



POST-EVENT REPORT

# XPEL Grand Prix at Road America

*Officiating Summary — Sporting, Technical, and Engine*

This Post-Event Report summarizes officiating activity from the XPEL Grand Prix at Road America, including penalties imposed under the NTT INDYCAR SERIES Rulebook and findings from technical and engine inspection.

FIELD	DETAIL
Event	XPEL Grand Prix at Road America — Road America (Round 10)
Race Date	21 June 2026
Report Date	26 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 XPEL Grand Prix at Road America.

### 1.1 Practice

#### 1.1.1 Practice 1 — In-Practice Penalties Imposed

Two in-practice penalties were imposed during Practice 1.

Car / Entrant	66 — Meyer Shank Racing
Driver	Marcus Armstrong
Session	Practice 1
Time	15:38:01
Infraction	Pit Lane Speed Violation
Rule Reference	7.10.12
Penalty	Drive-Through Penalty
Recorded Speed	95.857 mph at High-Speed Pit Center. Posted Pit Lane Limit: 90 mph.

<b>Car / Entrant</b>	<b>77 — Juncos Hollinger Racing</b>
<b>Driver</b>	Sting Ray Robb
<b>Session</b>	Practice 1
<b>Time</b>	15:56:34
<b>Infraction</b>	Causing a Red Flag
<b>Rule Reference</b>	7.1.4.1.1
<b>Penalty</b>	Time Penalty (5 minutes)

### 1.1.2 Practice 2 — In-Practice Penalties Imposed

Three in-practice penalties were imposed during Practice 2.

<b>Car / Entrant</b>	<b>26 — Andretti Global</b>
<b>Driver</b>	Will Power
<b>Session</b>	Practice 2
<b>Time</b>	10:22:07
<b>Infraction</b>	Causing a Red Flag
<b>Rule Reference</b>	7.1.4.1.1
<b>Penalty</b>	Time Penalty (5 minutes)

<b>Car / Entrant</b>	<b>9 — Chip Ganassi Racing</b>
<b>Driver</b>	Scott Dixon
<b>Session</b>	Practice 2
<b>Time</b>	10:22:49
<b>Infraction</b>	Pit Lane Speed Violation
<b>Rule Reference</b>	7.10.12
<b>Penalty</b>	Drive-Through Penalty
<b>Recorded Speed</b>	45.460 mph at Pit Center. Posted Pit Lane Limit: 45 mph.

<b>Car / Entrant</b>	<b>45 — Rahal Letterman Lanigan Racing</b>
<b>Driver</b>	Louis Foster
<b>Session</b>	Practice 2

<b>Time</b>	10:31:41
<b>Infraction</b>	Causing a Red Flag
<b>Rule Reference</b>	7.1.4.1.1
<b>Penalty</b>	Time Penalty (5 minutes)

### 1.1.3 Warmup — In-Practice Penalties Imposed

One in-practice penalty was imposed during the Warmup.

<b>Car / Entrant</b>	<b>14 — A.J. Foyt Enterprises</b>
<b>Driver</b>	Santino Ferrucci
<b>Session</b>	Warmup
<b>Time</b>	10:21:29
<b>Infraction</b>	Pit Lane Speed Violation
<b>Rule Reference</b>	7.10.12
<b>Penalty</b>	Drive-Through Penalty
<b>Recorded Speed</b>	45.817 mph at Pit In. Posted Pit Lane Limit: 45 mph.

## 1.2 Qualifying

### 1.2.1 Qualifying Reviews — No Further Action

The following matter was referred for Stewards' review during qualifying. The review concluded with no further action.

<b>Incident</b>	<b>Impeding Report — Car 12</b>
<b>Session</b>	Qualifying
<b>Time</b>	13:21:14
<b>Description</b>	Car 19 reported Car 12 for interference during qualifying. Referred to the Stewards for review.
<b>Reason</b>	Car 12 was judged to have not caused interference to the following car.
<b>Review Outcome</b>	Reviewed — No Further Action

### 1.2.2 Qualifying — In-Session Penalties Imposed

Two in-session penalties were imposed during qualifying.

