

# 2024 AZERBAIJAN GRAND PRIX

## 13 - 15 September 2024

---

<b>From</b>	The Stewards	<b>Document</b>	42
<b>To</b>	The Team Manager, BWT Alpine F1 Team	<b>Date</b>	14 September 2024
		<b>Time</b>	20:57

---

The Stewards, having received a report from the Technical Delegate (document 36), summoned (document 38) and heard from the team representative, have considered the following matter and determine the following:

**No / Driver** 10 - Pierre Gasly

**Competitor** BWT Alpine F1 Team

**Time** 17:47

**Session** Qualifying

**Fact** Exceeding the instantaneous fuel mass flow limit.

**Infringement** Breach of Article 5.2.3 of the FIA Formula One Technical Regulations.

**Decision** Car 10 is disqualified from the qualifying classification.

**Reason** The Stewards heard from the team representatives of Car 10 (Pierre Gasly), including the Sporting Director and the Engineer involved, and the FIA Technical Delegate along with the FIA Engineers managing the measurements and data from the car. The driver was summoned to give him the opportunity to provide a defence, but did not attend the hearing.

The Technical Delegate reported that Car 10 exceeded the permitted 100Kg/h fuel mass flow on the final timed lap of Q2.

The team representatives explained that they had an unexpected short duration technical fault that raised the fuel mass flow greater than expected in a transient fashion. The cause was agreed by the FIA technical staff.

That the fuel mass flow was greater than the limit at that moment was not disputed by the competitor.

The competitor demonstrated to the Stewards that the technical fault resulted in a slower lap time and that no performance advantage was obtained at that moment. Thus, they argue, this should be taken into mitigation. They also noted that the great rarity of breaches of this article demonstrates that this is not part of their strategy, and that the scale of the transient simply exceeded the margin they maintain to prevent a breach.

The usual penalty for a breach of the technical regulations is disqualification and the Stewards note that Article 1.3.3 of the International Sporting Code states "If an Automobile is found not to comply with the applicable technical regulations, it shall be no defence to claim that no performance advantage was obtained." In addition to the Code this has long been the position of the International Court of Appeal.

Thus, the Stewards apply the usual penalty and disqualify the car and driver from the classification of qualifying.

The Stewards hereby gives the car permission to start the race.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Decisions of the Stewards are taken independently of the FIA and are based solely on the relevant regulations, guidelines and evidence presented.

**Tim Mayer**

**Matteo Perini**

**Johnny Herbert**

**Danil Solomin**

**The Stewards**