 24.980 | 101.3 | 28:57.944 |
| 26 | A | 1:05.977 | 18.864 | 22.288 | 24.825 | 101.5 | 30:03.921 |
| 27 | A | 1:05.635 | 18.746 | 22.043 | 24.846 | 102.0 | 31:09.556 |
| 28 | A | 1:05.310 | 18.654 | 21.974 | 24.682 | 102.5 | 32:14.866 |
| 29 | A | 1:05.552 | 18.540 | 22.128 | 24.884 | 102.1 | 33:20.418 |
| 30 | A | 1:05.290 | 18.566 | 21.844 | 24.880 | 102.6 | 34:25.708 |
| 31 | A | 1:05.514 | 18.614 | 21.922 | 24.978 | 102.2 | 35:31.222 |
| 32 | A | 1:05.839 | 18.819 | 21.997 | 25.023 | 101.7 | 36:37.061 |
| 33 | A | 1:05.613 | 18.727 | 21.968 | 24.918 | 102.1 | 37:42.674 |
| 34 | A | 1:06.031 | 18.751 | 22.147 | 25.133 | 101.4 | 38:48.705 |
| 35 | A | 1:06.027 | 18.553 | 22.130 | 25.344 | 101.4 | 39:54.732 |
| 36 | A | 1:06.572 | 19.096 | 22.348 | 25.128 | 100.6 | 41:01.304 |
| 37 | A | 1:05.483 | 18.545 | 21.924 | 25.014 | 102.3 | 42:06.787 |
| 38 | A | 1:05.879 | 18.827 | 22.057 | 24.995 | 101.6 | 43:12.666 |
| 39 | A | 1:06.297 | 18.653 | 22.171 | 25.473 | 101.0 | 44:18.963 |
| 40 | A | 1:06.016 | 18.776 | 22.142 | 25.098 | 101.4 | 45:24.979 |
| 41 | A | 1:06.396 | 18.835 | 22.322 | 25.239 | 100.8 | 46:31.375 |
| 42 | A | 1:06.204 | 18.739 | 22.165 | 25.300 | 101.1 | 47:37.579 |
| 43 | A | 1:06.317 | 18.725 | 22.251 | 25.341 | 101.0 | 48:43.896 |
| 44 | A | 1:07.764 | 19.179 | 23.028 | 25.557 | 98.8 | 49:51.660 |
| 45 | A | 1:08.613 | 18.958 | 22.449 | 27.206 | 97.6 | 51:00.273 |

### 8 Nicolas Prost — FRA
Renault e.dams — Renault Z.E. 17

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:37.603 | 30.197 | | | 68.6 | 1:37.603 |
| 2 | A | 1:08.329 | 20.373 | 22.966 | 24.990 | 98.0 | 2:45.932 |
| 3 | A | 1:05.513 | 18.587 | 21.953 | 24.973 | 102.2 | 3:51.445 |
| 4 | A | 1:06.963 | 18.564 | 22.370 | 26.029 | 100.0 | 4:58.408 |
| 5 | A | 1:05.432 | 18.588 | 22.047 | 24.797 | 102.3 | 6:03.840 |
| 6 | A | 1:05.213 | 18.523 | 21.976 | 24.714 | 102.7 | 7:09.053 |



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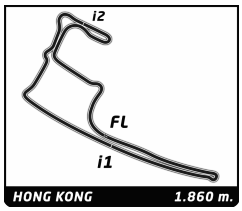



# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | B Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 7 | A | 1:07.561 | 18.663 | 23.915 | 24.983 | 99.1 | 8:16.614 |
| 8 | A | 1:04.950 | 18.358 | 21.836 | 24.756 | 103.1 | 9:21.564 |
| 9 | A | 1:06.132 | 18.506 | 21.894 | 25.732 | 101.3 | 10:27.696 |
| 10 | A | 1:05.250 | 18.478 | 21.974 | 24.798 | 102.6 | 11:32.946 |
| 11 | A | 1:05.580 | 18.460 | 22.284 | 24.836 | 102.1 | 12:38.526 |
| 12 | A | 1:05.493 | 18.435 | 22.330 | 24.728 | 102.2 | 13:44.019 |
| 13 | A | 1:05.251 | 18.436 | 22.019 | 24.796 | 102.6 | 14:49.270 |
| 14 | A | 1:06.814 | 18.491 | 22.373 | 25.950 | 100.2 | 15:56.084 |
| 15 | A | 1:05.327 | 18.495 | 21.964 | 24.868 | 102.5 | 17:01.411 |
| 16 | A | 1:05.363 | 18.587 | 22.035 | 24.741 | 102.4 | 18:06.774 |
| 17 | A | 1:05.606 | 18.580 | 22.131 | 24.895 | 102.1 | 19:12.380 |
| 18 | A | 1:05.319 | 18.584 | 22.034 | 24.701 | 102.5 | 20:17.699 |
| 19 | A | 1:05.453 | 18.517 | 22.185 | 24.751 | 102.3 | 21:23.152 |
| 20 | A | 1:05.477 | 18.510 | 22.103 | 24.864 | 102.3 | 22:28.629 |
| 21 | A | 1:05.634 | 18.644 | 22.047 | 24.943 | 102.0 | 23:34.263 |
| 22 | A | 1:06.330 | 18.686 | 22.282 | 25.362 | 100.9 | 24:40.593 |
| 23 | B | 1:41.289 B | 18.633 | 22.599 | 1:00.057 | 66.1 | 26:21.882 |
| 24 | B | 1:11.044 | 23.640 | 22.419 | 24.985 | 94.3 | 27:32.926 |
| 25 | B | 1:05.107 | 18.537 | 21.996 | 24.574 | 102.8 | 28:38.033 |
| 26 | B | 1:05.250 | 18.425 | 22.143 | 24.682 | 102.6 | 29:43.283 |
| 27 | B | 1:05.015 | 18.535 | 21.888 | 24.592 | 103.0 | 30:48.298 |
| 28 | B | 1:05.105 | 18.429 | 22.121 | 24.555 | 102.8 | 31:53.403 |
| 29 | B | 1:04.985 | 18.382 | 21.904 | 24.699 | 103.0 | 32:58.388 |
| 30 | B | 1:05.271 | 18.477 | 22.058 | 24.736 | 102.6 | 34:03.659 |
| 31 | B | 1:05.038 | 18.405 | 22.039 | 24.594 | 103.0 | 35:08.697 |
| 32 | B | 1:05.534 | 18.418 | 22.311 | 24.805 | 102.2 | 36:14.231 |
| 33 | B | 1:04.987 | 18.314 | 21.994 | 24.679 | 103.0 | 37:19.218 |
| 34 | B | 1:05.020 | 18.383 | 22.004 | 24.633 | 103.0 | 38:24.238 |
| 35 | B | 1:05.412 | 18.397 | 22.188 | 24.827 | 102.4 | 39:29.650 |
| 36 | B | 1:05.207 | 18.412 | 22.100 | 24.695 | 102.7 | 40:34.857 |
| 37 | B | 1:05.272 | 18.351 | 22.311 | 24.610 | 102.6 | 41:40.129 |
| 38 | B | 1:05.192 | 18.372 | 22.039 | 24.781 | 102.7 | 42:45.321 |
| 39 | B | 1:04.966 | 18.414 | 21.878 | 24.674 | 103.1 | 43:50.287 |
| 40 | B | 1:05.023 | 18.369 | 21.926 | 24.728 | 103.0 | 44:55.310 |
| 41 | B | 1:05.077 | 18.517 | 21.751 | 24.809 | 102.9 | 46:00.387 |
| 42 | B | 1:04.935 | 18.352 | 21.945 | 24.638 | 103.1 | 47:05.322 |
| 43 | B | 1:05.460 | 18.513 | 21.875 | 25.072 | 102.3 | 48:10.782 |
| 44 | B | 1:05.803 | 18.561 | 22.146 | 25.096 | 101.8 | 49:16.585 |
| 45 | B | 1:07.404 | 18.875 | 22.483 | 26.046 | 99.3 | 50:23.989 |