<b>Car / Entrant</b>	<b>20 — Ed Carpenter Racing</b>
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<b>Driver</b>	Alexander Rossi
<b>Session</b>	Qualifying
<b>Time</b>	13:15:05
<b>Infraction</b>	Pit Lane Speed Violation
<b>Rule Reference</b>	7.10.12
<b>Penalty</b>	Drive-Through Penalty
<b>Recorded Speed</b>	46.599 mph at Pit Out. Posted Pit Lane Limit: 45 mph.

<b>Car / Entrant</b>	<b>18 — Dale Coyne Racing</b>
<b>Driver</b>	Romain Grosjean
<b>Session</b>	Qualifying
<b>Time</b>	13:33:59
<b>Infraction</b>	Contact with Personnel
<b>Rule Reference</b>	7.11.1.8
<b>Penalty</b>	Drive-Through Penalty

### 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.

<b>Incident</b>	<b>Blocking Report — Car 20</b>
<b>Session</b>	Race
<b>Lap</b>	2
<b>Time</b>	13:35:27
<b>Description</b>	Car 76 reported Car 20 for blocking in Turn 5 on Lap 2. Referred to the Stewards for review.
<b>Reason</b>	Car 20 was judged to have not moved in reaction to the pursuing car.
<b>Review Outcome</b>	Reviewed — No Further Action

<b>Incident</b>	<b>Blocking Report — Car 15</b>
<b>Session</b>	Race

<b>Lap</b>	2
<b>Time</b>	13:38:28
<b>Description</b>	Car 20 reported that Car 15 moved in reaction in Turn 12 on Lap 2. Referred to the Stewards for review.
<b>Reason</b>	Car 15 was judged to have not moved in reaction to the pursuing car.
<b>Review Outcome</b>	Reviewed — No Further Action

<b>Incident</b>	<b>Contact Between Cars 18 and 47</b>
<b>Session</b>	Race
<b>Lap</b>	33
<b>Time</b>	14:38:42
<b>Description</b>	Reported contact between Cars 18 and 47 referred to the Stewards for review.
<b>Reason</b>	Having reviewed the video evidence, the Stewards were unable to identify any single Driver as primarily responsible.
<b>Review Outcome</b>	Reviewed — No Further Action

<b>Incident</b>	<b>Off-Track Report — Car 45</b>
<b>Session</b>	Race
<b>Lap</b>	32
<b>Time</b>	14:39:57
<b>Description</b>	Car 10 reported being forced off track by Car 45 on the back straight on Lap 32. Referred to the Stewards for review.
<b>Reason</b>	Having reviewed the video evidence, the Stewards were unable to identify any single Driver as primarily responsible.
<b>Review Outcome</b>	Reviewed — No Further Action

<b>Incident</b>	<b>Incident Involving Car 21</b>
<b>Session</b>	Race
<b>Lap</b>	34
<b>Time</b>	14:39:32
<b>Description</b>	On-track incident involving Car 21 referred to the Stewards for review.

<b>Reason</b>	Car 21 came to a stop on track beyond the pit entry. The Stewards reviewed the available data to determine whether the car could have reached pit lane rather than stopping on track and found no evidence that it was able to do so — the data was consistent with a mechanical issue that prevented Car 21 from continuing to the pits.
<b>Review Outcome</b>	Reviewed — No Further Action

<b>Incident</b>	<b>Blocking Report — Car 15</b>
<b>Session</b>	Race
<b>Lap</b>	55
<b>Time</b>	15:37:11
<b>Description</b>	Car 26 reported Car 15 for blocking in Turn 12 on Lap 55. Referred to the Stewards for review.
<b>Reason</b>	The Stewards reviewed the video evidence and found Car 15 moved in reaction to the pursuing car but determined no further penalty was warranted.
<b>Review Outcome</b>	Reviewed — No Further Penalty

### 1.3.2 In-Race Penalties Imposed

Ten in-race penalties were imposed during the race.

