

## 2019 SINGAPORE GRAND PRIX

19 - 22 September 2019

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<b>From</b>	The Stewards	<b>Document</b>	30
<b>To</b>	The Team Manager, Renault F1 Team	<b>Date</b>	22 September 2019
		<b>Time</b>	02:58

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The Stewards, having received a report from the Technical Delegate (document 26), summoned (document 27) and heard from a team representative, have considered the following matter and determine the following:

**No / Driver** 3 - Daniel Ricciardo

**Competitor** Renault F1 Team

**Time** 21:00

**Session** Qualifying

**Fact** Exceeded the MGU-K power limit during Qualifying 1.

**Offence** Breach of Article 5.2.2 of the FIA Formula One Technical Regulations.

**Decision** Disqualification from Qualifying.

**Reason** The Stewards heard from the FIA Technical Delegate and team representatives including the team manager and two of the engineers responsible.

It was established in the hearing, beyond any doubt in the opinion of the Stewards, that the competitor exceeded the MGU-K power flow limit permitted under Appendix 3, per Article 5.2.2 of the 2019 Formula One Technical Regulations. The method by which this limit is regulated is well known and understood by the teams. Neither the fact that the car had exceeded the limit nor the methodology by which it is policed was disputed by the team.

The team's defense rested on two points. First, that the excess was very small and offered no measurable benefit. Second, that the excess occurred during the second fastest lap during Q1. The team explained to the Stewards how they believe the excess occurred, however the Stewards consider this information to be confidential to the team, and not relevant to this decision.

Notwithstanding the team's arguments, the Stewards take note of the very clear wording of Article 1.2.2 ISC, which states that "If an Automobile is found not to comply with the applicable technical regulations, it shall be no defense to claim that no performance advantage was obtained". In coming to this decision the Stewards referred to longstanding precedents regarding technical infringements and the penalty which has been consistently applied is disqualification, and which does not consider when or if an advantage was gained. This principle has been very clearly affirmed by the International Court of Appeal.

The Stewards therefore order Car 3 disqualified from the results of Qualifying.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Article 9.1.1 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

**Tim Mayer**

**Enzo Spano**

**Mika Salo**

**Nish Shetty**

**The Stewards**