



POST-EVENT REPORT

Bommarito Automotive Group 500

Officiating Summary — Sporting, Technical, and Engine

This Post-Event Report summarizes officiating activity from the Bommarito Automotive Group 500, including penalties imposed under the NTT INDYCAR SERIES Rulebook and findings from technical and engine inspection.

| FIELD | DETAIL |
|--------------|--|
| Event | Bommarito Automotive Group 500 — World Wide Technology Raceway (Round 9) |
| Race Date | 7 June 2026 |
| Report Date | 8 June 2026 |
| Issued By | Managing Director of Officiating, INDYCAR Officiating, Inc. |
| Distribution | Team Owners and Manufacturers |

1. Sporting

This section summarizes sporting-related officiating activity from the Bommarito Automotive Group 500.

1.1 Practice

1.1.1 Practice 1 — In-Practice Penalties Imposed

One in-practice penalty was imposed during Practice 1.

| Car / Entrant | 76 — Juncos Hollinger Racing |
|----------------|------------------------------|
| Driver | Rinus VeeKay |
| Session | Practice 1 |
| Infraction | Causing a Yellow Flag |
| Rule Reference | 7.1.4.1.1 |
| Penalty | Time Penalty (5 minutes) |

1.1.2 Final Practice — In-Practice Penalties Imposed

Nine in-practice penalties were imposed during Final Practice.

| Car / Entrant | 2 — Team Penske |
|-----------------------|--|
| Driver | Josef Newgarden |
| Session | Final Practice |
| Time | 20:09:08 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 48.809 mph at Pit-In. Posted Pit Lane Limit: 45 mph. |

| Car / Entrant | 14 — A.J. Foyt Enterprises |
|-----------------------|-----------------------------------|
| Driver | Santino Ferrucci |
| Session | Final Practice |
| Time | 20:15:29 |
| Infraction | Causing a Yellow Flag |
| Rule Reference | 7.1.4.1.1 |
| Penalty | Time Penalty (5 minutes) |

| Car / Entrant | 26 — Andretti Global |
|-----------------------|---|
| Driver | Will Power |
| Session | Final Practice |
| Time | 20:35:53 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 46.063 mph at Pit-Out. Posted Pit Lane Limit: 45 mph. |

| Car / Entrant | 76 — Juncos Hollinger Racing |
|-----------------------|-------------------------------------|
| Driver | Rinus VeeKay |
| Session | Final Practice |
| Time | 20:37:00 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |

| | |
|-----------------------|--|
| Penalty | Drive-Through Penalty |
| Recorded Speed | 45.457 mph at Pit-Center. Posted Pit Lane Limit: 45 mph. |

| | |
|-----------------------|---|
| Car / Entrant | 9 — Chip Ganassi Racing |
| Driver | Scott Dixon |
| Session | Final Practice |
| Time | 20:40:57 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 45.526 mph at Pit-Out. Posted Pit Lane Limit: 45 mph. |

| | |
|-----------------------|---|
| Car / Entrant | 9 — Chip Ganassi Racing |
| Driver | Scott Dixon |
| Session | Final Practice |
| Time | 20:48:37 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 45.484 mph at Pit-Out. Posted Pit Lane Limit: 45 mph. |

| | |
|-----------------------|--|
| Car / Entrant | 76 — Juncos Hollinger Racing |
| Driver | Rinus VeeKay |
| Session | Final Practice |
| Time | 20:50:00 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 45.486 mph at Pit-Center. Posted Pit Lane Limit: 45 mph. |

| | |
|----------------------|----------------------------------|
| Car / Entrant | 4 — A.J. Foyt Enterprises |
| Driver | Caio Collet |

| | |
|-----------------------|---|
| Session | Final Practice |
| Time | 20:57:17 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 80.642 mph at High-Speed Pit Center. Posted Pit Lane Limit: 80 mph. |

| | |
|-----------------------|---|
| Car / Entrant | 4 — A.J. Foyt Enterprises |
| Driver | Caio Collet |
| Session | Final Practice |
| Time | 21:00:11 |
| Infraction | Pit Lane Speed Violation |
| Rule Reference | 7.10.12 |
| Penalty | Drive-Through Penalty |
| Recorded Speed | 80.611 mph at High-Speed Pit Center. Posted Pit Lane Limit: 80 mph. |

1.2 Qualifying

No issues to report. All qualifying sessions were conducted without sporting infraction.

