

## ABU DHABI AUTONOMOUS RACING LEAGUE SIM SPRINT – YAS MARINA FULL GP 2026

### Race 1 – Sprint Race – Stewards' Decisions – Sporting Bulletin 2026/12

*Subject: Race 1 Sprint Race – Stewards' Decisions (Full & Detailed)*

The following decisions have been issued by the Stewards following post-session review of the Race 1 Sprint Race held on Thursday 21 May 2026 at Yas Marina Full GP. All decisions cover the period from the formation lap through to and including Lap 10, in accordance with the Sporting Committee's determination to call the race at Lap 10 following a platform-wide GPS/localisation disruption from Lap 11 onwards. All incidents and violations from Lap 11 onwards are disregarded.

Stewards panel: Jaime Bardisa (A2RL Team Manager), Maurizio Bartolomei, Lisa Crampton, Alexander Winkler (Race Director / Sporting Committee). Victor Gutierrez and Levente Puskas (Autonoma) participated in an observational and technical advisory capacity.

## Section 1 – Formation Lap Incidents

### Decision 2026/12-01 | #33 TUM

|                  |                                                                                                                                                                                                                                                                                                                      |
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| Session          | Race 1 Sprint Race – Formation Lap                                                                                                                                                                                                                                                                                   |
| Car(s) Involved  | #33 TUM                                                                                                                                                                                                                                                                                                              |
| Incident         | Car #33 TUM failed to launch from its designated pit slot at the required time during the formation lap, creating a significant gap between the front group (Cars #71, #6, #8) and the rear group (Cars #33, #5, #3). An additional formation lap was required, delaying the race start by approximately 20 seconds. |
| Facts Considered | No platform-side cause was identified or claimed. The delay was directly attributable to a team-side readiness issue. TUM did not notify Race Control of any difficulty in advance.                                                                                                                                  |
| Stewards' View   | The formation lap procedure is mandatory. TUM's late launch materially disrupted the race start. A 5-second penalty is proportionate given the car eventually launched without further incident.                                                                                                                     |
| Decision         | <b>5-second time penalty added to Car #33 TUM's race time at Lap 10.</b>                                                                                                                                                                                                                                             |

### Decision 2026/12-02 | #6 Unimore Racing

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| Session          | Race 1 Sprint Race – Formation Lap                                                                                                                                                                                                                                                                                                                                    |
| Car(s) Involved  | #6 Unimore Racing                                                                                                                                                                                                                                                                                                                                                     |
| Incident         | Car #6 Unimore Racing's stack entered the formation lap in pit mode (100 km/h cap) and came to a complete stop on track, causing Race Control to abort the race start and issue a Code 60. The car was stationary for approximately 20 seconds.                                                                                                                       |
| Facts Considered | Post-session technical review confirmed the cause: a pit-in flag issued during free practice had been cleared then re-issued, and was still active when the team relaunched their stack. Autonoma's flag logs confirm the sequence. This was a procedural edge case specific to this session. The team accepted the penalty and was advised of their right to appeal. |

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| <b>Stewards' View</b> | Responsibility for race readiness rests with each team. The platform-side element is noted as mitigating. 5 seconds is applied consistently with Decision 12-01. |
| <b>Decision</b>       | <b>5-second time penalty added to Car #6 Unimore Racing's race time at Lap 10.</b>                                                                               |

| <b>Decision 2026/12-03   #71 TII Racing</b> |                                                                                                                                                                                                                                              |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Session</b>                              | Race 1 Sprint Race – Formation Lap                                                                                                                                                                                                           |
| <b>Car(s) Involved</b>                      | #71 TII Racing                                                                                                                                                                                                                               |
| <b>Incident</b>                             | Car #71 TII Racing (P1, Pole Position) stopped briefly on track for approximately 3 seconds during the formation lap before resuming under its own power. No confirmed mechanical, connection, or platform cause was identified at the time. |
| <b>Facts Considered</b>                     | The stop was approximately 3 seconds. No other car was forced to alter trajectory or speed. The car resumed without Race Control intervention. A written technical report was requested from the team.                                       |
| <b>Stewards' View</b>                       | The very short duration, absence of material impact on the race start, and front-of-field position make this a lesser infraction than Decisions 12-01 and 12-02. A formal time penalty is not proportionate.                                 |
| <b>Decision</b>                             | <b>Warning issued. Car #71 TII Racing required to submit a written technical report to Race Control by 23:59 GST on 21 May 2026.</b>                                                                                                         |

