



24 HEURES DU MANS 2015
FIA WORLD ENDURANCE CHAMPIONSHIP
JUNE 7th, 8th, 9th, 10th, 11th, 12th, 13th & 14th 2015

From The Stewards of the Meeting
To The Competitor's Representative
N° 7 – AUDI SPORT TEAM JOEST

POSTED
at: 13 h 00 m
25/06/2015

Decision N° 67

The Stewards of the Meeting of the 2015 Le Mans 24 Hours received a report n° 18 from the FIA Technical Delegate and the Chief Scrutineer dated 16th of June, 2015 regarding the #7 Car of Audi Sport Team Joest. As a result the Stewards held a hearing on the 23rd of June, 2015 at the LMEM Headquarters in Paris, France.

In attendance were three of the Stewards, M. Jean-François Veroux (Chairman), M. Michael Schwaegerl and M. Jean-Pierre Baudriller (ASN Steward.) M. Kazuo Hioki attended by conference call and M. Tim Mayer attended by video conference call. The FIA Technical Delegate, Denis Chevrier and the WEC Chief Scrutineer were in attendance. In attendance for the Competitor, duly summoned on 18th of June 2015, were M. Ralph Juettner, the Competitor's Representative, accompanied by M. Peter Ocker, Audi Sport Manager of Regulations and M. Stefan Dreyer, Audi Sport Manager of Engine Operations.

The Stewards received the engine seal control sheets regarding the case, signed by the competitor and the WEC scrutineer responsible, M. JP Fourre; the Technical Delegate's report, and; the statement of M. JP Fourre.

The Competitor provided a detailed presentation, as well as physical evidence and their testimony. The evidence of the Competitor did not conflict with the report of the Technical Delegate but was offered in explanation.

The Technical Delegate was also called upon to provide testimony and answer questions by the Stewards.

Following the hearing the Stewards deliberated and determined the following:

- 1) Team members removed and swapped the positions of two of the engine seals after sealing the engine and before the race without the approval beforehand by the Scrutineers. This is a fact acknowledged by the Competitor. This is a clear breach of Art. 65.2.2.3 of the Supplementary Regulations for the 24 Hours of Le Mans, which on this point are the same as the Sporting Regulations of the WEC.
- 2) As is required by Art. 5.1.2 of the LMP1 Technical regulations, the seal position and details of fixings is homologated by the competitor, which they were, and that the assembly and installation of the seals is entirely within the control and responsibility of the Competitor. The Stewards did not consider as relevant the testimony of the Technical Delegate that the Audi installation technique is not according to the instructions for installation provided by the Championship, as the installation technique is homologated. That multiple electronic seals failed after installation is under the responsibility of the Competitor, who acknowledged that they were not installed correctly, and while it is supposition, acknowledged that this was probably the cause of the failure of multiple seals.
- 3) That the engine installed for Q2 and Q3, the Warm-Up and the Race, was found to have multiple electronic seals out of order after the Warm-Up. The Stewards consider this was a breach of Art. 65.B of the WEC Sporting Regulations. After the Warm-Up the Technical Delegate and the Competitor agreed that a change of engine was to be considered to have occurred and that therefore the engine starting the race was considered the third engine for the season.
- 4) That subsequent to the race additional electronic engine seals were found to have been out of order. Although the Stewards acknowledge the evidence of the Competitor that between the check after the Warm-Up and the Parc Ferme, there was probably no opportunity to change the engine or any sealed part, which the Technical Delegate agreed with, the Stewards consider the additional electronic engine seals being out of order to be a subsequent breach of Art. 65.B.

- 5) Except in Point 1 above, there is no evidence to show that the seals were physically "no longer in place". However, the Stewards considered that the standard of proof that the Seals were properly in position, consistently applied in the Championship, was that they could be electronically read in place. The Competitor acknowledged that the seals could neither be read by the FIA / WEC reader nor their own.

Therefore the Stewards:

- A) Confirm the determination by the Technical Delegate that the engine in place after the Warm-Up, which took the start of the race, should be considered the third engine of the season.
- B) Consider the Competitor breached the art. 65.A.2.2.3 of the Supplementary Regulations for the 24 Hours of Le Mans and 65.B WEC Sporting Regulations by removing and swapping the position of two of the engine seals without any approval beforehand by the Scrutineers and by using an engine whose some seals were removed.

Consequently, order a fine of €50,000 (fifty thousand euros.)

Order as an additional fine that the competitor shall be responsible to pay for the costs of the WEC personnel and Stewards travel and general expenses related to the hearing that the ACO took charge of; this sum to be fixed by the ACO Accounting Department and validated by the Chairman of the Stewards. But in no case shall this sum exceed €200,000.

Order that the engine inspected in Parc Ferme at the end of the race, and placed in a sealed box until definitive decision to be taken in this case, shall be considered the fourth engine of the 2015 WEC season.

The Competitor is reminded of his right of Appeal under and in compliance with Article 88 of the FIA WEC Sporting Regulations, Article 14 of the International Sporting Code, and of the Article 12 Judicial and Disciplinary Rules of the FIA.

We remind you that the FIA fine has to be paid to the FIA 48 hours as from the present notification. (cf. Article 12.7 of FIA International Sporting Code) on the following bank account with specified motive on your transfer:

FIA
8, Place de la Concorde
75008 Paris (France)

Crédit du Nord
50, rue d'Anjou
F-75008 PARIS

Owner of the account : FIA
Code IBAN: FR 76 3007 6020 2025 3680 0020 034
Code: Swift : NORDFRPP

Date: 24 June 2015 Time: 18:32

Jean-François
VEROUX
FIA Steward
(Chairman)

Michael SCHWÄGERL
FIA Steward

Jean-Pierre
BAUDRILLER
ASN Steward

Tim MAYER
FIA Steward

Kazuo HIOKI
Steward

Received by the Competitor :

Name:

Signature

Time Date

Copy to: The Competitor
The FIA Race Director
The Clerk of the Course
The Secretary of the Meeting
The Press Delegate
The Timekeepers
The Official Notice Board

POSTED
at: 13 h 00 m

25/06/2015