### 9 Sébastien Buemi — CHE
Renault e.dams — Renault Z.E. 17

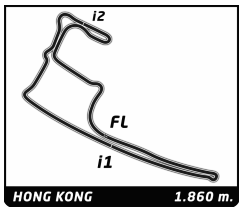
| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:41.680 | 42.897 | | | 65.9 | 1:41.680 |
| 2 | A | 1:12.665 | 20.049 | 27.530 | 25.086 | 92.1 | 2:54.345 |
| 3 | A | 1:05.942 | 18.663 | 22.211 | 25.068 | 101.5 | 4:00.287 |
| 4 | A | 1:05.072 | 18.516 | 21.841 | 24.715 | 102.9 | 5:05.359 |
| 5 | A | 1:05.000 | 18.264 | 21.834 | 24.902 | 103.0 | 6:10.359 |
| 6 | A | 1:06.322 | 18.902 | 22.480 | 24.940 | 101.0 | 7:16.681 |
| 7 | A | 1:06.020 | 18.468 | 22.492 | 25.060 | 101.4 | 8:22.701 |
| 8 | A | 1:05.340 | 18.395 | 22.058 | 24.887 | 102.5 | 9:28.041 |
| 9 | A | 1:05.143 | 18.306 | 21.935 | 24.902 | 102.8 | 10:33.184 |
| 10 | A | 1:04.766 | 18.308 | 21.908 | 24.550 | 103.4 | 11:37.950 |
| 11 | A | 1:05.366 | 18.294 | 21.792 | 25.280 | 102.4 | 12:43.316 |
| 12 | A | 1:05.165 | 18.554 | 21.885 | 24.726 | 102.8 | 13:48.481 |
| 13 | A | 1:05.228 | 18.539 | 22.049 | 24.640 | 102.7 | 14:53.709 |
| 14 | A | 1:05.792 | 18.778 | 22.091 | 24.923 | 101.8 | 15:59.501 |
| 15 | A | 1:05.198 | 18.577 | 21.825 | 24.796 | 102.7 | 17:04.699 |
| 16 | A | 1:05.497 | 18.597 | 22.091 | 24.809 | 102.2 | 18:10.196 |
| 17 | A | 1:05.414 | 18.588 | 22.029 | 24.797 | 102.4 | 19:15.610 |
| 18 | A | 1:05.352 | 18.474 | 21.972 | 24.906 | 102.5 | 20:20.962 |
| 19 | A | 1:04.951 | 18.414 | 21.883 | 24.654 | 103.1 | 21:25.913 |
| 20 | A | 1:05.875 | 18.652 | 22.346 | 24.877 | 101.6 | 22:31.788 |
| 21 | A | 1:07.554 | 19.249 | 23.133 | 25.172 | 99.1 | 23:39.342 |
| 22 | B | 1:40.127 B | 19.129 | 22.477 | 58.521 | 66.9 | 25:19.469 |
| 23 | B | 1:08.487 | 22.176 | 21.971 | 24.340 | 97.8 | 26:27.956 |
| 24 | B | 1:05.555 | 18.534 | 22.245 | 24.776 | 102.1 | 27:33.511 |
| 25 | B | 1:05.581 | 18.557 | 22.422 | 24.602 | 102.1 | 28:39.092 |
| 26 | B | 1:05.287 | 18.374 | 22.273 | 24.640 | 102.6 | 29:44.379 |
| 27 | B | 1:05.005 | 18.422 | 22.000 | 24.583 | 103.0 | 30:49.384 |
| 28 | B | 1:05.158 | 18.465 | 21.990 | 24.703 | 102.8 | 31:54.542 |
| 29 | B | 1:05.061 | 18.343 | 21.929 | 24.789 | 102.9 | 32:59.603 |
| 30 | B | 1:05.309 | 18.356 | 22.153 | 24.800 | 102.5 | 34:04.912 |
| 31 | B | 1:05.208 | 18.386 | 22.092 | 24.730 | 102.7 | 35:10.120 |
| 32 | B | 1:05.124 | 18.449 | 22.014 | 24.661 | 102.8 | 36:15.244 |
| 33 | B | 1:05.133 | 18.403 | 22.070 | 24.660 | 102.8 | 37:20.377 |
| 34 | B | 1:05.101 | 18.405 | 22.046 | 24.650 | 102.9 | 38:25.478 |
| 35 | B | 1:05.244 | 18.513 | 22.041 | 24.690 | 102.6 | 39:30.722 |
| 36 | B | 1:05.157 | 18.473 | 21.966 | 24.718 | 102.8 | 40:35.879 |
| 37 | B | 1:05.132 | 18.370 | 22.052 | 24.710 | 102.8 | 41:41.011 |
| 38 | B | 1:05.229 | 18.348 | 22.087 | 24.794 | 102.7 | 42:46.240 |
| 39 | B | 1:05.141 | 18.361 | 21.988 | 24.792 | 102.8 | 43:51.381 |
| 40 | B | 1:05.667 | 18.411 | 22.515 | 24.741 | 102.0 | 44:57.048 |
| 41 | B | 1:05.314 | 18.529 | 21.967 | 24.818 | 102.5 | 46:02.362 |
| 42 | B | 1:05.425 | 18.461 | 22.074 | 24.890 | 102.3 | 47:07.787 |
| 43 | B | 1:05.753 | 18.626 | 22.134 | 24.993 | 101.8 | 48:13.540 |
| 44 | B | 1:07.034 | 18.797 | 23.128 | 25.109 | 99.9 | 49:20.574 |
| 45 | B | 1:06.649 | 18.790 | 22.643 | 25.216 | 100.5 | 50:27.223 |

### 16 Oliver Turvey — GBR
NIO Formula E Team — NextEV NIO Sport 003

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:34.512 | 18.554 | 41.801 | 34.157 | 70.8 | 1:34.512 |
| 2 | B | 1:08.221 | 20.029 | 22.982 | 25.210 | 98.2 | 2:42.733 |
| 3 | B | 1:06.449 | 18.885 | 22.373 | 25.191 | 100.8 | 3:49.182 |
| 4 | B | 1:06.985 | 18.694 | 23.041 | 25.250 | 100.0 | 4:56.167 |
| 5 | B | 1:05.589 | 18.549 | 22.148 | 24.892 | 102.1 | 6:01.756 |
| 6 | B | 1:05.578 | 18.562 | 22.063 | 24.953 | 102.1 | 7:07.334 |
| 7 | B | 1:05.782 | 18.922 | 22.066 | 24.794 | 101.8 | 8:13.116 |
| 8 | B | 1:05.364 | 18.587 | 22.008 | 24.769 | 102.4 | 9:18.480 |
| 9 | B | 1:05.467 | 18.606 | 21.958 | 24.903 | 102.3 | 10:23.947 |
| 10 | B | 1:05.512 | 18.702 | 22.025 | 24.785 | 102.2 | 11:29.459 |
| 11 | B | 1:05.142 | 18.471 | 21.912 | 24.759 | 102.8 | 12:34.601 |
| 12 | B | 1:05.381 | 18.479 | 22.150 | 24.752 | 102.4 | 13:39.982 |
| 13 | B | 1:05.655 | 18.682 | 22.214 | 24.759 | 102.0 | 14:45.637 |
| 14 | B | 1:05.249 | 18.510 | 21.986 | 24.753 | 102.6 | 15:50.886 |
| 15 | B | 1:05.325 | 18.591 | 22.001 | 24.733 | 102.5 | 16:56.211 |
| 16 | B | 1:05.502 | 18.579 | 21.942 | 24.981 | 102.2 | 18:01.713 |
| 17 | B | 1:06.565 | 18.574 | 23.040 | 24.951 | 100.6 | 19:08.278 |
| 18 | B | 1:05.528 | 18.619 | 22.003 | 24.906 | 102.2 | 20:13.806 |
| 19 | B | 1:06.512 | 18.648 | 22.351 | 25.513 | 100.7 | 21:20.318 |
| 20 | B | 1:06.345 | 19.264 | 22.200 | 24.881 | 100.9 | 22:26.663 |
| 21 | B | 1:05.593 | 18.559 | 22.160 | 24.874 | 102.1 | 23:32.256 |
| 22 | B | 1:05.953 | 18.706 | 22.371 | 24.876 | 101.5 | 24:38.209 |
| 23 | A | 1:42.076 B | 18.798 | 23.148 | 1:00.130 | 65.6 | 26:20.285 |
| 24 | A | 1:10.969 | 22.895 | 22.576 | 25.498 | 94.4 | 27:31.254 |
| 25 | A | 1:05.204 | 18.519 | 22.075 | 24.610 | 102.7 | 28:36.458 |
| 26 | A | 1:05.072 | 18.553 | 21.981 | 24.538 | 102.9 | 29:41.530 |



Global Partner
Julius Bär
Official Partners
MICHELIN TAGHeuer QUALCOMM DHL VISA
GH.MUMM ARRIVAL enel Allianz BOSS




# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 27 | A | 1:04.958 | 18.477 | 21.926 | 24.555 | 103.1 | 30:46.488 |
| 28 | A | 1:05.017 | 18.464 | 21.979 | 24.574 | 103.0 | 31:51.505 |
| 29 | A | 1:05.040 | 18.569 | 21.896 | 24.575 | 103.0 | 32:56.545 |
| 30 | A | 1:04.829 | 18.382 | 21.892 | 24.555 | 103.3 | 34:01.374 |
| 31 | A | 1:04.908 | 18.414 | 21.965 | 24.529 | 103.2 | 35:06.282 |
| 32 | A | 1:04.727 | 18.438 | 21.805 | 24.484 | 103.4 | 36:11.009 |
| 33 | A | 1:05.293 | 18.579 | 22.004 | 24.710 | 102.6 | 37:16.302 |
| 34 | A | 1:05.230 | 18.594 | 22.047 | 24.589 | 102.7 | 38:21.532 |
| 35 | A | 1:05.189 | 18.690 | 21.924 | 24.575 | 102.7 | 39:26.721 |
| 36 | A | 1:05.077 | 18.579 | 21.952 | 24.546 | 102.9 | 40:31.798 |
| 37 | A | 1:05.074 | 18.621 | 21.845 | 24.608 | 102.9 | 41:36.872 |
| 38 | A | 1:05.224 | 18.619 | 21.951 | 24.654 | 102.7 | 42:42.096 |
| 39 | A | 1:05.173 | 18.581 | 21.976 | 24.616 | 102.7 | 43:47.269 |
| 40 | A | 1:05.013 | 18.591 | 21.962 | 24.460 | 103.0 | 44:52.282 |
| 41 | A | 1:05.196 | 18.545 | 21.863 | 24.788 | 102.7 | 45:57.478 |
| 42 | A | 1:05.201 | 18.554 | 21.937 | 24.710 | 102.7 | 47:02.679 |
| 43 | A | 1:05.283 | 18.649 | 21.947 | 24.687 | 102.6 | 48:07.962 |
| 44 | A | 1:05.024 | 18.452 | 21.906 | 24.666 | 103.0 | 49:12.986 |
| 45 | A | 1:06.297 | 18.667 | 21.943 | 25.687 | 101.0 | 50:19.283 |