## Section 2 – Race Incidents & Collisions

| <b>Decision 2026/12-04   #8 Constructor Racing / #71 TII Racing</b> |                                                                                                                                                                                                                                                                                                                                                                                |
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| <b>Session</b>                                                      | Race 1 Sprint Race – Lap 2, Turn 3 area                                                                                                                                                                                                                                                                                                                                        |
| <b>Car(s) Involved</b>                                              | #8 Constructor Racing / #71 TII Racing                                                                                                                                                                                                                                                                                                                                         |
| <b>Incident</b>                                                     | Car #8 Constructor Racing collided with Car #71 TII Racing at the Turn 3 area on Lap 2. TII Racing had decelerated to create space for Car #33 TUM ahead. Constructor Racing failed to react in time at a closing speed of approximately 60 km/h. A manual intervention was required for Constructor to rejoin.                                                                |
| <b>Facts Considered</b>                                             | Constructor's own telemetry confirmed the car was tracking TUM and failed to switch tracking target to TII in time. TII Racing's deceleration was a deliberate and lawful action to create racing space. A tighter racing line by Constructor would have provided additional margin. Car #71 TII Racing was not materially affected and continued racing without disadvantage. |
| <b>Stewards' View</b>                                               | Constructor is responsible for insufficient reaction. However, TII suffered no material disadvantage. Given Constructor already incurred track position loss requiring manual intervention, no additional penalty is warranted.                                                                                                                                                |
| <b>Decision</b>                                                     | <b>5-second time penalty for manual intervention to rejoin. No additional penalty for the collision.</b>                                                                                                                                                                                                                                                                       |

| <b>Decision 2026/12-05   #71 TII Racing</b> |                                                        |
|---------------------------------------------|--------------------------------------------------------|
| <b>Session</b>                              | Race 1 Sprint Race – Lap 2, Turn 3 area (FCY response) |

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| <b>Car(s) Involved</b>  | #71 TII Racing                                                                                                                                                                                                                                                                                                 |
| <b>Incident</b>         | During Lap 2 a Full Course Yellow was issued. Car #71 TII Racing was slow to react to the FCY signal, maintaining racing speed for longer than the regulations require. As a direct consequence, TII Racing collided with Car #33 TUM, which had already begun decelerating in lawful compliance with the FCY. |
| <b>Facts Considered</b> | Post-session review of telemetry and team communications confirmed TII Racing's FCY reaction was delayed. Constructor Racing independently identified this as a contributing factor. TUM's deceleration was confirmed as a lawful FCY response; no fault attaches to TUM for this collision.                   |
| <b>Stewards' View</b>   | TII Racing's delayed FCY response caused a collision with a car acting lawfully under a flag. TUM's race was materially affected. A 5-second penalty is proportionate.                                                                                                                                         |
| <b>Decision</b>         | <b>5-second time penalty added to Car #71 TII Racing's race time at Lap 10.</b>                                                                                                                                                                                                                                |

#### Decision 2026/12-06 | #71 TII Racing

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| <b>Session</b>          | Race 1 Sprint Race – Laps 9–10, Turn 9 (Manual Intervention – No Further Action)                                                                                                                                                                                                                                                                                                                                    |
| <b>Car(s) Involved</b>  | #71 TII Racing                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Incident</b>         | Car #71 TII Racing lost control at Turn 9 during Laps 9–10 and stopped on track. Race Control granted a manual intervention to allow the car to rejoin the circuit.                                                                                                                                                                                                                                                 |
| <b>Facts Considered</b> | TII Racing submitted post-session technical data demonstrating that the GPS signal frequency had been reduced from the expected 100 Hz to 10 Hz during the session. This degradation in localisation accuracy was confirmed as the direct cause of the loss of control at Turn 9. The GPS frequency reduction was a platform-side configuration issue, not a team-side failure. Autonoma confirmed the discrepancy. |
| <b>Stewards' View</b>   | Given that the incident at Turn 9 has been confirmed as directly caused by a platform-side GPS configuration issue, and not by any team-side failure or behaviour, the Stewards determine it would be inequitable to apply a time penalty for the resulting manual intervention. The penalty is rescinded. Autonoma is required to correct the GPS signal frequency to 100 Hz for all future official sessions.     |
| <b>Decision</b>         | <b>No further action. Manual intervention penalty rescinded. Platform action item: Autonoma to restore GPS signal to 100 Hz for Race 2 and provide written confirmation before qualifying.</b>                                                                                                                                                                                                                      |