1.3 Race

1.3.1 Race Reviews — No Further Action

The following matters were referred for Stewards' review during the race. In each case the review concluded with no further action.

| | |
|-----------------------|--|
| Incident | Blocking Report — Car 26 |
| Session | Race |
| Lap | 45 |
| Time | 20:29:14 |
| Description | Car 4 reported Car 26 for blocking on the approach to Turn 3. Referred to the Stewards for review. |
| Reason | Reviewed using video evidence; no blocking under the relevant rule was observed by the Stewards. |
| Review Outcome | Reviewed — No Further Action |

| Incident | Incident Between Cars 6 and 10 |
|-----------------------|---|
| Session | Race |
| Lap | 57 |
| Time | 20:35:48 |
| Description | On-track incident between Cars 6 and 10 referred to the Stewards for review. |
| Reason | Following review of multiple video sources, the Stewards determined that Car 6 was primarily responsible for the contact with Car 10. |
| Review Outcome | Reviewed — No Further Action |

1.3.2 In-Race Penalties Imposed

Two in-race penalties were imposed during the race.

| Car / Entrant | 8 — Chip Ganassi Racing |
|-----------------------|--------------------------------|
| Driver | Kyffin Simpson |
| Session | Race |
| Lap | 3 |
| Infraction | Out of Line (Start / Re-Start) |
| Rule Reference | 7.7.1.2 |
| Penalty | Drive-Through Penalty |

| Car / Entrant | 9 — Chip Ganassi Racing |
|-----------------------|---------------------------------|
| Driver | Scott Dixon |
| Session | Race |
| Lap | 201 |
| Infraction | Emergency Service in Closed Pit |
| Rule Reference | 7.1.3.3.4 |
| Penalty | Back of the Field |

1.3.3 Post-Event Monetary Fines

Two post-event monetary fines were assessed for sporting infractions arising from the race.

| Car / Entrant | 45 — Rahal Letterman Lanigan Racing |
|----------------------|--|
|----------------------|--|

| | |
|-----------------------|--|
| Driver | Louis Foster |
| Session | Race |
| Lap | 65 |
| Infraction | Hitting Another Team's Equipment |
| Rule Reference | 7.11.1.6 |
| Penalty | Post-Event Monetary Fine — \$3,000 (2 nd Offence in 2026) |

| | |
|-----------------------|------------------------------------|
| Car / Entrant | 3 — Team Penske |
| Driver | Scott McLaughlin |
| Session | Race |
| Lap | 213 |
| Infraction | Hitting Another Team's Equipment |
| Rule Reference | 7.11.1.6 |
| Penalty | Post-Event Monetary Fine — \$1,500 |

1.4 Other Sporting Matters

The following non-penalty operational and safety matters arose during the race and are recorded for completeness.

| MATTER | SUMMARY |
|--|---|
| Weather Stoppages & Pit Closures | The race was interrupted by multiple weather-related red-flag periods, with the pit lane closed during stoppages. Cars that entered the closed pit lane during these periods were reviewed and not penalized. |
| Pit-Closed Alert — Scoring Loop Assignment (Cars 20 and 60) | During the post-race review it was determined that the automatic pit-closed message had been assigned to an incorrect scoring loop. On Lap 196, Cars 20 and 60 entered an open pit lane correctly off Turn 3; however, because the scoring loop designated to trigger the automatic alert was located at Turn 4, both cars were incorrectly notified that they had entered a closed pit lane once they activated the scoring loop in Turn 4. The root cause has been identified, and corrective measures have been implemented to prevent recurrence. |
| Track Debris & Tire Inspections | Debris was identified and cleared during the event (hardware on the front straight; a suspension component at the Turn 2 exit). Firestone reported minor tire cuts on several cars; no action was required. |

2. Technical

This section summarizes the technical inspection conducted in connection with the Bommarito Automotive Group 500, including pre-qualifying, pre-race, and post-race inspection.

2.1 Qualifying — Technical Inspection

2.1.1 Pre-Qualifying Inspection

Pre-qualifying technical inspection covered the following items and was conducted on all cars entered:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|-------------------|--|
| Front Wing | Rule 14.7.6.1 and Rule 14.7.6.6 (complete front wing assembly used as supplied; Road / Street & Short Oval front wing technical inspection dimensions) |
| Rear Wing | Rule 14.7.7.1 and Rule 14.7.7.8 (complete rear wing assembly used as supplied; Road / Street & Short Oval rear wing technical inspection dimensions) |
| Underwing Heights | Rule 14.7.10.1 (underwing step plane heights; tolerance ± 0.100 in.) and Rule 14.7.10.2 (underwing tunnel exit height; tolerance ± 0.050 in.), inspected to the Short Oval Events configuration per Rule 14.7.10.8 |
| Weight | Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel) |

2.1.2 Post-Qualifying Inspection

No post-qualifying technical inspection was conducted, as a final practice session was held immediately following qualifying. Post-qualifying engine and data inspection was carried out and is detailed in Section 3.

2.1.3 Findings

All inspected components on all examined cars were found to be in compliance. No technical infractions were identified, and no technical penalties were issued.

2.2 Race — Technical Inspection

Technical inspection was conducted before and after the race as set out below.