<b>Car / Entrant</b>	<b>47 — Rahal Letterman Lanigan Racing</b>
<b>Driver</b>	Mick Schumacher
<b>Session</b>	Race
<b>Lap</b>	16
<b>Infraction</b>	Pit Lane Speed Violation
<b>Rule Reference</b>	7.10.12
<b>Penalty</b>	Back of the Field
<b>Recorded Speed</b>	47.899 mph at Pit In. Posted Pit Lane Limit: 45 mph.

<b>Cars</b>	<b>18, 77, 9, 14, 76, 8, 47</b>
<b>Session</b>	Race
<b>Lap</b>	17
<b>Infraction</b>	Emergency Service in Closed Pit

<b>Rule Reference</b>	7.1.3.3.4
<b>Penalty</b>	Back of the Field
<b>Note</b>	Collective ruling applied to all listed cars that took emergency service in the closed pit lane during the caution period.

<b>Car / Entrant</b>	<b>18 — Dale Coyne Racing</b>
<b>Driver</b>	Romain Grosjean
<b>Session</b>	Race
<b>Lap</b>	18
<b>Infraction</b>	Unsafe Condition
<b>Rule Reference</b>	9.3.1.4
<b>Penalty</b>	Stop-and-Go Penalty
<b>Reason</b>	Car 18 was released from its pit stall in an unsafe condition and subsequently lost the left-rear tire/wheel assembly on track, bringing out an FCY.

<b>Car / Entrant</b>	<b>9 — Chip Ganassi Racing</b>
<b>Driver</b>	Scott Dixon
<b>Session</b>	Race
<b>Lap</b>	20
<b>Infraction</b>	Pitting After Repositioning
<b>Rule Reference</b>	9.2.2.4
<b>Penalty</b>	Drive-Through Penalty
<b>Reason</b>	Car 9 pitted following its repositioning penalty prior to the return to a Green Condition.

<b>Car / Entrant</b>	<b>47 — Rahal Letterman Lanigan Racing</b>
<b>Driver</b>	Mick Schumacher
<b>Session</b>	Race
<b>Lap</b>	21
<b>Infraction</b>	Pitting After Repositioning
<b>Rule Reference</b>	9.2.2.4

<b>Penalty</b>	Drive-Through Penalty
<b>Reason</b>	Car 47 pitted following its repositioning penalty prior to the return to a Green Condition.

<b>Car / Entrant</b>	<b>45 — Rahal Letterman Lanigan Racing</b>
<b>Driver</b>	Louis Foster
<b>Session</b>	Race
<b>Lap</b>	23
<b>Infraction</b>	Blocking
<b>Rule Reference</b>	9.3.2
<b>Penalty</b>	Give Up Two (2) Track Positions
<b>Reason</b>	Car 45 was judged to have moved in reaction to the pursuing car, altering its line to defend position.

<b>Car / Entrant</b>	<b>10 — Chip Ganassi Racing</b>
<b>Driver</b>	Alex Palou
<b>Session</b>	Race
<b>Lap</b>	28
<b>Infraction</b>	Pit Lane Speed Violation
<b>Rule Reference</b>	7.10.12
<b>Penalty</b>	Drive-Through Penalty
<b>Recorded Speed</b>	47.860 mph at Pit In. Posted Pit Lane Limit: 45 mph.

<b>Car / Entrant</b>	<b>5 — Arrow McLaren</b>
<b>Driver</b>	Pato O'Ward
<b>Session</b>	Race
<b>Lap</b>	31
<b>Infraction</b>	Emergency Service in Closed Pit
<b>Rule Reference</b>	7.1.3.3.4
<b>Penalty</b>	Back of the Field

<b>Car / Entrant</b>	<b>18 — Dale Coyne Racing</b>
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<b>Driver</b>	Romain Grosjean
<b>Session</b>	Race
<b>Lap</b>	37
<b>Infraction</b>	Blocking (Turn 8, Lap 35)
<b>Rule Reference</b>	9.3.2
<b>Penalty</b>	Give Up Two (2) Track Positions
<b>Reason</b>	Car 18 was judged to have moved in reaction to the pursuing car, altering its line to defend position.