**18** **André Lotterer** DEU
TECHEETAH Renault Z.E. 17

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:40.060 | 39.032 | | | 66.9 | 1:40.060 |
| 2 | A | 1:12.026 | 19.863 | 27.256 | 24.907 | 93.0 | 2:52.086 |
| 3 | A | 1:06.042 | 18.708 | 22.151 | 25.183 | 101.4 | 3:58.128 |
| 4 | A | 1:05.635 | 18.348 | 22.244 | 25.043 | 102.0 | 5:03.763 |
| 5 | A | 1:06.315 | 18.446 | 22.415 | 25.454 | 101.0 | 6:10.078 |
| 6 | A | 1:05.955 | 18.679 | 22.218 | 25.058 | 101.5 | 7:16.033 |
| 7 | A | 1:05.322 | 18.321 | 22.077 | 24.924 | 102.5 | 8:21.355 |
| 8 | A | 1:04.769 | 18.262 | 21.955 | 24.552 | 103.4 | 9:26.124 |
| 9 | A | 1:04.799 | 18.230 | 21.699 | 24.870 | 103.3 | 10:30.923 |
| 10 | A | 1:05.690 | 18.273 | 22.497 | 24.920 | 101.9 | 11:36.613 |
| 11 | A | 1:04.990 | 18.247 | 21.902 | 24.841 | 103.0 | 12:41.603 |
| 12 | A | 1:05.122 | 18.262 | 22.009 | 24.851 | 102.8 | 13:46.725 |
| 13 | A | 1:05.459 | 18.278 | 22.448 | 24.733 | 102.3 | 14:52.184 |
| 14 | A | 1:05.662 | 18.795 | 21.983 | 24.884 | 102.0 | 15:57.846 |
| 15 | A | 1:05.776 | 18.307 | 21.896 | 25.573 | 101.8 | 17:03.622 |
| 16 | A | 1:05.169 | 18.289 | 21.900 | 24.980 | 102.7 | 18:08.791 |
| 17 | A | 1:06.082 | 18.678 | 22.208 | 25.196 | 101.3 | 19:14.873 |
| 18 | A | 1:05.217 | 18.367 | 21.895 | 24.955 | 102.7 | 20:20.090 |
| 19 | A | 1:05.271 | 18.507 | 22.052 | 24.712 | 102.6 | 21:25.361 |
| 20 | A | 1:05.561 | 18.700 | 22.043 | 24.818 | 102.1 | 22:30.922 |
| 21 | A | 1:05.562 | 18.568 | 21.975 | 25.019 | 102.1 | 23:36.484 |
| 22 | A | 1:06.670 | 18.721 | 22.648 | 25.301 | 100.4 | 24:43.154 |
| 23 | B | 1:41.205 **B** | 18.967 | 22.872 | 59.366 | 66.2 | 26:24.359 |
| 24 | B | 1:10.074 | 22.620 | 22.809 | 24.645 | 95.6 | 27:34.433 |
| 25 | B | 1:05.532 | 18.513 | 22.332 | 24.687 | 102.2 | 28:39.965 |
| 26 | B | 1:05.036 | 18.426 | 21.878 | 24.732 | 103.0 | 29:45.001 |
| 27 | B | 1:05.098 | 18.173 | 22.245 | 24.680 | 102.9 | 30:50.099 |
| 28 | B | 1:05.149 | 18.290 | 22.028 | 24.831 | 102.8 | 31:55.248 |
| 29 | B | 1:05.294 | 18.446 | 21.917 | 24.931 | 102.6 | 33:00.542 |
| 30 | B | 1:05.960 | 18.635 | 21.914 | 25.411 | 101.5 | 34:06.502 |
| 31 | B | 1:05.555 | 18.385 | 22.182 | 24.988 | 102.1 | 35:12.057 |
| 32 | B | 1:04.946 | 18.231 | 21.929 | 24.786 | 103.1 | 36:17.003 |
| 33 | B | 1:05.063 | 18.339 | 22.051 | 24.673 | 102.9 | 37:22.066 |
| 34 | B | 1:04.748 | 18.305 | 21.834 | 24.609 | 103.4 | 38:26.814 |
| 35 | B | 1:04.936 | 18.316 | 21.876 | 24.744 | 103.1 | 39:31.750 |
| 36 | B | 1:05.026 | 18.400 | 21.837 | 24.789 | 103.0 | 40:36.776 |
| 37 | B | 1:05.004 | 18.319 | 21.924 | 24.761 | 103.0 | 41:41.780 |
| 38 | B | 1:05.225 | 18.359 | 21.895 | 24.971 | 102.7 | 42:47.005 |
| 39 | B | 1:05.058 | 18.492 | 21.690 | 24.876 | 102.9 | 43:52.063 |
| 40 | B | 1:05.912 | 18.380 | 22.228 | 25.304 | 101.6 | 44:57.975 |
| 41 | B | 1:04.942 | 18.362 | 21.821 | 24.759 | 103.1 | 46:02.917 |
| 42 | B | 1:05.287 | 18.453 | 22.146 | 24.688 | 102.6 | 47:08.204 |
| 43 | B | 1:06.529 | 19.281 | 22.233 | 25.015 | 100.6 | 48:14.733 |
| 44 | B | 1:07.914 | 18.725 | 22.586 | 26.603 | 98.6 | 49:22.647 |
| 45 | B | 1:11.028 | 19.382 | 23.724 | 27.922 | 94.3 | 50:33.675 |

**19** **Felix Rosenqvist** SWE
Mahindra Racing Mahindra M4Electro

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:30.784 | 8.793 | 41.831 | 40.160 | 73.8 | 1:30.784 |
| 2 | A | 1:16.768 | 26.276 | 25.307 | 25.185 | 87.2 | 2:47.552 |
| 3 | A | 1:05.711 | 18.533 | 22.196 | 24.982 | 101.9 | 3:53.263 |
| 4 | A | 1:05.565 | 18.378 | 22.098 | 25.089 | 102.1 | 4:58.828 |
| 5 | A | 1:05.592 | 18.585 | 22.132 | 24.875 | 102.1 | 6:04.420 |
| 6 | A | 1:05.171 | 18.530 | 21.920 | 24.721 | 102.7 | 7:09.591 |
| 7 | A | 1:06.225 | 18.530 | 22.958 | 24.737 | 101.1 | 8:15.816 |
| 8 | A | 1:04.813 | 18.261 | 21.912 | 24.640 | 103.3 | 9:20.629 |
| 9 | A | 1:06.047 | 18.452 | 21.939 | 25.656 | 101.4 | 10:26.676 |
| 10 | A | 1:05.229 | 18.488 | 22.039 | 24.702 | 102.7 | 11:31.905 |
| 11 | A | 1:05.263 | 18.494 | 22.010 | 24.759 | 102.6 | 12:37.168 |
| 12 | A | 1:04.803 | 18.288 | 21.911 | 24.604 | 103.3 | 13:41.971 |
| 13 | A | 1:04.689 | 18.314 | 21.837 | 24.538 | 103.5 | 14:46.660 |
| 14 | A | 1:04.684 | 18.247 | 21.799 | 24.638 | 103.5 | 15:51.344 |
| 15 | A | 1:05.295 | 18.465 | 22.166 | 24.664 | 102.5 | 16:56.639 |
| 16 | A | 1:05.530 | 18.487 | 22.222 | 24.821 | 102.2 | 18:02.169 |
| 17 | A | 1:05.199 | 18.497 | 22.048 | 24.654 | 102.7 | 19:07.368 |
| 18 | A | 1:05.444 | 18.310 | 22.031 | 25.103 | 102.3 | 20:12.812 |
| 19 | A | 1:07.284 | 18.522 | 22.640 | 26.122 | 99.5 | 21:20.096 |
| 20 | A | 1:05.824 | 18.909 | 22.008 | 24.907 | 101.7 | 22:25.920 |
| 21 | A | 1:05.580 | 18.511 | 22.195 | 24.874 | 102.1 | 23:31.500 |
| 22 | A | 1:05.430 | 18.477 | 22.089 | 24.864 | 102.3 | 24:36.930 |
| 23 | C | 1:38.328 **B** | 18.473 | 22.456 | 57.399 | 68.1 | 26:15.258 |
| 24 | C | 1:08.664 | 22.112 | 22.165 | 24.387 | 97.5 | 27:23.922 |
| 25 | C | 1:05.503 | 18.682 | 22.348 | 24.473 | 102.2 | 28:29.425 |
| 26 | C | 1:05.242 | 18.492 | 22.089 | 24.661 | 102.6 | 29:34.667 |
| 27 | C | 1:04.470 | 18.390 | 21.779 | 24.301 | 103.9 | 30:39.137 |
| 28 | C | 1:04.299 | 18.199 | 21.637 | 24.463 | 104.1 | 31:43.436 |
| 29 | C | 1:04.435 | 18.303 | 21.702 | 24.430 | 103.9 | 32:47.871 |
| 30 | C | 1:04.443 | 18.256 | 21.784 | 24.403 | 103.9 | 33:52.314 |
| 31 | C | 1:04.416 | 18.248 | 21.641 | 24.527 | 103.9 | 34:56.730 |
| 32 | C | 1:04.472 | 18.260 | 21.757 | 24.455 | 103.9 | 36:01.202 |
| 33 | C | 1:04.618 | 18.351 | 21.741 | 24.526 | 103.6 | 37:05.820 |
| 34 | C | 1:04.690 | 18.304 | 21.826 | 24.560 | 103.5 | 38:10.510 |
| 35 | C | 1:04.619 | 18.227 | 21.807 | 24.585 | 103.6 | 39:15.129 |
| 36 | C | 1:04.605 | 18.281 | 21.795 | 24.529 | 103.6 | 40:19.734 |
| 37 | C | 1:04.901 | 18.244 | 21.865 | 24.792 | 103.2 | 41:24.635 |
| 38 | C | 1:04.751 | 18.328 | 21.886 | 24.537 | 103.4 | 42:29.386 |
| 39 | C | 1:04.818 | 18.345 | 21.800 | 24.673 | 103.3 | 43:34.204 |
| 40 | C | 1:04.812 | 18.221 | 21.771 | 24.820 | 103.3 | 44:39.016 |
| 41 | C | 1:04.529 | 18.267 | 21.745 | 24.517 | 103.8 | 45:43.545 |
| 42 | C | 1:04.988 | 18.282 | 21.944 | 24.762 | 103.0 | 46:48.533 |
| 43 | C | 1:05.383 | 18.441 | 22.191 | 24.751 | 102.4 | 47:53.916 |
| 44 | C | 1:05.141 | 18.616 | 21.914 | 24.611 | 102.8 | 48:59.057 |
| 45 | C | 1:06.027 | 18.516 | 22.330 | 25.181 | 101.4 | 50:05.084 |