2.2.1 Pre-Race Inspection

Pre-race technical inspection covered the following items:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|-----------------|---|
| Weight | Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel) |

| INSPECTION ITEM | RULEBOOK REFERENCE |
|--------------------------|--|
| Underwing Heights | Rule 14.7.10.1 (underwing step plane heights; tolerance ± 0.100 in.) and Rule 14.7.10.2 (underwing tunnel exit height; tolerance ± 0.050 in.), inspected to the Short Oval Events configuration per Rule 14.7.10.8 |
| Front Wing | Rule 14.7.6.1 (complete front wing assembly used as supplied) and Rule 14.7.6.6 (Road / Street & Short Oval front wing technical inspection dimensions) |
| Rear Wing | Rule 14.7.7.1 (complete rear wing assembly used as supplied) and Rule 14.7.7.8 (Road / Street & Short Oval rear wing technical inspection dimensions) |
| Exhaust Height | Rule 16.1.1.11 (Homologated exhaust system; pipes must protrude a minimum of 0.250 inch and a maximum of 1.000 inch through the bodywork) |

2.2.2 Post-Race Inspection

Post-race technical inspection covered the following items:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|---|--|
| Front Wing | Rule 14.7.6.1 and Rule 14.7.6.6 (complete front wing assembly used as supplied; Road / Street & Short Oval front wing technical inspection dimensions) |
| Rear Wing | Rule 14.7.7.1 and Rule 14.7.7.8 (complete rear wing assembly used as supplied; Road / Street & Short Oval rear wing technical inspection dimensions) |
| Underwing Heights | Rule 14.7.10.1 (underwing step plane heights; tolerance ± 0.100 in.) and Rule 14.7.10.2 (underwing tunnel exit height; tolerance ± 0.050 in.), inspected to the Short Oval Events configuration per Rule 14.7.10.8 |
| Weight | Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel) |
| Underwing Barge Board Leading Edge Templates | Rule 14.7.8.1 (complete bodywork and underwing used as supplied without modification) in conjunction with Rule 14.7.10.8 (Short Oval Events underwing configuration) |

2.2.3 Findings

All inspected components on all examined cars were found to be in compliance. No technical infractions were identified, and no technical penalties were issued.

2.3 Cars Inspected

The following cars were inspected during the technical sessions of the Event:

| INSPECTION | CARS INSPECTED |
|-----------------|---|
| Pre-Qualifying | All 25 cars entered |
| Post-Qualifying | No technical inspection conducted (final practice held); post-qualifying engine and data inspection per Section 3 |
| Pre-Race | All 25 cars entered |
| Post-Race | 27, 66, 76, 3, 28, 21, 2 |

3. Engine

This section summarizes the engine inspection conducted at the Bommarito Automotive Group 500.

3.1 Qualifying — Engine Inspection

Following qualifying, engine data inspection was conducted on Cars 10 and 12, covering the following items:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|------------------------------------|--|
| System Voltage | Rule 14.19.1.4 (minimum 13 V while the car is running on-track) and Engine Regulation 12.22 (alternator must maintain 13 V on-track) |
| ECU Software Version & Calibration | Rule 14.20.2 (locked INDYCAR calibration per the pre-Event bulletin) |
| Hybrid Deployment Energy Limit | Rule 14.23.1.1 (per the NICS-Hybrid Operations Manual) |
| Hybrid Energy Counter | Rules 14.23.1.3 and 14.23.1.4 (counter resets at the Alt Start/Finish; no unauthorized reset) |
| Torque Shaft Temperature | Rule 16.1.1.9 (INDYCAR-supplied torque shaft maintained below 125 °C) |
| Boost Pressure | Engine Regulation 3.3 (maximum absolute plenum pressure per Table A; Oval (except Milwaukee) limit of 1300 mbar) and Engine Regulation 12.13 (INDYCAR-controlled monitoring) |
| Torque Sensor | Engine Regulation 4.6 (standard INDYCAR torque sensor fitted for monitoring) |
| Torque Control — Pedal | Engine Regulations 11.4 and 11.4.1 (single Driver-operated foot pedal / fuel-mixture switch; throttle-to-pedal mapping requirements) |
| Throttle Angle Variation | Engine Regulation 11.5 (no more than 2% bank-to-bank variation) |

| INSPECTION ITEM | RULEBOOK REFERENCE |
|-------------------------------|--|
| ECU | Engine Regulation 12.3 (standard INDYCAR TAG-400i ECU only) |
| Standard Hardware | Engine Regulation 12.4 (no tampering with the ECU, boost sensor, or torque sensor) |
| Software | Engine Regulation 12.5 (control software as supplied; unauthorized software not permitted on an INDYCAR ECU) |
| Firmware | Engine Regulation 12.7 (locked low-level firmware; modification not permitted) |
| Pit Lane Speed Control | Engine Regulation 12.12 (Driver-initiated only) |
| Engine Speed Limiter | Engine Regulation 12.14 (ECU-imposed crankshaft rotational speed limit) |
| Fuel Mixture Switch | Engine Regulation 12.16 (single cockpit rotary switch, maximum twelve positions) |
| Diagnostic Switch | Engine Regulation 12.17 (single cockpit rotary switch, maximum twelve positions) |
| Gearshift Control | Engine Regulation 13.2 (Driver paddle-initiated via the INDYCAR ECU) |

