
Date:	Saturday, 17th June, 2023	Time:	10:25hrs
Subject:	Stewards Decision No. 04	Document No.:	2.8
From:	The Stewards		
To:	Car No. 45 Competitor Norman KREUTER Crew: Norman KREUTER/ Anna-Maria SEIDL		
Number of pages: 2		Attachments: -	

The Stewards, have received a report from the Clerk of the Course, summoned and heard the Recce and Race control manager Mr Michael Harmsen, the Driver, the Co-Driver and the Team Manager, have considered the following matter, determine the following:

Fact: Crew members of the car No 45 disabled the tracking of reconnaissance on June 15

Offence: Breach of Article 9.3.1 of Supplementary regulations

Decision: Reprimand

Reason: According to the report and a verbal explanation of Mr. Michael Harmsen, Crew No 45 have disabled the tracking of reconnaissance at 10:33:52 hr (on June 15) while driving at approx. 6.2km into the SS TUKUMS on their second pass. When noticing this issue, the crew was contacted by phone. Upon request the competitor enabled the application again while they were on a break, this showed the connection worked as expected and there were no messages missed after the tracking was stopped.

The crew members explained that during the reconnaissance with SS TUKUMS, the phone with installed software began to emit sounds, which indicated exceeding for permitted speed, the crew reduced speed, the Co-Driver took the phone in his hands and tried to manipulate the screen to muffle the signal and then put down the phone. They have confirmed that they later received a call about their device not transmitting data. In response, the crew picked up the phone and successfully reactivated monitoring. They could not give a reason why the program might have been disabled except that App got freeze and stopped working.

Following the explanation of representative of Status Awareness System (SAS) Mr Michael Harmsen, *the RSLite application will only send the 'EndTracking' message when the user disables the tracking with the arrow in the left top corner, stopping the application, or by turning off the app complete. As messages get stored on the device when the network connection is lost and send to us as soon as the application is started again, we can only conclude from this data the application was stopped while driving on stage.* Analysis of device Log confirmed declared sequence and service messages received.

The Stewards understand, that this system is new for the competitors and mistakes in its use are possible. But at the same time, this system is very important in order to maintain an adequate level of safety for the event and compliance with the rules of reconnaissance. Violation of the terms of use may harm all parties involved. On the other hand, the examination carried out by the Stewards does not show signs of intentional interference by the crew members and leads to the conclusion that this may have been due to their inattention or negligence in their use. This, of course, does not exclude the responsibility of the crew for improper use of the device.


Offences or infringements are punishable, whether they were committed intentionally or through negligence (FIA ISC Art. 12.1.1.a).

The decision is based on Art. 11.9.1, Art. 11.9.3.a, 12.4.1.b of the FIA ISC 2023

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 (LTU)
FIA Chairperson of the Stewards



Kostyantyn BEVZ (UKR)
FIA Steward



Linda MEDNE (LVA)
ASN Steward