Global Partner Official Partners
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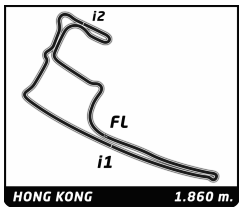


# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

### 20 Mitch Evans — NZL
Panasonic Jaguar Racing — Jaguar I-Type II

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:32.569 | 12.599 | 40.385 | 39.585 | 72.3 | 1:32.569 |
| 2 | A | 1:07.277 | 19.068 | 22.951 | 25.258 | 99.5 | 2:39.846 |
| 3 | A | 1:06.457 | 18.784 | 22.669 | 25.004 | 100.8 | 3:46.303 |
| 4 | A | 1:05.682 | 18.584 | 22.307 | 24.791 | 101.9 | 4:51.985 |
| 5 | A | 1:05.360 | 18.518 | 22.054 | 24.788 | 102.4 | 5:57.345 |
| 6 | A | 1:05.620 | 18.563 | 22.093 | 24.964 | 102.0 | 7:02.965 |
| 7 | A | 1:05.416 | 18.587 | 21.908 | 24.921 | 102.4 | 8:08.381 |
| 8 | A | 1:05.266 | 18.539 | 21.953 | 24.774 | 102.6 | 9:13.647 |
| 9 | A | 1:05.673 | 18.629 | 22.126 | 24.918 | 102.0 | 10:19.320 |
| 10 | A | 1:05.815 | 18.576 | 21.966 | 25.273 | 101.7 | 11:25.135 |
| 11 | A | 1:05.304 | 18.572 | 21.972 | 24.760 | 102.5 | 12:30.439 |
| 12 | A | 1:05.564 | 18.506 | 22.263 | 24.795 | 102.1 | 13:36.003 |
| 13 | A | 1:05.504 | 18.588 | 22.069 | 24.847 | 102.2 | 14:41.507 |
| 14 | A | 1:05.337 | 18.491 | 21.997 | 24.849 | 102.5 | 15:46.844 |
| 15 | A | 1:05.518 | 18.555 | 22.068 | 24.895 | 102.2 | 16:52.362 |
| 16 | A | 1:05.574 | 18.587 | 22.096 | 24.891 | 102.1 | 17:57.936 |
| 17 | A | 1:05.471 | 18.640 | 22.032 | 24.799 | 102.3 | 19:03.407 |
| 18 | A | 1:05.773 | 18.595 | 22.145 | 25.033 | 101.8 | 20:09.180 |
| 19 | A | 1:05.825 | 18.721 | 22.190 | 24.914 | 101.7 | 21:15.005 |
| 20 | A | 1:05.568 | 18.681 | 22.139 | 24.748 | 102.1 | 22:20.573 |
| 21 | A | 1:05.285 | 18.522 | 22.026 | 24.737 | 102.6 | 23:25.858 |
| 22 | A | 1:06.123 | 18.689 | 22.312 | 25.122 | 101.3 | 24:31.981 |
| 23 | B | 1:44.034 **B** | 18.839 | 22.659 | 1:02.536 | 64.4 | 26:16.015 |
| 24 | B | 1:08.843 | 22.220 | 21.997 | 24.626 | 97.3 | 27:24.858 |
| 25 | B | 1:05.697 | 18.559 | 22.286 | 24.852 | 101.9 | 28:30.555 |
| 26 | B | 1:05.137 | 18.500 | 21.961 | 24.676 | 102.8 | 29:35.692 |
| 27 | B | 1:04.948 | 18.457 | 21.946 | 24.545 | 103.1 | 30:40.640 |
| 28 | B | 1:05.021 | 18.464 | 21.849 | 24.708 | 103.0 | 31:45.661 |
| 29 | B | 1:05.303 | 18.493 | 22.056 | 24.754 | 102.5 | 32:50.964 |
| 30 | B | 1:04.879 | 18.406 | 21.829 | 24.644 | 103.2 | 33:55.843 |
| 31 | B | 1:05.164 | 18.470 | 22.008 | 24.686 | 102.8 | 35:01.007 |
| 32 | B | 1:05.045 | 18.457 | 21.955 | 24.633 | 102.9 | 36:06.052 |
| 33 | B | 1:05.091 | 18.572 | 21.931 | 24.588 | 102.9 | 37:11.143 |
| 34 | B | 1:04.979 | 18.469 | 21.899 | 24.611 | 103.0 | 38:16.122 |
| 35 | B | 1:04.863 | 18.528 | 21.788 | 24.547 | 103.2 | 39:20.985 |
| 36 | B | 1:04.954 | 18.524 | 21.820 | 24.610 | 103.1 | 40:25.939 |
| 37 | B | 1:05.055 | 18.495 | 22.024 | 24.536 | 102.9 | 41:30.994 |
| 38 | B | 1:05.221 | 18.562 | 21.881 | 24.778 | 102.7 | 42:36.215 |
| 39 | B | 1:05.144 | 18.692 | 21.806 | 24.646 | 102.8 | 43:41.359 |
| 40 | B | 1:05.385 | 18.674 | 21.996 | 24.715 | 102.4 | 44:46.744 |
| 41 | B | 1:04.905 | 18.494 | 21.786 | 24.625 | 103.2 | 45:51.649 |
| 42 | B | 1:05.442 | 18.605 | 22.165 | 24.672 | 102.3 | 46:57.091 |
| 43 | B | 1:05.719 | 18.556 | 22.100 | 25.063 | 101.9 | 48:02.810 |
| 44 | B | 1:05.891 | 18.860 | 22.203 | 24.828 | 101.6 | 49:08.701 |
| 45 | B | 1:07.002 | 19.000 | 22.465 | 25.537 | 99.9 | 50:15.703 |

### 23 Nick Heidfeld — DEU
Mahindra Racing — Mahindra M4Electro

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:35.506 | 22.920 | | | 70.1 | 1:35.506 |
| 2 | A | 1:13.847 | 23.555 | 24.946 | 25.346 | 90.7 | 2:49.353 |
| 3 | A | 1:06.059 | 18.723 | 22.349 | 24.987 | 101.4 | 3:55.412 |
| 4 | A | 1:07.218 | 18.642 | 22.466 | 26.110 | 99.6 | 5:02.630 |
| 5 | A | 1:50.213 | 1:02.750 | 22.284 | 25.179 | 60.8 | 6:52.843 |
| 6 | A | 1:04.560 | 18.342 | 21.790 | 24.428 | 103.7 | 7:57.403 |
| 7 | A | 1:04.490 | 18.222 | 21.538 | 24.730 | 103.8 | 9:01.893 |
| 8 | A | 1:05.368 | 18.341 | 22.262 | 24.765 | 102.4 | 10:07.261 |
| 9 | A | 1:04.684 | 18.318 | 21.750 | 24.616 | 103.5 | 11:11.945 |
| 10 | A | 1:04.660 | 18.369 | 21.782 | 24.509 | 103.6 | 12:16.605 |
| 11 | A | 1:05.121 | 18.395 | 21.811 | 24.915 | 102.8 | 13:21.726 |
| 12 | A | 1:05.699 | 18.310 | 22.347 | 25.042 | 101.9 | 14:27.425 |
| 13 | A | 1:06.094 | 18.807 | 22.428 | 24.859 | 101.3 | 15:33.519 |
| 14 | A | 1:05.835 | 18.687 | 22.299 | 24.849 | 101.7 | 16:39.354 |
| 15 | A | 1:05.815 | 18.599 | 22.201 | 25.015 | 101.7 | 17:45.169 |
| 16 | A | 1:05.504 | 18.492 | 22.194 | 24.818 | 102.2 | 18:50.673 |
| 17 | A | 1:06.106 | 18.694 | 22.367 | 25.045 | 101.3 | 19:56.779 |
| 18 | A | 1:05.825 | 18.556 | 22.254 | 25.015 | 101.7 | 21:02.604 |
| 19 | A | 1:05.767 | 18.532 | 22.278 | 24.957 | 101.8 | 22:08.371 |
| 20 | A | 1:06.360 | 18.671 | 22.476 | 25.213 | 100.9 | 23:14.731 |
| 21 | A | 1:05.631 | 18.656 | 22.334 | 24.641 | 102.0 | 24:20.362 |
| 22 | A | 1:07.125 | 18.783 | 21.975 | 26.367 | 99.8 | 25:27.487 |
| 23 | B | 1:38.191 **B** | 18.464 | 22.267 | 57.460 | 68.2 | 27:05.678 |
| 24 | B | 1:12.301 | 23.011 | 23.779 | 25.511 | 92.6 | 28:17.979 |
| 25 | B | 1:06.125 | 18.532 | 22.590 | 25.003 | 101.3 | 29:24.104 |
| 26 | B | 1:04.325 | 18.370 | 21.698 | 24.257 | 104.1 | 30:28.429 |
| 27 | B | 1:04.430 | 18.341 | 21.835 | 24.254 | 103.9 | 31:32.859 |
| 28 | B | 1:04.431 | 18.160 | 21.751 | 24.520 | 103.9 | 32:37.290 |
| 29 | B | 1:05.138 | 18.213 | 22.146 | 24.779 | 102.8 | 33:42.428 |
| 30 | B | 1:04.695 | 18.306 | 21.809 | 24.580 | 103.5 | 34:47.123 |
| 31 | B | 1:05.349 | 18.363 | 22.427 | 24.559 | 102.5 | 35:52.472 |
| 32 | B | 1:04.717 | 18.253 | 21.863 | 24.601 | 103.5 | 36:57.189 |
| 33 | B | 1:05.660 | 18.419 | 22.144 | 25.097 | 102.0 | 38:02.849 |
| 34 | B | 1:04.198 | 18.199 | 21.615 | 24.384 | 104.3 | 39:07.047 |
| 35 | B | 1:05.604 | 18.534 | 22.368 | 24.702 | 102.1 | 40:12.651 |
| 36 | B | 1:05.614 | 18.597 | 22.307 | 24.710 | 102.1 | 41:18.265 |
| 37 | B | 1:07.169 | 19.713 | 22.546 | 24.910 | 99.7 | 42:25.434 |
| 38 | B | 1:05.384 | 18.383 | 21.804 | 25.197 | 102.4 | 43:30.818 |
| 39 | B | 1:04.832 | 18.295 | 21.771 | 24.766 | 103.3 | 44:35.650 |
| 40 | B | 1:04.783 | 18.322 | 21.871 | 24.590 | 103.4 | 45:40.433 |
| 41 | B | 1:05.821 | 18.307 | 22.124 | 25.390 | 101.7 | 46:46.254 |
| 42 | B | 1:05.038 | 18.377 | 21.962 | 24.699 | 103.0 | 47:51.292 |
| 43 | B | 1:04.778 | 18.338 | 21.789 | 24.651 | 103.4 | 48:56.070 |
| 44 | B | 1:05.176 | 18.463 | 22.011 | 24.702 | 102.7 | 50:01.246 |

