
Date:	29.03.2024	Time:	16:50 hrs
Subject:	STEWARDS DECISION No. 4	Document No:	2.5

From: The Stewards
To: The Competitor HYUNDAI SHELL MOBIS WORLD RALLY TEAM of car No. 8
Crew OTT TÄNAK / MARTIN JÄRVEOJA

All Competitors / crew members

The Stewards, having received a report from the FIA e-Safety Delegate, have considered the following matter and determine the following:

Facts	Car No. 8 entered Service Park after returning from Shakedown without any visible hybrid system status lights.
Offence	Breach of Art. 3.3 – Appendix H Supplement 10 of the 2024 FIA International Sporting Code.
Decision	To impose a reprimand on the Competitor HYUNDAI SHELL MOBIS WORLD RALLY TEAM of car No. 8.
Reason	The Stewards examined the data provided by COMPACT DYNAMICS and SAS and heard from the Team Manager Mr. TOLGA OZAKINCI and the Team Engineer Mr. GERARD JAN DE JONGH of the Competitor HYUNDAI SHELL MOBIS WORLD RALLY TEAM on Thursday 28 th March at 15:50 hrs. The Stewards also heard from the Hybrid Lead Support Engineer Mr. EDOUARD MONTAGNER FRICKER of COMPACT DYNAMICS on Thursday 28 th March at 16:25 hrs and finally from the driver Mr. OTT TÄNAK and the co-driver Mr. MARTIN JÄRVEOJA of car No. 8 on Friday 29 th March at 11:50 hrs.

Mr. GERARD JAN DE JONGH explained that after the 3rd run of Shakedown, at the remote service area car No. 8 was found to have a hybrid unit isolation fault. The COMPACT DYNAMICS engineer worked on the issue onsite, but he was not able to fix it. He also advised the team that the hybrid unit should be replaced. Furthermore, he stated that the COMPACT DYNAMICS engineer had confirmed that in the current status it was safe for the crew to drive with ICE and that the hybrid unit would not activate due to the fault. After that, car No. 8 made its 4th run on Shakedown and returned to Service Park.

Mr. TOLGA OZAKINCI explained that as this was a Shakedown and the sporting part was over, the Team did not properly follow the status of car No. 8 up to the Service Park, as otherwise they would have noticed the status of the hybrid system light and would have advised the crew to stop immediately. He also added that after they understood the lapse, the Team made improvements in their software to display the alert message in case the hybrid unit light goes off on the dashboard display in front of the co-driver and adjusted the display panel in their HYUNDAI SHELL MOBIS WORLD RALLY TEAM office to be able to monitor the hybrid light status in real time more efficiently for all their rally cars. Pictures of these modifications were shown to the Stewards.

The Stewards then heard from Mr. EDOUARD MONTAGNER FRICKER and he admitted to have been present in the Shakedown remote service area and that he had noticed the hybrid system error on car No. 8. He also explained that car No. 8 had a problem with its hybrid unit isolation and he had rebooted the system three

times to get the hybrid system working properly, but with no success. Mr. EDOUARD MONTAGNER FRICKER confirmed to the crew in the Shakedown remote service area that it is safe to drive with ICE, but the hybrid system would not activate with the current fault. Car No. 8 started the 4th pass of the Shakedown with the hybrid unit powered, but the crew was not able to use the hybrid power on the special stage due to the fault. After the 4th pass on the Shakedown stage, the car headed to the Service Park but on the way, according to Mr. EDOUARD MONTAGNER FRICKER, car No.8 hybrid unit's battery voltage went below 12V. This caused the system to shut down after some time because the internal battery in the hybrid system had died.

The driver Mr. OTT TÄNAK explained that during driving on the special stages and liaisons, the hybrid status light inside the car is visible for both drivers but it is difficult to monitor it at all times as the light is located between the seats and there is no alarm in case the hybrid light goes off. The team informed the crew that the hybrid system light was off when they arrived back to the service bay.

The Stewards investigated the data provided by SAS for car No. 8 regarding the hybrid unit light statuses and established that the hybrid status light of car No. 8 went out for 2 minutes and 15 seconds before arriving at their service bay.

As per Art. 3.3 – Appendix H Supplement 10 of the 2024 FIA International Sporting Code “*the vehicle must have the status light on (green light) when it is running on stage, on public roads or even stationary*”, the Stewards conclude that, although the Competitor HYUNDAI SHELL MOBIS WORLD RALLY TEAM has done some system improvements after they had become aware of the current issue, the regulations have been breached and find the reprimand to be appropriate in this case.

Considering the special circumstances surrounding this case, this decision shall not be considered as a precedent for future decisions of a similar nature.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2024 FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules.



Silver Kütt
The Stewards



Henrik Frank



John Kamau

This decision was notified to the Competitor's officially nominated representative as below:

Name (in block letters):	TOLGA OZAKINCI	Date:	29.3.2024
Position within the team:	TEAM MANAGER	Time:	16:55

Published on the Organiser's Digital Notice Board on 29.3.2024 at 17.03 hrs.