

ABU DHABI AUTONOMOUS RACING LEAGUE SIM SPRINT – YAS MARINA FULL GP 2026**Race 1 – Appeal Decisions & Final Classifications – Sporting Bulletin 2026/19**

Subject: Race 1 – Appeal Decisions: Car #71 TII Racing (Sprint Race) and Car #8 Constructor Racing (Grand Final); Final Sprint Race and Grand Final Classifications

This bulletin covers two appeal decisions arising from Race 1: the appeal submitted by Car #71 TII Racing against the provisional Sprint Race classification (Sporting Bulletin 2026/13), and the appeal submitted by Car #8 Constructor Racing against the provisional Grand Final classification (Sporting Bulletin 2026/18). This bulletin is issued pursuant to Article 19 of the Sporting Regulations.

Section 1 – Appeal Decision: Car #71 TII Racing – Sprint Race

Decision 2026/19-01 #71 TII Racing – Sprint Race Appeal	
Session	Race 1 Sprint Race – Post-Race Appeal
Car(s) Involved	#71 TII Racing – Appellant
Grounds	TII Racing appealed the provisional Sprint Race classification (Sporting Bulletin 2026/13) on the grounds that the race should have been declared before Race Lap 8, citing platform-side GPS/localisation degradation which caused a wall contact incident at Turn 9 on that lap.
Facts Considered	(1) The Sporting Committee called the race at Race Lap 10 under Articles 10.6.1 and 10.6.3, having determined that GPS/localisation disruption became race-ending from Lap 11 onwards. Ten full laps of valid competition were completed before the disruption affected the race. (2) The GPS degradation is acknowledged as platform-side and progressive across the session. However, Race Lap 8 falls within the valid Laps 1–10 competition window. (3) All other Competing Teams navigated Race Lap 8 under the same platform conditions without incident. The degradation did not render the lap impossible to complete as a matter of fact. (4) Car #71's wall contact on Race Lap 8 reflects that car's specific response to the prevailing platform conditions. It does not establish that those conditions were race-ending for the field at that point.
Decision	After further investigation, the Sporting Committee has determined that no further action will be taken to amend the Sprint Race classification. The Sprint Race classification published in Sporting Bulletin 2026/13 is confirmed as final.

Section 2 – Appeal Decision: Car #8 Constructor Racing – Grand Final

Decision 2026/19-02 #8 Constructor Racing – Grand Final Appeal	
Session	Race 1 Grand Final – Post-Race Appeal
Car(s) Involved	#8 Constructor Racing – Appellant
Grounds	Constructor Racing appealed the provisional Grand Final classification (Sporting Bulletin 2026/18) on the grounds that a platform-side CAN bus dropout of approximately 100 ms caused a controlled slowdown and loss of track position on Race Lap 2, materially affecting their final classification.
Facts Considered	(1) The evidence submitted by Constructor Racing is a CAN bus timing analysis conducted on their private simulator server after the Grand Final (Filipenko,

	2026-05-26). By its own description it is not race telemetry and does not establish what occurred on the competition platform during the Grand Final. (2) The worst transport stall recorded in that report is 136.8 ms. This is below the 200 ms HL→ML supervision timeout that triggers an ML-Stop safety reaction under the EAV25 architecture (User Manual §7.1). The evidence does not demonstrate a dropout of sufficient magnitude to cause an involuntary safety stop. (3) The controlled slowdown attributed to the CAN dropout is equally consistent with the EAV25 safety architecture operating as designed – including a Race Control command, Race Marshalling system timeout, or HL supervision timeout producing a Level 3a HL Stop Request. Constructor Racing's evidence does not distinguish between these causes. (4) CAN variability of the kind described is a known characteristic of the simulation environment, in line with real-world conditions that all Competing Teams are required to manage.
Decision	After further investigation, the Sporting Committee has determined that no further action will be taken to amend the Grand Final classification. The Grand Final classification published in Sporting Bulletin 2026/18 is confirmed as final.

Section 3 – Final Classifications

Sprint Race: The classification published in Sporting Bulletin 2026/13 is confirmed as the final Sprint Race classification for Race 1. Sporting Bulletin 2026/13 remains the definitive reference document.

Grand Final: The classification published in Sporting Bulletin 2026/18 is confirmed as the final Grand Final classification for Race 1. Sporting Bulletin 2026/18 remains the definitive reference document.

Championship Standings: The Race 1 championship standings published in Sporting Bulletin 2026/18 are confirmed as final. Race 2 championship standings will be published following the Race 2 Grand Final.