### 25 Jean-Eric Vergne — FRA
TECHEETAH — Renault Z.E. 17

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:33.983 | 16.233 | 42.231 | 35.519 | 71.2 | 1:33.983 |
| 2 | A | 1:07.775 | 19.886 | 22.958 | 24.931 | 98.8 | 2:41.758 |
| 3 | A | 1:06.714 | 18.815 | 22.688 | 25.211 | 100.4 | 3:48.472 |
| 4 | A | 1:06.817 | 18.778 | 23.171 | 24.868 | 100.2 | 4:55.289 |
| 5 | A | 1:05.699 | 18.586 | 22.162 | 24.951 | 101.9 | 6:00.988 |
| 6 | A | 1:05.293 | 18.499 | 22.207 | 24.587 | 102.6 | 7:06.281 |
| 7 | A | 1:05.404 | 18.451 | 22.036 | 24.917 | 102.4 | 8:11.685 |
| 8 | A | 1:05.324 | 18.450 | 22.237 | 24.637 | 102.5 | 9:17.009 |
| 9 | A | 1:05.319 | 18.446 | 22.094 | 24.779 | 102.5 | 10:22.328 |
| 10 | A | 1:05.470 | 18.469 | 22.048 | 24.953 | 102.3 | 11:27.798 |
| 11 | A | 1:05.587 | 18.393 | 22.322 | 24.872 | 102.1 | 12:33.385 |
| 12 | A | 1:05.687 | 18.516 | 22.089 | 25.082 | 101.9 | 13:39.072 |
| 13 | A | 1:05.457 | 18.464 | 22.081 | 24.912 | 102.3 | 14:44.529 |
| 14 | A | 1:05.398 | 18.473 | 22.117 | 24.808 | 102.4 | 15:49.927 |
| 15 | A | 1:05.450 | 18.539 | 22.154 | 24.757 | 102.3 | 16:55.377 |
| 16 | A | 1:05.391 | 18.449 | 22.149 | 24.793 | 102.4 | 18:00.768 |
| 17 | A | 1:05.749 | 18.559 | 22.320 | 24.870 | 101.8 | 19:06.517 |



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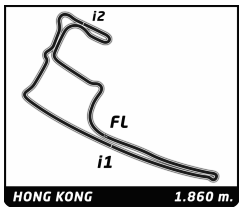


# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | B Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 18 | A | 1:05.801 | 18.477 | 22.328 | 24.996 | 101.8 | 20:12.318 |
| 19 | A | 1:05.543 | 18.433 | 22.443 | 24.667 | 102.2 | 21:17.861 |
| 20 | A | 1:05.912 | 18.614 | 22.416 | 24.882 | 101.6 | 22:23.773 |
| 21 | A | 1:06.416 | 18.515 | 22.865 | 25.036 | 100.8 | 23:30.189 |
| 22 | A | 1:06.323 | 18.887 | 22.492 | 24.944 | 101.0 | 24:36.512 |
| 23 | B | 1:42.322 B | 19.472 | 23.121 | 59.729 | 65.4 | 26:18.834 |
| 24 | B | 1:09.425 | 22.360 | 22.454 | 24.611 | 96.4 | 27:28.259 |
| 25 | B | 1:05.673 | 18.766 | 22.440 | 24.467 | 102.0 | 28:33.932 |
| 26 | B | 1:04.968 | 18.464 | 21.981 | 24.523 | 103.1 | 29:38.900 |
| 27 | B | 1:05.041 | 18.366 | 22.094 | 24.581 | 103.0 | 30:43.941 |
| 28 | B | 1:04.606 | 18.402 | 21.829 | 24.375 | 103.6 | 31:48.547 |
| 29 | B | 1:04.915 | 18.434 | 22.024 | 24.457 | 103.2 | 32:53.462 |
| 30 | B | 1:05.049 | 18.473 | 22.030 | 24.546 | 102.9 | 33:58.511 |
| 31 | B | 1:04.796 | 18.412 | 21.976 | 24.408 | 103.3 | 35:03.307 |
| 32 | B | 1:05.247 | 18.550 | 21.998 | 24.699 | 102.6 | 36:08.554 |
| 33 | B | 1:05.323 | 18.577 | 21.915 | 24.831 | 102.5 | 37:13.877 |
| 34 | B | 1:05.142 | 18.459 | 22.052 | 24.631 | 102.8 | 38:19.019 |
| 35 | B | 1:05.003 | 18.558 | 22.002 | 24.443 | 103.0 | 39:24.022 |
| 36 | B | 1:05.109 | 18.448 | 22.082 | 24.579 | 102.8 | 40:29.131 |
| 37 | B | 1:05.077 | 18.576 | 21.958 | 24.543 | 102.9 | 41:34.208 |
| 38 | B | 1:05.363 | 18.374 | 22.252 | 24.737 | 102.4 | 42:39.571 |
| 39 | B | 1:05.215 | 18.542 | 22.010 | 24.663 | 102.7 | 43:44.786 |
| 40 | B | 1:05.217 | 18.561 | 22.056 | 24.600 | 102.7 | 44:50.003 |
| 41 | B | 1:05.230 | 18.615 | 22.037 | 24.578 | 102.7 | 45:55.233 |
| 42 | B | 1:04.985 | 18.409 | 22.000 | 24.576 | 103.0 | 47:00.218 |
| 43 | B | 1:05.343 | 18.514 | 22.187 | 24.642 | 102.5 | 48:05.561 |
| 44 | B | 1:05.194 | 18.536 | 22.114 | 24.544 | 102.7 | 49:10.755 |
| 45 | B | 1:06.922 | 18.434 | 22.486 | 26.002 | 100.1 | 50:17.677 |

### 27 Kamui Kobayashi — MCO
Andretti Formula E — Andretti ATEC-04

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:39.056 | 36.221 | | | 67.6 | 1:39.056 |
| 2 | B | 1:11.004 | 20.687 | 24.786 | 25.531 | 94.3 | 2:50.060 |
| 3 | B | 1:06.595 | 18.775 | 22.654 | 25.166 | 100.5 | 3:56.655 |
| 4 | B | 1:05.839 | 18.707 | 22.156 | 24.976 | 101.7 | 5:02.494 |
| 5 | B | 1:06.945 | 18.996 | 22.563 | 25.386 | 100.0 | 6:09.439 |
| 6 | B | 1:05.928 | 18.598 | 22.370 | 24.960 | 101.6 | 7:15.367 |
| 7 | B | 1:06.954 | 19.251 | 22.467 | 25.236 | 100.0 | 8:22.321 |
| 8 | B | 1:06.789 | 19.230 | 22.508 | 25.051 | 100.3 | 9:29.110 |
| 9 | B | 1:06.058 | 18.551 | 22.602 | 24.905 | 101.4 | 10:35.168 |
| 10 | B | 1:05.664 | 18.542 | 22.391 | 24.731 | 102.0 | 11:40.832 |
| 11 | B | 1:05.850 | 18.591 | 22.241 | 25.018 | 101.7 | 12:46.682 |
| 12 | B | 1:06.207 | 18.604 | 22.435 | 25.168 | 101.1 | 13:52.889 |
| 13 | B | 1:06.134 | 18.644 | 22.489 | 25.001 | 101.2 | 14:59.023 |
| 14 | B | 1:06.217 | 18.799 | 22.305 | 25.113 | 101.1 | 16:05.240 |
| 15 | B | 1:08.411 | 19.250 | 23.707 | 25.454 | 97.9 | 17:13.651 |
| 16 | B | 1:06.132 | 18.784 | 22.246 | 25.102 | 101.3 | 18:19.783 |
| 17 | B | 1:05.699 | 18.613 | 22.258 | 24.828 | 101.9 | 19:25.482 |
| 18 | B | 1:05.564 | 18.458 | 22.219 | 24.887 | 102.1 | 20:31.046 |
| 19 | B | 1:05.809 | 18.560 | 22.411 | 24.838 | 101.7 | 21:36.855 |
| 20 | B | 1:07.334 | 18.584 | 23.507 | 25.243 | 99.4 | 22:44.189 |
| 21 | B | 1:06.605 | 18.654 | 22.341 | 25.610 | 100.5 | 23:50.794 |
| 22 | B | 1:07.359 | 18.801 | 22.921 | 25.637 | 99.4 | 24:58.153 |
| 23 | A | 2:05.941 B | 18.957 | 23.050 | 1:23.934 | 53.2 | 27:04.094 |
| 24 | A | 1:13.060 | 23.147 | 24.794 | 25.119 | 91.7 | 28:17.154 |
| 25 | A | 1:08.413 | 18.764 | 22.610 | 27.039 | 97.9 | 29:25.567 |
| 26 | A | 1:06.632 | 19.305 | 22.444 | 24.883 | 100.5 | 30:32.199 |
| 27 | A | 1:05.720 | 18.460 | 22.436 | 24.824 | 101.9 | 31:37.919 |
| 28 | A | 1:05.906 | 18.595 | 22.637 | 24.674 | 101.6 | 32:43.825 |
| 29 | A | 1:05.808 | 18.588 | 22.244 | 24.976 | 101.8 | 33:49.633 |
| 30 | A | 1:05.410 | 18.470 | 22.103 | 24.837 | 102.4 | 34:55.043 |
| 31 | A | 1:08.074 | 18.493 | 24.504 | 25.077 | 98.4 | 36:03.117 |
| 32 | A | 1:05.673 | 18.513 | 22.271 | 24.889 | 102.0 | 37:08.790 |
| 33 | A | 1:05.557 | 18.597 | 22.259 | 24.701 | 102.1 | 38:14.347 |
| 34 | A | 1:05.535 | 18.453 | 22.114 | 24.968 | 102.2 | 39:19.882 |
| 35 | A | 1:04.099 | 18.073 | 21.593 | 24.433 | 104.5 | 40:23.981 |
| 36 | A | 1:04.618 | 18.252 | 21.696 | 24.670 | 103.6 | 41:28.599 |
| 37 | A | 1:05.439 | 18.297 | 22.489 | 24.653 | 102.3 | 42:34.038 |
| 38 | A | 1:04.826 | 18.445 | 21.756 | 24.625 | 103.3 | 43:38.864 |
| 39 | A | 1:04.418 | 18.351 | 21.572 | 24.495 | 103.9 | 44:43.282 |
| 40 | A | 1:04.311 | 18.319 | 21.466 | 24.526 | 104.1 | 45:47.593 |
| 41 | A | 1:04.229 | 18.219 | 21.504 | 24.506 | 104.3 | 46:51.822 |
| 42 | A | 1:04.477 | 18.238 | 21.860 | 24.379 | 103.9 | 47:56.299 |
| 43 | A | 1:04.740 | 18.365 | 21.581 | 24.794 | 103.4 | 49:01.039 |
| 44 | A | 1:05.479 | 18.480 | 22.158 | 24.841 | 102.3 | 50:06.518 |