#### Decision 2026/12-09 | #8 Constructor Racing – Full Course Yellow

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|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Session</b>          | Race 1 Sprint Race – FCY period, Lap 2                                                                                                                                           |
| <b>Car(s) Involved</b>  | #8 Constructor Racing – Full Course Yellow                                                                                                                                       |
| <b>Incident</b>         | Car #8 Constructor Racing came to a complete stop on track during a Full Course Yellow period rather than maintaining movement at or below the mandated 80 km/h FCY speed limit. |
| <b>Facts Considered</b> | The stop caused no incident, did not impede any other car, and Constructor resumed without Race Control intervention.                                                            |

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| <b>Stewards' View</b> | No car was endangered or disadvantaged. Constructor already carries a penalty from Decision 12-04. No further action is warranted. |
| <b>Decision</b>       | <b>No further action. Advisory: Constructor Racing to review FCY response logic ahead of Race 2.</b>                               |

| <b>Decision 2026/12-10   Race Control – Blue Flag (Operational Note)</b> |                                                                                                                                     |
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| <b>Session</b>                                                           | Race 1 Sprint Race – Lap 2                                                                                                          |
| <b>Car(s) Involved</b>                                                   | Race Control – Blue Flag (Operational Note)                                                                                         |
| <b>Incident</b>                                                          | The Blue Flag was issued to Car #6 Unimore Racing as race leader at approximately Turn 6–7 of Lap 2, approximately half a lap late. |
| <b>Facts Considered</b>                                                  | Race Control operational error. No intentional element. No material effect on outcome.                                              |
| <b>Stewards' View</b>                                                    | No team is penalised. Race Control to issue the Blue Flag at the start/finish line crossing on the lap a car first takes the lead.  |
| <b>Decision</b>                                                          | <b>No further action. Race Control operational note issued.</b>                                                                     |

### Section 3 – Track Limits (All Cars)

Track limits were monitored throughout the race by Race Control and the Stewards. Following initial post-session review, the Stewards conducted a comprehensive re-review of all footage within the Lap 10 window. The final confirmed violation counts below reflect this review. The penalty system: violations 1–3 result in a warning; each violation from the 4th onwards attracts a 5-second time penalty, applied without exception to all confirmed violations.

| Car                                                                                         | Lap    | Corner | Violation Count / Outcome                                                     |
|---------------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------|
| <b>Car #3 Kinetiz AI – 6 confirmed violations – Total track limits penalty: +15 seconds</b> |        |        |                                                                               |
| #3 Kinetiz AI                                                                               | Lap 7  | T3     | Violation 1 of 6 – Warning (violations 1–3: warning threshold)                |
| #3 Kinetiz AI                                                                               | Lap 7  | T16    | Violation 2 of 6 – Warning (violations 1–3: warning threshold)                |
| #3 Kinetiz AI                                                                               | Lap 9  | T3     | Violation 3 of 6 – Warning (violations 1–3: warning threshold)                |
| #3 Kinetiz AI                                                                               | Lap 9  | T13    | Violation 4 of 6 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #3 Kinetiz AI                                                                               | Lap 9  | T14    | Violation 5 of 6 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #3 Kinetiz AI                                                                               | Lap 10 | T12    | Violation 6 of 6 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| <b>Car #5 PoliMOVE – 11 confirmed violations – Total track limits penalty: +40 seconds</b>  |        |        |                                                                               |
| #5 PoliMOVE                                                                                 | Lap 1  | T6     | Violation 1 of 11 – Warning (violations 1–3: warning threshold)               |
| #5 PoliMOVE                                                                                 | Lap 1  | T7     | Violation 2 of 11 – Warning (violations 1–3: warning threshold)               |
| #5 PoliMOVE                                                                                 | Lap 2  | T7     | Violation 3 of 11 – Warning (violations 1–3: warning threshold)               |
| #5 PoliMOVE                                                                                 | Lap 3  | T7     | Violation 4 of 11 – +5 seconds (advantage gained; penalty threshold exceeded) |