<b>Car / Entrant</b>	<b>2 — Team Penske</b>
<b>Driver</b>	Josef Newgarden
<b>Session</b>	Race
<b>Lap</b>	55
<b>Infraction</b>	Avoidable Contact
<b>Rule Reference</b>	9.3.3
<b>Penalty</b>	Time Penalty (equivalent to a Drive-Through — 30 seconds)
<b>Reason</b>	Car 2 was judged to have initiated a maneuver that resulted in avoidable contact with Car 6.

### 1.3.3 Post-Event Monetary Fines

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

<b>Car / Entrant</b>	<b>18 — Dale Coyne Racing</b>
<b>Driver</b>	Romain Grosjean
<b>Session</b>	Race
<b>Lap</b>	14
<b>Infraction</b>	Contact with Another Car's Pit Equipment
<b>Rule Reference</b>	7.11.1.6
<b>Penalty</b>	Post-Event Monetary Fine — \$1,500

<b>Car / Entrant</b>	<b>18 — Dale Coyne Racing</b>
<b>Driver</b>	Romain Grosjean
<b>Session</b>	Race

<b>Lap</b>	44
<b>Infraction</b>	Equipment Out of Box
<b>Rule Reference</b>	7.11.1.13
<b>Penalty</b>	Post-Event Monetary Fine — \$1,000

## 1.4 Other Sporting Matters

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

<b>MATTER</b>	<b>SUMMARY</b>
<b>Caution Pit Closures &amp; Closed-Pit Entries</b>	During full-course caution periods the pit lane was closed. Several cars were recorded entering the closed pit lane during these periods. Cars that took emergency service in the closed pit lane were penalized as set out in Section 7.1.3.3.4.4; cars that entered and blended without taking service were directed to blend and were not penalized.
<b>Incorrect “Pits Closed” Message — Car 9</b>	On Lap 13, Car 9 received an incorrect “Pits Closed” message at pit entry when the pit lane was in fact open to the car. A review found that the timing system was measuring two events from two different starting references — the pit-closed light from midnight, and the car’s crossing of the pit-entry line from a separate internal reference — so the two times were not on the same scale. As a result, any car crossing the pit-entry line while the pit-closed light was on would be returned as “Pits Closed.” Car 9 reached the pit-entry line 0.0175 of a second before the pit-closed light came on and should have been shown “Good to Pit.” After both times were aligned to the same reference, the sequence was re-tested multiple times and produced the correct “Good to Pit” result in every case. The cause has been identified and corrected.

## 2. Technical

This section summarizes the technical inspection conducted in connection with the XPEL Grand Prix at Road America, including post-qualifying and post-race inspection.

### 2.1 Qualifying — Technical Inspection

#### 2.1.1 Post-Qualifying Inspection

<b>INSPECTION</b>	<b>CARS INSPECTED</b>
<b>Post-Qualifying</b>	60, 12, 3, 66, 10, 28

Post-qualifying 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)
Weight	Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel)
Floor	Rule 14.7.8.1 (complete bodywork, underwing, and underwing stays used as supplied without modification)
Underwing Exit	Rule 14.7.10.2 (underwing tunnel exit height; tolerance $\pm 0.050$ in.), inspected to the Road / Street configuration per Rule 14.7.10.7
Wheel Offsets	Rule 14.14 (Wheels; wheel offset may not be modified from design — front 6.125–6.225 in., rear 7.750–7.850 in. measured from the inboard flange high point to the wheel mounting face)