### 28 Antonio Felix da Costa — PRT
Andretti Formula E — Andretti ATEC-03

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:33.456 | 15.098 | 41.481 | 36.877 | 71.6 | 1:33.456 |
| 2 | A | 1:07.634 | 19.631 | 23.034 | 24.969 | 99.0 | 2:41.090 |
| 3 | A | 1:06.556 | 18.946 | 22.685 | 24.925 | 100.6 | 3:47.646 |
| 4 | A | 1:06.270 | 18.932 | 22.568 | 24.770 | 101.0 | 4:53.916 |
| 5 | A | 1:05.567 | 18.601 | 22.334 | 24.632 | 102.1 | 5:59.483 |
| 6 | A | 1:05.318 | 18.534 | 22.060 | 24.724 | 102.5 | 7:04.801 |
| 7 | A | 1:05.402 | 18.547 | 22.154 | 24.701 | 102.4 | 8:10.203 |
| 8 | A | 1:05.042 | 18.337 | 22.061 | 24.644 | 102.9 | 9:15.245 |
| 9 | A | 1:05.472 | 18.560 | 22.088 | 24.824 | 102.3 | 10:20.717 |
| 10 | A | 1:05.696 | 18.471 | 22.391 | 24.834 | 101.9 | 11:26.413 |
| 11 | A | 1:05.555 | 18.560 | 22.335 | 24.660 | 102.1 | 12:31.968 |
| 12 | A | 1:05.434 | 18.637 | 22.177 | 24.620 | 102.3 | 13:37.402 |
| 13 | A | 1:05.543 | 18.560 | 22.308 | 24.675 | 102.2 | 14:42.945 |
| 14 | A | 1:05.406 | 18.516 | 22.216 | 24.674 | 102.4 | 15:48.351 |
| 15 | A | 1:05.525 | 18.520 | 22.242 | 24.763 | 102.2 | 16:53.876 |
| 16 | A | 1:05.481 | 18.544 | 22.175 | 24.762 | 102.3 | 17:59.357 |
| 17 | A | 1:05.363 | 18.531 | 22.125 | 24.707 | 102.4 | 19:04.720 |
| 18 | A | 1:05.596 | 18.562 | 22.224 | 24.810 | 102.1 | 20:10.316 |
| 19 | A | 1:05.603 | 18.588 | 22.315 | 24.700 | 102.1 | 21:15.919 |
| 20 | A | 1:05.409 | 18.680 | 22.075 | 24.654 | 102.4 | 22:21.328 |
| 21 | A | 1:05.560 | 18.639 | 22.196 | 24.725 | 102.1 | 23:26.888 |
| 22 | A | 1:05.745 | 18.604 | 22.250 | 24.891 | 101.8 | 24:32.633 |
| 23 | A | 1:07.134 | 18.696 | 22.496 | 25.942 | 99.7 | 25:39.767 |
| 24 | B | 1:58.699 B | 18.756 | 22.676 | 1:17.267 | 56.4 | 27:38.466 |
| 25 | B | 1:09.665 | 22.414 | 22.589 | 24.662 | 96.1 | 28:48.131 |
| 26 | B | 1:04.935 | 18.589 | 21.890 | 24.456 | 103.1 | 29:53.066 |
| 27 | B | 1:05.129 | 18.480 | 22.111 | 24.538 | 102.8 | 30:58.195 |
| 28 | B | 1:05.203 | 18.566 | 21.967 | 24.670 | 102.7 | 32:03.398 |
| 29 | B | 1:04.863 | 18.446 | 21.929 | 24.488 | 103.2 | 33:08.261 |
| 30 | B | 1:04.509 | 18.303 | 21.757 | 24.449 | 103.8 | 34:12.770 |
| 31 | B | 1:04.902 | 18.389 | 21.832 | 24.681 | 103.2 | 35:17.672 |
| 32 | B | 1:04.677 | 18.432 | 21.788 | 24.457 | 103.5 | 36:22.349 |
| 33 | B | 1:04.699 | 18.476 | 21.832 | 24.391 | 103.5 | 37:27.048 |
| 34 | B | 1:04.601 | 18.347 | 21.711 | 24.543 | 103.7 | 38:31.649 |
| 35 | B | 1:04.647 | 18.345 | 21.778 | 24.524 | 103.6 | 39:36.296 |
| 36 | B | 1:04.537 | 18.389 | 21.728 | 24.420 | 103.8 | 40:40.833 |
| 37 | B | 1:04.314 | 18.349 | 21.650 | 24.315 | 104.1 | 41:45.147 |
| 38 | B | 1:04.566 | 18.343 | 21.750 | 24.473 | 103.7 | 42:49.713 |



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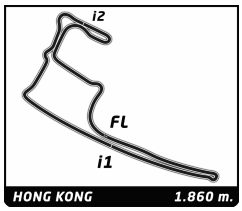


# FIA Formula E Championship
## Round 2 - Hong Kong ePrix
## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 39 | B | 1:04.320 | 18.265 | 21.608 | 24.447 | 104.1 | 43:54.033 |
| 40 | B | 1:04.693 | 18.334 | 21.771 | 24.588 | 103.5 | 44:58.726 |
| 41 | B | 1:04.830 | 18.364 | 21.741 | 24.725 | 103.3 | 46:03.556 |
| 42 | B | 1:05.040 | 18.379 | 21.969 | 24.692 | 103.0 | 47:08.596 |
| 43 | B | 1:05.293 | 18.522 | 21.909 | 24.862 | 102.6 | 48:13.889 |
| 44 | B | 1:08.993 | 18.927 | 24.241 | 25.825 | 97.1 | 49:22.882 |
| 45 | B | 1:05.561 | 18.339 | 21.634 | 25.588 | 102.1 | 50:28.443 |

