W2RC DAKAR RALLY 2025

01 – 17 January

Date:	**Wednesday, 15th January 2025**	Time:	**18.00 hrs**
Subject:	**STEWARDS DECISION N° 39**	Document No:	**2.41**

From: The Stewards

To: Competitor **No 413** Name: **SOUTH RACING CAN-AM**
Crew **MANUEL ANDUJAR / BERNARDO GRAUE**

Number of pages: 1 *Attachments: -*

The Stewards, having received from the FIA Sporting Delegate video evidence, investigated the action that was shown, have considered the following matter, and after due deliberation determine the following:

Fact: The navigator of car # 413 was not wearing his seatbelts in the correct way 3 times for approx. a total of 163 seconds (42 seconds, 65 seconds and 56 seconds) in the selective section No 9, although the vehicle was in motion.

Offence: Breach of the Art. 47.1 of the FIA 2025 CCRSR

Decision: **To impose a time penalty of 17 minutes on SS 9 on Competitor Car No 413**

Reason: The Stewards have been made aware of a video from an on-board camera showing that car No 413 had to stop 3 times on SS 9.

The on-board video received by the Stewards shows without doubt that the navigator of car # 413 was not wearing his seatbelts in the correct way for approx. a total of 163 seconds (42 seconds, 65 seconds and 56 seconds) in the Selective Section No 9, although the vehicle was in motion.

The Cross-Country Rally Sporting Regulations are very clear in article 47.1 in saying: "***Whenever a vehicle is in motion on any type of Selective Section*** *and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers' Equipment as intended by the equipment manufacturer* ***and have their safety belts correctly fastened***."

The safety belts together with the Frontal Head Restraint (FHR) are major safety items to protect the crew in case of an accident. It is essential for the safety of crew members and safety is one of the major concerns of the FIA. Safety remains a key challenge and the FIA is committed to do everything possible to protect, among others, the crew members.

The stewards conclude that the behaviour of the navigator is a violation of the regulations. The Stewards further find that the crew gained a time advantage of 163 seconds through non-compliant behaviour of the crew member. A time penalty that also compensates for the time advantage is necessary.

The Stewards decision is based on FIA 2025 ISC Art. 11.9.1., Art. 11.9.2.a, Art. 11.9.3.a, Art. 11.9.3.f, Art. 12.4.1.h.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA 2025 International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Arnas PALIUKENAS
Chair of the Panel of Stewards

Omar ZAROUR
FIA Steward

Saleh ALEM
ASN Steward

Received by:

Competitor: **SOUTH RACING CAN-AM** *Car No:* ***413***

Crew: **MANUEL ANDUJAR / BERNARDO GRAUE**

Date: *Time:* 18h26 *Signature:* AM. GERARDI

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