



Date: **Thursday, 04<sup>th</sup> January 2024**

Time: **20.00 hrs**

Subject: **STEWARDS DECISION N° 2**

Document No: **2.4**

From: *The Stewards*

To: Competitor truck No **645** Name: **MARCO PIANA**

Crew: **Marco PIANA / Paco FERNANDEZ / David GIOVANNETTI**

*Number of pages: 1*

*Attachments: 0*

The Stewards, having received a report from the FIA Technical Delegate (Doc No 6.2), having heard the Driver, the FIA Technical Delegate, the W2RC Promoter represented by ASO Technical Manager, having considered the matter, determine the following:

**Fact:** During pre-event scrutineering, the vehicle was found with two fuel tanks of 400L, both installed behind the rear axle.

**Offence:** Breach of Art. 287-1.3 of the Appendix J of the FIA 2024 ISC.

**Decision:** **No further action**

**Reason:** The Stewards began an investigation.

The Driver explained that during pre-event scrutineering in Barcelona, he was told that some modifications on the regulations were planned for the Class T5.2 of the Truck Group, and it was therefore unnecessary for him to bring the truck in compliance with the current Art. 287-1.3 of the Appendix J by this time.

The FIA Technical Delegate and the W2RC Promoter representative confirmed that there are plans to change the regulations, but this has not been done before the Dakar 2024 event.

Since the FIA's Technical Delegate's report also included a proposal for amendments to the regulations and taking into consideration the content of that proposal, the Stewards conclude that in the event (as correctly stated in the FIA TD report) if the changes had already come into force before the Dakar 2024 event, the cars mentioned in the report would fully meet the requirements. Thus, it follows that such non-compliance with the requirements cannot be a reason not to allow cars registered in class T 5.2 to start. Because this would not be based on a real safety risk, but only on the formal basis that the amendments on which the parties concerned have already agreed have not yet entered into force. It should also be noted that additional safety restrictions are applied in the above class (e.g. there is a significantly lower maximum speed, etc.). This also confirms that different requirements may be applied to the class T5.2 than for class T5.1.

The Stewards finally conclude that there is a breach of the regulations but it cannot be a reason not to allow cars registered in class T5.2 to start.

The decision is based on the 2024 FIA International Sporting Code Art. 11.9.1.

Competitors are reminded of their 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.

**Arnas PALIUKENAS**  
FIA Chairperson of the Stewards

**Omar ZAROUR**  
FIA Steward

**Saleh ALEM**  
ASN Steward

Name:

Competitor: **MARCO PIANA**

Vehicle No: 645

Crew: **Marco PIANA / Paco FERNANDEZ / David GIOVANNETTI**

Date: *Time:*

*Signature:*