### 36 Alex Lynn — GBR
DS Virgin Racing — DS Virgin DSV-03

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | B | 1:32.978 | 13.556 | 40.556 | 38.866 | 72.0 | 1:32.978 |
| 2 | B | 1:07.404 | 19.364 | 22.658 | 25.382 | 99.3 | 2:40.382 |
| 3 | B | 1:06.590 | 18.884 | 22.514 | 25.192 | 100.6 | 3:46.972 |
| 4 | B | 1:07.743 | 20.162 | 22.656 | 24.925 | 98.8 | 4:54.715 |
| 5 | B | 1:05.643 | 18.784 | 22.007 | 24.852 | 102.0 | 6:00.358 |
| 6 | B | 1:05.240 | 18.731 | 21.802 | 24.707 | 102.6 | 7:05.598 |
| 7 | B | 1:05.261 | 18.681 | 21.856 | 24.724 | 102.6 | 8:10.859 |
| 8 | B | 1:05.256 | 18.714 | 21.823 | 24.719 | 102.6 | 9:16.115 |
| 9 | B | 1:05.493 | 18.645 | 21.936 | 24.912 | 102.2 | 10:21.608 |
| 10 | B | 1:05.327 | 18.644 | 21.883 | 24.800 | 102.5 | 11:26.935 |
| 11 | B | 1:05.747 | 18.645 | 22.153 | 24.949 | 101.8 | 12:32.682 |
| 12 | B | 1:05.623 | 18.663 | 22.113 | 24.847 | 102.0 | 13:38.305 |
| 13 | B | 1:05.377 | 18.520 | 21.967 | 24.890 | 102.4 | 14:43.682 |
| 14 | B | 1:05.449 | 18.618 | 22.018 | 24.813 | 102.3 | 15:49.131 |
| 15 | B | 1:05.283 | 18.620 | 21.935 | 24.728 | 102.6 | 16:54.414 |
| 16 | B | 1:05.648 | 18.677 | 22.345 | 24.626 | 102.0 | 18:00.062 |
| 17 | B | 1:05.623 | 18.714 | 22.038 | 24.871 | 102.0 | 19:05.685 |
| 18 | B | 1:05.482 | 18.656 | 21.911 | 24.915 | 102.3 | 20:11.167 |
| 19 | B | 1:05.903 | 18.746 | 22.219 | 24.938 | 101.6 | 21:17.070 |
| 20 | B | 1:05.727 | 18.702 | 22.264 | 24.761 | 101.9 | 22:22.797 |
| 21 | B | 1:05.907 | 18.835 | 22.151 | 24.921 | 101.6 | 23:28.704 |
| 22 | B | 1:05.986 | 18.752 | 22.228 | 25.006 | 101.5 | 24:34.690 |
| 23 | B | 1:06.499 | 18.882 | 22.544 | 25.073 | 100.7 | 25:41.189 |
| 24 | A | 1:41.911 **B** | 19.261 | 23.316 | 59.334 | 65.7 | 27:23.100 |
| 25 | A | 1:09.904 | 22.680 | 22.479 | 24.745 | 95.8 | 28:33.004 |
| 26 | A | 1:05.068 | 18.648 | 21.889 | 24.531 | 102.9 | 29:38.072 |
| 27 | A | 1:05.037 | 18.519 | 21.985 | 24.533 | 103.0 | 30:43.109 |
| 28 | A | 1:04.681 | 18.414 | 21.706 | 24.561 | 103.5 | 31:47.790 |
| 29 | A | 1:04.740 | 18.486 | 21.741 | 24.513 | 103.4 | 32:52.530 |
| 30 | A | 1:04.737 | 18.423 | 21.670 | 24.644 | 103.4 | 33:57.267 |
| 31 | A | 1:04.489 | 18.440 | 21.570 | 24.479 | 103.8 | 35:01.756 |
| 32 | A | 1:04.926 | 18.417 | 21.704 | 24.805 | 103.1 | 36:06.682 |
| 33 | A | 1:05.043 | 18.583 | 21.694 | 24.766 | 102.9 | 37:11.725 |
| 34 | A | 1:05.032 | 18.510 | 21.815 | 24.707 | 103.0 | 38:16.757 |
| 35 | A | 1:04.788 | 18.552 | 21.778 | 24.458 | 103.4 | 39:21.545 |
| 36 | A | 1:04.918 | 18.601 | 21.702 | 24.615 | 103.1 | 40:26.463 |
| 37 | A | 1:05.273 | 18.622 | 21.847 | 24.804 | 102.6 | 41:31.736 |
| 38 | A | 1:05.212 | 18.590 | 21.965 | 24.657 | 102.7 | 42:36.948 |
| 39 | A | 1:05.223 | 18.636 | 21.841 | 24.746 | 102.7 | 43:42.171 |
| 40 | A | 1:05.049 | 18.558 | 21.848 | 24.643 | 102.9 | 44:47.220 |
| 41 | A | 1:05.109 | 18.679 | 21.781 | 24.649 | 102.8 | 45:52.329 |
| 42 | A | 1:05.378 | 18.671 | 21.953 | 24.754 | 102.4 | 46:57.707 |
| 43 | A | 1:05.548 | 18.627 | 22.095 | 24.826 | 102.2 | 48:03.255 |
| 44 | A | 1:06.688 | 19.071 | 22.047 | 25.570 | 100.4 | 49:09.943 |
| 45 | A | 1:14.166 | 18.809 | 22.561 | 32.796 | 90.3 | 50:24.109 |

### 66 Daniel Abt — DEU
Audi Sport ABT Schaeffler — Audi e-tron FE04

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:32.064 | 11.671 | 40.455 | 39.938 | 72.7 | 1:32.064 |
| 2 | A | 1:07.022 | 18.869 | 22.928 | 25.225 | 99.9 | 2:39.086 |
| 3 | A | 1:06.278 | 18.776 | 22.540 | 24.962 | 101.0 | 3:45.364 |
| 4 | A | 1:05.430 | 18.464 | 22.290 | 24.676 | 102.3 | 4:50.794 |
| 5 | A | 1:05.402 | 18.327 | 22.248 | 24.827 | 102.4 | 5:56.196 |
| 6 | A | 1:05.429 | 18.416 | 22.125 | 24.888 | 102.3 | 7:01.625 |
| 7 | A | 1:05.144 | 18.354 | 22.058 | 24.732 | 102.8 | 8:06.769 |
| 8 | A | 1:05.257 | 18.327 | 22.159 | 24.771 | 102.6 | 9:12.026 |
| 9 | A | 1:05.785 | 18.301 | 22.553 | 24.931 | 101.8 | 10:17.811 |
| 10 | A | 1:05.057 | 18.375 | 21.993 | 24.689 | 102.9 | 11:22.868 |
| 11 | A | 1:05.132 | 18.335 | 22.026 | 24.771 | 102.8 | 12:28.000 |
| 12 | A | 1:05.097 | 18.358 | 21.890 | 24.849 | 102.9 | 13:33.097 |
| 13 | A | 1:04.972 | 18.257 | 21.916 | 24.799 | 103.1 | 14:38.069 |
| 14 | A | 1:04.953 | 18.276 | 22.019 | 24.658 | 103.1 | 15:43.022 |
| 15 | A | 1:04.966 | 18.380 | 21.949 | 24.637 | 103.1 | 16:47.988 |
| 16 | A | 1:05.161 | 18.325 | 22.050 | 24.786 | 102.8 | 17:53.149 |
| 17 | A | 1:05.361 | 18.389 | 22.032 | 24.940 | 102.4 | 18:58.510 |
| 18 | A | 1:05.211 | 18.326 | 22.088 | 24.797 | 102.7 | 20:03.721 |
| 19 | A | 1:05.140 | 18.316 | 22.061 | 24.763 | 102.8 | 21:08.861 |
| 20 | A | 1:05.177 | 18.320 | 22.147 | 24.710 | 102.7 | 22:14.038 |
| 21 | A | 1:05.127 | 18.359 | 22.027 | 24.741 | 102.8 | 23:19.165 |
| 22 | A | 1:05.275 | 18.340 | 22.049 | 24.886 | 102.6 | 24:24.440 |
| 23 | B | 1:38.210 **B** | 18.346 | 22.360 | 57.504 | 68.2 | 26:02.650 |
| 24 | B | 1:10.940 | 23.150 | 22.690 | 25.100 | 94.4 | 27:13.590 |
| 25 | B | 1:05.865 | 18.377 | 22.378 | 25.110 | 101.7 | 28:19.455 |
| 26 | B | 1:05.599 | 18.453 | 22.098 | 25.048 | 102.1 | 29:25.054 |
| 27 | B | 1:05.045 | 18.629 | 21.827 | 24.589 | 102.9 | 30:30.099 |
| 28 | B | 1:04.964 | 18.220 | 21.999 | 24.745 | 103.1 | 31:35.063 |
| 29 | B | 1:04.859 | 18.273 | 21.903 | 24.683 | 103.2 | 32:39.922 |
| 30 | B | 1:05.160 | 18.303 | 22.088 | 24.769 | 102.8 | 33:45.082 |
| 31 | B | 1:05.092 | 18.334 | 22.073 | 24.685 | 102.9 | 34:50.174 |
| 32 | B | 1:04.944 | 18.383 | 21.860 | 24.701 | 103.1 | 35:55.118 |
| 33 | B | 1:05.027 | 18.353 | 21.958 | 24.716 | 103.0 | 37:00.145 |
| 34 | B | 1:04.685 | 18.332 | 21.798 | 24.555 | 103.5 | 38:04.830 |
| 35 | B | 1:04.501 | 18.231 | 21.735 | 24.535 | 103.8 | 39:09.331 |
| 36 | B | 1:04.965 | 18.191 | 22.031 | 24.743 | 103.1 | 40:14.296 |
| 37 | B | 1:04.915 | 18.357 | 21.824 | 24.734 | 103.2 | 41:19.211 |
| 38 | B | 1:04.825 | 18.311 | 21.926 | 24.588 | 103.3 | 42:24.036 |
| 39 | B | 1:04.569 | 18.219 | 21.862 | 24.488 | 103.7 | 43:28.605 |
| 40 | B | 1:04.790 | 18.258 | 21.858 | 24.674 | 103.3 | 44:33.395 |
| 41 | B | 1:04.935 | 18.211 | 21.893 | 24.831 | 103.1 | 45:38.330 |
| 42 | B | 1:05.083 | 18.241 | 22.075 | 24.767 | 102.9 | 46:43.413 |
| 43 | B | 1:05.363 | 18.123 | 22.386 | 24.854 | 102.4 | 47:48.776 |
| 44 | B | 1:05.208 | 18.274 | 22.104 | 24.830 | 102.7 | 48:53.984 |
| 45 | B | 1:05.824 | 18.235 | 22.264 | 25.325 | 101.7 | 49:59.808 |

### 68 Luca Filippi — ITA
NIO Formula E Team — NextEV NIO Sport 003

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|
| 1 | A | 1:35.088 | 20.810 | | | 70.4 | 1:35.088 |
| 2 | A | 1:26.395 | 22.203 | 36.938 | 27.254 | 77.5 | 3:01.483 |
| 3 | A | 1:08.241 | 19.224 | 22.788 | 26.229 | 98.1 | 4:09.724 |
| 4 | A | 1:08.166 | 19.051 | 22.785 | 26.330 | 98.2 | 5:17.890 |
| 5 | A | 1:09.016 | 19.275 | 22.987 | 26.754 | 97.0 | 6:26.906 |
| 6 | A | 1:11.517 | 19.414 | 23.680 | 28.423 | 93.6 | 7:38.423 |



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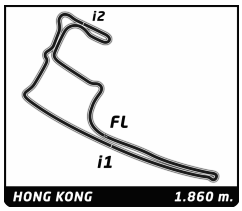


