

2020 SOCHI EVENT

24 to 27 September 2020

From	The Stewards	Document	28
To	The Team Manager, PREMA Racing	Date	26 September 2020
		Time	16:22

The Stewards, having received a report from the Technical Delegate, have considered the following matter and determine the following:

No / Driver 20 - Mick Schumacher

Competitor PREMA Racing

Time 13:31

Session Race 1

Fact Car 20 was found to be using a superseded version of the DRS activation crank, which had been updated for safety reasons during the 2019 season.

Offence Alleged breach of Article 2.7.1 of the 2020 FIA F2 Technical regulations

Decision No further action.

Reason The Stewards examined technical evidence. They summoned and heard the team representative (document 26).

Having considered the matter extensively, the Stewards determined that after an incident during the F2 Championship event at Bahrain in 2019, for safety reasons, the chassis manufacturer designed a modified Drag Reduction System (DRS) activation crank to prevent repeats of the Bahrain incident. This updated crank was mandatory on all F2 cars starting with the event at Baku in 2019. These updated parts were hand carried to Baku by the manufacturer and issued to and installed by all teams. After a similar incident at Austria this year, all of the cars were inspected again and verified to have the correct part installed.

As a part of their investigation, the Stewards closely examined a correct reference part and the superseded part. They are quite similar. When they are overlaid, the differences are readily apparent, but with the naked eye, it would take an extremely experienced observer to tell the two parts apart if they were viewed individually, without direct reference to each other.

It is not possible to determine with certainty where the superseded part on Car 20 came from, but it was installed after an incident at Monza earlier this year and has not been the subject of a Technical Delegate inspection until this event.

In keeping with the previous decision on this matter earlier in the year, the Stewards take no further action on the report of the Technical Delegate with respect to a

potential penalty for a technical infraction. The Stewards do note that although this part situation has a potential safety impact in some situations – which is why the part was changed to begin with – it explicitly does not have a performance advantage on the car and, therefore, the team did not gain a sporting advantage when using the part.

While the Stewards recognise the actions taken by the promoter and manufacturer since the Austrian race to resolve this part identification issue, they acknowledge it cannot be totally resolved before 2021 when a permanent fix from the manufacturer can be put in place.

In the interim, the Stewards request the Promoter and chassis manufacturer to provide all teams with a 1:1 drawing of the correct part with directions to inspect all of the actuating arms in their possession and purge those that have been superseded before the next Event.

In addition, the Technical Delegate will inspect these parts on all cars before Race 2 of this Event.

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 10.1.1 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Dennis Dean

Paolo Longoni

Vasily Antipov

The Stewards