3.2 Qualifying — Additional Data Inspection

In addition to the inspection set out in Section 3.1, the following Cosworth / chassis-logger data items were inspected on Cars 10, 12, and 5:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|------------------------------------|--|
| Weight Jacker Functionality | Rule 14.19.9.2 (only the Cosworth Weight Jacker software control is permitted) |
| INDYCAR Data Configuration | Rule 14.20.4 (1, 2, 3) (teams must incorporate, maintain, and log all specified channels and configurations as prescribed) |

3.3 Race — Engine Inspection

Following the race, engine data inspection was conducted on Cars 2 and 28, covering the following items:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|-----------------------|--|
| System Voltage | Rule 14.19.1.4 (minimum 13 V while the car is running on-track) and Engine Regulation 12.22 (alternator must maintain 13 V on-track) |

| INSPECTION ITEM | RULEBOOK REFERENCE |
|---|--|
| ECU Software Version & Calibration | Rule 14.20.2 (locked INDYCAR calibration per the pre-Event bulletin) |
| Hybrid Deployment Energy Limit | Rule 14.23.1.1 (per the NICS-Hybrid Operations Manual) |
| Hybrid Energy Counter | Rules 14.23.1.3 and 14.23.1.4 (counter resets at the Alt Start/Finish; no unauthorized reset) |
| Torque Shaft Temperature | Rule 16.1.1.9 (INDYCAR-supplied torque shaft maintained below 125 °C) |
| Boost Pressure | Engine Regulation 3.3 (maximum absolute plenum pressure per Table A; Oval (except Milwaukee) limit of 1300 mbar) and Engine Regulation 12.13 (INDYCAR-controlled monitoring) |
| Torque Sensor | Engine Regulation 4.6 (standard INDYCAR torque sensor fitted for monitoring) |
| Torque Control — Pedal | Engine Regulations 11.4 and 11.4.1 (single Driver-operated foot pedal / fuel-mixture switch; throttle-to-pedal mapping requirements) |
| Throttle Angle Variation | Engine Regulation 11.5 (no more than 2% bank-to-bank variation) |
| ECU | Engine Regulation 12.3 (standard INDYCAR TAG-400i ECU only) |
| Standard Hardware | Engine Regulation 12.4 (no tampering with the ECU, boost sensor, or torque sensor) |
| Software | Engine Regulation 12.5 (control software as supplied; unauthorized software not permitted on an INDYCAR ECU) |
| Firmware | Engine Regulation 12.7 (locked low-level firmware; modification not permitted) |
| Pit Lane Speed Control | Engine Regulation 12.12 (Driver-initiated only) |
| Engine Speed Limiter | Engine Regulation 12.14 (ECU-imposed crankshaft rotational speed limit) |
| Fuel Mixture Switch | Engine Regulation 12.16 (single cockpit rotary switch, maximum twelve positions) |
| Diagnostic Switch | Engine Regulation 12.17 (single cockpit rotary switch, maximum twelve positions) |
| Gearshift Control | Engine Regulation 13.2 (Driver paddle-initiated via the INDYCAR ECU) |

3.4 Race — Additional Data Inspection

In addition to the inspection set out in Section 3.3, the following Cosworth / chassis-logger data items were inspected on Car 2:

| INSPECTION ITEM | RULEBOOK REFERENCE |
|------------------------------------|--|
| Weight Jacker Functionality | Rule 14.19.9.2 (only the Cosworth Weight Jacker software control is permitted) |
| INDYCAR Data Configuration | Rule 14.20.4 (1, 2, 3) (teams must incorporate, maintain, and log all specified channels and configurations as prescribed) |

3.5 Findings

All inspected engine systems, together with the additional Cosworth / chassis-logger data items, were found to be in compliance. No engine-related infractions were identified, and no engine penalties were issued.

3.6 Cars Inspected

The following cars were inspected during engine inspection:

| INSPECTION | CARS INSPECTED |
|--|-----------------------|
| Post-Qualifying Engine Data | 10, 12 |
| Post-Qualifying Additional Data (Cosworth / Chassis Logger) | 10, 12, 5 |
| Post-Race Engine Data | 2, 28 |
| Post-Race Additional Data (Cosworth / Chassis Logger) | 2 |