# FIA Formula E Championship

## Round 2 - Hong Kong ePrix

## Race 2

## Analysis

Official Timekeeper TAGHeuer

200KW | Personal Best | Session Best | **B** Crossing the finish line in pit lane

| Lap | | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed | Lap | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | 1:22.424 | 20.287 | 23.500 | 38.637 | 81.2 | 9:00.847 | | | | | | | |
| 8 | A | 5:46.443 **B** | 23.256 | 30.276 | 4:52.911 | 19.3 | 14:47.290 | | | | | | | |
| 9 | A | 1:13.658 | 26.188 | 22.538 | 24.932 | 90.9 | 16:00.948 | | | | | | | |
| 10 | A | 1:05.391 | 18.499 | 22.240 | 24.652 | 102.4 | 17:06.339 | | | | | | | |
| 11 | A | 1:05.196 | 18.476 | 21.848 | 24.872 | 102.7 | 18:11.535 | | | | | | | |
| 12 | A | 1:06.341 | 18.601 | 22.718 | 25.022 | 100.9 | 19:17.876 | | | | | | | |
| 13 | A | 1:05.479 | 18.691 | 22.042 | 24.746 | 102.3 | 20:23.355 | | | | | | | |
| 14 | A | 1:05.922 | 18.567 | 22.435 | 24.920 | 101.6 | 21:29.277 | | | | | | | |
| 15 | A | 1:06.215 | 18.706 | 22.276 | 25.233 | 101.1 | 22:35.492 | | | | | | | |
| 16 | B | 1:40.354 **B** | 18.822 | 22.480 | 59.052 | 66.7 | 24:15.846 | | | | | | | |
| 17 | B | 1:16.038 | 25.032 | 25.834 | 25.172 | 88.1 | 25:31.884 | | | | | | | |
| 18 | B | 1:06.376 | 18.741 | 22.597 | 25.038 | 100.9 | 26:38.260 | | | | | | | |
| 19 | B | 1:06.325 | 18.841 | 22.310 | 25.174 | 101.0 | 27:44.585 | | | | | | | |
| 20 | B | 1:06.737 | 18.731 | 22.700 | 25.306 | 100.3 | 28:51.322 | | | | | | | |
| 21 | B | 1:05.811 | 18.677 | 22.272 | 24.862 | 101.7 | 29:57.133 | | | | | | | |
| 22 | B | 1:05.048 | 18.452 | 21.933 | 24.663 | 102.9 | 31:02.181 | | | | | | | |
| 23 | B | 1:04.754 | 18.389 | 21.686 | 24.679 | 103.4 | 32:06.935 | | | | | | | |
| 24 | B | 1:04.848 | 18.497 | 21.711 | 24.640 | 103.3 | 33:11.783 | | | | | | | |
| 25 | B | 1:04.904 | 18.432 | 21.831 | 24.641 | 103.2 | 34:16.687 | | | | | | | |
| 26 | B | 1:04.658 | 18.334 | 21.679 | 24.645 | 103.6 | 35:21.345 | | | | | | | |
| 27 | B | 1:04.622 | 18.448 | 21.580 | 24.594 | 103.6 | 36:25.967 | | | | | | | |
| 28 | B | 1:04.484 | 18.350 | 21.654 | 24.480 | 103.8 | 37:30.451 | | | | | | | |
| 29 | B | 1:04.414 | 18.387 | 21.439 | 24.588 | 104.0 | 38:34.865 | | | | | | | |
| 30 | B | 1:04.551 | 18.390 | 21.602 | 24.559 | 103.7 | 39:39.416 | | | | | | | |
| 31 | B | 1:04.409 | 18.376 | 21.494 | 24.539 | 104.0 | 40:43.825 | | | | | | | |
| 32 | B | 1:04.756 | 18.409 | 21.693 | 24.654 | 103.4 | 41:48.581 | | | | | | | |
| 33 | B | 1:04.751 | 18.497 | 21.593 | 24.661 | 103.4 | 42:53.332 | | | | | | | |
| 34 | B | 1:05.008 | 18.466 | 21.720 | 24.822 | 103.0 | 43:58.340 | | | | | | | |
| 35 | B | 1:04.457 | 18.354 | 21.516 | 24.587 | 103.9 | 45:02.797 | | | | | | | |
| 36 | B | 1:04.580 | 18.361 | 21.670 | 24.549 | 103.7 | 46:07.377 | | | | | | | |



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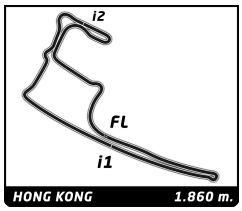
FIA FORMULA E CHAMPIONSHIP 2017-18




# Round 2 - Hong Kong ePrix

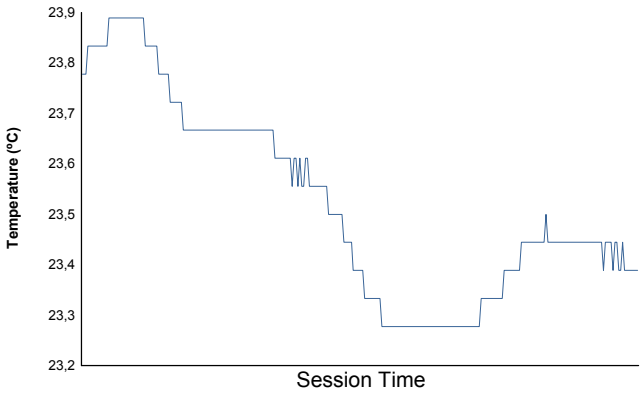
## FIA Formula E Championship

## Race 2

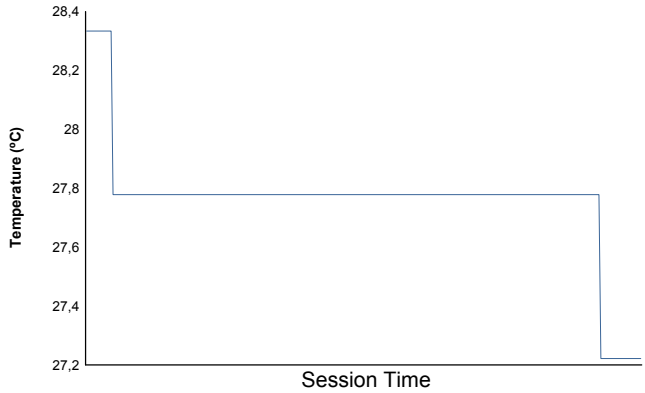
## Weather Report

Official Timekeeper TAGHeuer

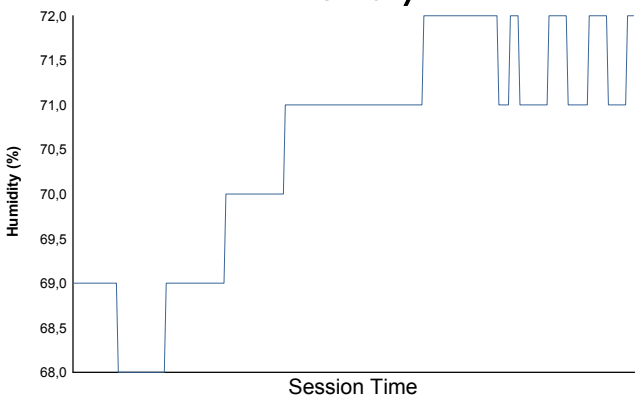
### Air Temperature



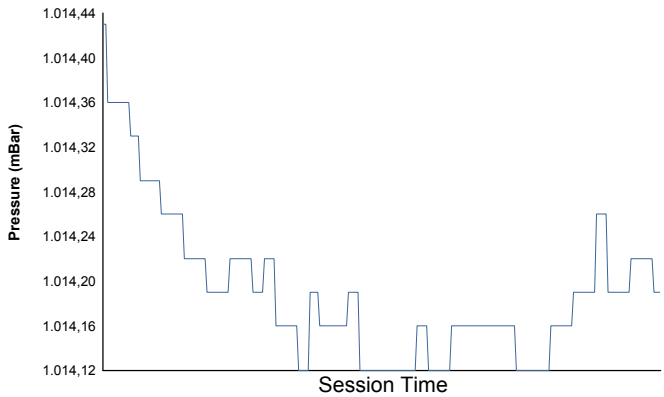

### Track Temperature



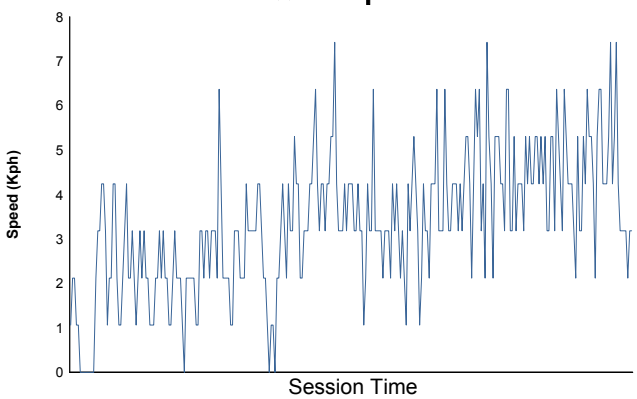

### Humidity




### Pressure

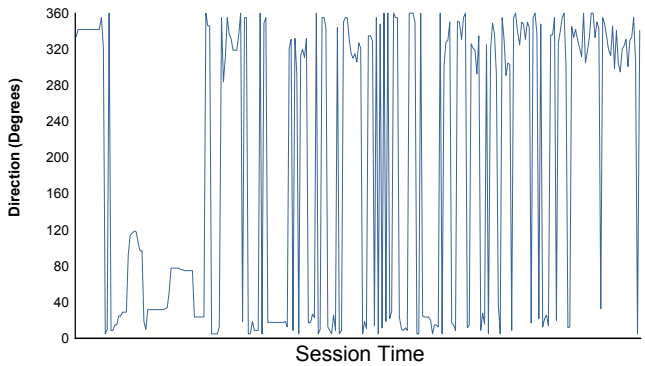



### Wind Speed




### Wind direction

North = 0º/360º Est = 90º South = 180º West= 270º




Track Status: **DRY**

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