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| #5<br>PoliMOVE                                                                                   | Lap 3  | T17 | Violation 5 of 11 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #5<br>PoliMOVE                                                                                   | Lap 4  | T7  | Violation 6 of 11 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #5<br>PoliMOVE                                                                                   | Lap 5  | T7  | Violation 7 of 11 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #5<br>PoliMOVE                                                                                   | Lap 7  | T7  | Violation 8 of 11 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #5<br>PoliMOVE                                                                                   | Lap 9  | T7  | Violation 9 of 11 – +5 seconds (advantage gained; penalty threshold exceeded)  |
| #5<br>PoliMOVE                                                                                   | Lap 10 | T7  | Violation 10 of 11 – +5 seconds (advantage gained; penalty threshold exceeded) |
| #5<br>PoliMOVE                                                                                   | Lap 10 | T13 | Violation 11 of 11 – +5 seconds (advantage gained; penalty threshold exceeded) |
| <b>Car #6 Unimore Racing – 3 confirmed violations – Total track limits penalty: Warning only</b> |        |     |                                                                                |
| #6 Unimore                                                                                       | Lap 1  | T1  | Violation 1 of 3 – Warning (violations 1–3: warning threshold)                 |
| #6 Unimore                                                                                       | Lap 3  | T2  | Violation 2 of 3 – Warning (violations 1–3: warning threshold)                 |
| #6 Unimore                                                                                       | Lap 3  | T12 | Violation 3 of 3 – Warning (violations 1–3: warning threshold)                 |
| <b>Car #71 TII Racing – 0 confirmed violations</b>                                               |        |     |                                                                                |
| #71 TII Racing                                                                                   | —      | —   | No track limits violations confirmed within the Lap 10 window. No penalty.     |
| <b>Car #33 TUM – 0 confirmed violations</b>                                                      |        |     |                                                                                |
| #33 TUM                                                                                          | —      | —   | No track limits violations confirmed. No penalty.                              |
| <b>Car #8 Constructor Racing – 0 confirmed violations</b>                                        |        |     |                                                                                |
| #8 Constructor                                                                                   | —      | —   | No track limits violations confirmed. No penalty.                              |

Note – Car #3 Kinetiz AI: The T1 excursion during the overtake on Unimore was reviewed. Kinetiz's trajectory planner applied a 4-metre lateral safety buffer which pushed the car fractionally outside track limits. The excursion was safety-algorithm-driven and not a performance-gain attempt. However, a violation is a violation and is applied consistently.

Note – Car #5 PoliMOVE: 11 violations confirmed across Laps 1–10 (Laps 6 and 8: zero violations). Violations 1–3: warning. Violations 4–11 (8 violations):  $8 \times 5 \text{ seconds} = +40 \text{ seconds}$ . All violations treated consistently.

Note – GPS disruption: All track limits violations from Lap 11 onwards are disregarded in full per the Lap 10 race call.

Note – Platform action items: (1) Autonoma to restore GPS signal frequency to 100 Hz for all official sessions from Race 2 onwards and provide written confirmation before Race 2 qualifying. (2) Autonoma to confirm exact start/finish line coordinates for each circuit and agree a chequered flag latency buffer protocol with all teams before Race 2.

## Section 4 – Final Penalty Summary

The following table summarises all confirmed penalties. These are final. All penalties are post-race time additions applied to each car's race time at Lap 10.

| Car | Team       | Decisions Applied                                        | Total Penalty      |
|-----|------------|----------------------------------------------------------|--------------------|
| #3  | Kinetiz AI | 12-07: 3 × +5s (violations 4–6: L9/T13, L9/T14, L10/T12) | <b>+15 seconds</b> |
| #5  | PoliMOVE   | 12-07: 8 × +5s (violations 4–11)                         | <b>+40 seconds</b> |

|     |                    |                                                                 |                   |
|-----|--------------------|-----------------------------------------------------------------|-------------------|
| #6  | Unimore Racing     | 12-02: +5s (formation lap)   12-07: Warning only (3 violations) | <b>+5 seconds</b> |
| #33 | TUM                | 12-01: +5s (formation lap)                                      | <b>+5 seconds</b> |
| #71 | TII Racing         | 12-05: +5s (FCY collision)   12-03: Warning (formation lap)     | <b>+5 seconds</b> |
| #8  | Constructor Racing | 12-04: +5s (manual intervention)                                | <b>+5 seconds</b> |

*Teams wishing to exercise their right of appeal must do so within 30 minutes of this bulletin being published on the Official Notice Board, in accordance with Article 19 of the Sporting Regulations. Each Competing Team holds one appeal token per Race Event.*