



FIA Stewards
Log N 146



POSTED

at: 16h 45m



**24 HOURS OF LE MANS 2019
FIA WORLD ENDURANCE CHAMPIONSHIP
2019 June 09th to 17th**

From The Stewards of the Meeting **Decision N° 121**
To The Competitor's Representative
N° 68 – FORD CHIP GANASSI TEAM USA

The Stewards, having received a report from the FIA and ACO Technical Delegates, summoned and heard the competitor representative, have considered the following matter, determine a breach of the regulations has been committed by the competitor named below and impose the penalty referred to.

No, Driver N° 68
Competitor FORD CHIP GANASSI TEAM USA
Time Post-Race scrutineering
Facts Total onboard fuel volume found to be in excess of the permitted limit
Offence Fuel tank capacity was reported in excess of the BOP limit
Alleged breach of Art. 7.4.3 of the 24 Hours of le Mans Specific Regulations referencing Art. 20 of the Technical Regulations of Grand Touring Cars (LMGTE) and decisions of the Endurance Committee (14/06/2019) Dec.Nr. 19_D00014_LMGTE-BOP-Le Mans
Decision **DISQUALIFICATION** including forfeiture of any prizes and trophies. The final classification shall be amended and the order of the other cars behind the competitor shall be adjusted up.

Reason

The Stewards received a report from the Technical Delegates and heard the Competitor's representative.

The "Maximum Onboard Fuel Volume" of the car, measured by the Scrutineers using calibrated measuring chums, was found to be 97.83 liters. As the fuel volume recovered by draining out the fuel already exceeded the maximum permitted volume, the Scrutineers reported to the Stewards that they did not open the tank and recover the fuel that is usually found in the tank after the draining procedure is complete, meaning that the complete on-board volume is likely to be greater than the measured amount.

The maximum permitted volume per the Endurance Committee Decision (19-D00014_LMGTE-BOP-Le Mans published 14/06/19) was 97 liters.

The competitor explained that the team checks the Maximum Onboard Fuel Volume at their facility in the US using the same measurement technique as the Scrutineers. Since the car was shipped, the BOP has changed, and the competitor made the changes to their tank, but given their resources on site, they were not able to do a calibrated check.

The competitor stated that he had observed the Scrutineers procedure and had no objection to it.

The Stewards find that there was a breach of the regulations, which include the Sporting Regulations, the Technical Regulations and the Endurance Committee decision referred to above.


W C 011 [Signature]


The Stewards therefore order the usual penalty for a technical breach of this nature and Disqualify the competitor from the Event. The Stewards order the forfeiture of any prizes and trophies and that the final classification be amended and the order of the other cars behind the competitor shall be adjusted up.


The Competitor is reminded of his right of Appeal in accordance with Article 15 of the FIA International Sporting Code and Article 9.1.1 of the FIA Judicial and Disciplinary Rules.


Date: 17 June 2019


Time: 16:18



Jean-François VEROUX
FIA Steward
(Chairman)


Kazuo HIOKI
FIA Steward


Michael SCHWÄGERL
FIA STEWARD


Tim MAYER
FIA Steward


Yves BACQUELAINE
FIA Steward


Jean-Pierre BAUDRILLER
ASN Steward

Received by the Competitor:

Signature

Time 16:36 Date 17.6 2019

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
The Technical Delegate



REPORT OF THE TECHNICAL DELEGATES

From: The Technical Delegates

To: The Stewards of the Meeting

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

Report N° 24

CAR #68 – FORD CHIP GANASSI TEAM USA

Exceeding maximum onboard fuel volume:

- 97.83 litres while the maximum allowed is 97 litres. The test has been carried out without fully draining the fuel tank, which means that there may still be some additional fuel inside the tank. This would require opening the inspection hatches and taking the remaining fuel out directly from the tank by other means.

Breach of articles:

- 20 of the LMGTE Technical Regulations.
- 7.4.3 of the 24 H of Le Mans Supplementary Regulations.
- Endurance Committee Decision 19-D0014_LMGTE-BOP-LE MANS_14062019.

Date: 17/06/2019 Time : 15h30

Manuel LEAL
FIA Technical Delegate

Thierry BOUVET
ACO Technical Delegate