### 2.1.2 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

### 2.2.1 Post-Race Inspection

INSPECTION	CARS INSPECTED
Post-Race	7, 12, 8, 10, 26, 20

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)
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
<b>Floor</b>	Rule 14.7.8.1 (complete bodywork, underwing, and underwing stays used as supplied without modification)
<b>Underwing Exit</b>	Rule 14.7.10.2 (underwing tunnel exit height; tolerance $\pm 0.050$ in.), inspected to the Road / Street configuration per Rule 14.7.10.7
<b>Wheel Offsets</b>	Rule 14.14 (Wheels; wheel offset may not be modified from design — front 6.125–6.225 in., rear 7.750–7.850 in. measured from the inboard flange high point to the wheel mounting face)
<b>Gearbox Angle</b>	Rule 14.3.3.3 (engine and gearbox installed angle; $-0.10^\circ$ to $+0.10^\circ$ relative to the '0' line)

### 2.2.2 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.

## 3. Engine

This section summarizes the engine inspection conducted at the XPEL Grand Prix at Road America.

### 3.1 Race — Engine Inspection

INSPECTION	CARS INSPECTED
<b>Post-Race Engine Data</b>	7, 8

Following the race, engine data inspection was conducted on Cars 7 and 8, covering the following items:

INSPECTION ITEM	RULEBOOK REFERENCE
<b>System Voltage</b>	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)
<b>ECU Software Version &amp; Calibration</b>	Rule 14.20.2 (locked INDYCAR calibration per the pre-Event bulletin)
<b>Hybrid Deployment Energy Limit</b>	Rule 14.23.1.1 (per the NICS-Hybrid Operations Manual)
<b>Hybrid Energy Counter</b>	Rules 14.23.1.3 and 14.23.1.4 (counter resets at the Alt Start/Finish; no unauthorized reset)
<b>Torque Shaft Temperature</b>	Rule 16.1.1.9 (INDYCAR-supplied torque shaft maintained below 125 °C)

INSPECTION ITEM	RULEBOOK REFERENCE
<b>Boost Pressure</b>	Engine Regulation 3.3 (maximum absolute plenum pressure per Table A; Road Course limit of 1500 mbar, increasing to 1650 mbar with Push to Pass) and Engine Regulation 12.13 (INDYCAR-controlled monitoring)
<b>Torque Sensor</b>	Engine Regulation 4.6 (standard INDYCAR torque sensor fitted for monitoring)
<b>Torque Control — Pedal</b>	Engine Regulations 11.4 and 11.4.1 (single Driver-operated foot pedal / fuel-mixture switch; throttle-to-pedal mapping requirements)
<b>Throttle Angle Variation</b>	Engine Regulation 11.5 (no more than 2% bank-to-bank variation)
<b>ECU</b>	Engine Regulation 12.3 (standard INDYCAR TAG-400i ECU only)
<b>Standard Hardware</b>	Engine Regulation 12.4 (no tampering with the ECU, boost sensor, or torque sensor)
<b>Software</b>	Engine Regulation 12.5 (control software as supplied; unauthorized software not permitted on an INDYCAR ECU)
<b>Firmware</b>	Engine Regulation 12.7 (locked low-level firmware; modification not permitted)
<b>Pit Lane Speed Control</b>	Engine Regulation 12.12 (Driver-initiated only)
<b>Engine Speed Limiter</b>	Engine Regulation 12.14 (ECU-imposed crankshaft rotational speed limit)
<b>Fuel Mixture Switch</b>	Engine Regulation 12.16 (single cockpit rotary switch, maximum twelve positions)
<b>Diagnostic Switch</b>	Engine Regulation 12.17 (single cockpit rotary switch, maximum twelve positions)
<b>Gearshift Control</b>	Engine Regulation 13.2 (Driver paddle-initiated via the INDYCAR ECU)

### 3.2 Race — Additional Data Inspection

INSPECTION	CARS INSPECTED
<b>Post-Race Additional Data (Cosworth / Chassis Logger)</b>	8

In addition to the inspection set out in Section 3.1, the following Cosworth / chassis-logger data items were inspected on Car 8:

INSPECTION ITEM	RULEBOOK REFERENCE
<b>INDYCAR Data Configuration</b>	Rule 14.20.4 (1, 2, 3) (teams must incorporate, maintain, and log all specified channels and configurations as prescribed)

### 3.3 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.