



POST-EVENT REPORT

The Honda Indy 200 at Mid-Ohio

Officiating Summary — Sporting, Technical, and Engine

This Post-Event Report summarizes officiating activity from the Honda Indy 200 at Mid-Ohio, including penalties imposed under the NTT INDYCAR SERIES Rulebook and findings from technical and engine inspection.

FIELD	DETAIL
Event	The Honda Indy 200 at Mid-Ohio — Mid-Ohio Sports Car Course (Round 11)
Race Date	5 July 2026
Report Date	8 July 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 Honda Indy 200 at Mid-Ohio.

1.1 Practice

1.1.1 Practice 1 — Penalties Imposed

Two penalties were imposed during Practice 1.

Car / Entrant	66 — Meyer Shank Racing
Driver	Marcus Armstrong
Session	Practice 1
Time	15:25:00
Infraction	Causing a Red Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

Car / Entrant	18 — Dale Coyne Racing
Driver	Romain Grosjean
Session	Practice 1
Time	16:17:27
Infraction	Causing a Red Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

1.1.2 Practice 2 — Penalties Imposed

One penalty was imposed during Practice 2.

Car / Entrant	77 — Juncos Hollinger Racing
Driver	Sting Ray Robb
Session	Practice 2
Time	Unknown
Infraction	Causing a Red Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

1.1.3 Warmup

No penalties were imposed during the Warmup.

1.2 Qualifying

1.2.1 Qualifying — Penalties Imposed

One penalty was imposed during qualifying.

Car / Entrant	9 — Chip Ganassi Racing
Driver	Scott Dixon
Session	Qualifying
Time	17:33:54
Infraction	Qualifying Interference (Segment 1 / 2)
Rule Reference	8.3.7.1
Penalty	Loss of Two (2) Fast Laps; Not Permitted to Advance
Reason	Car 9 was judged to have interfered with Car 18's qualifying attempt.

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 47
Session	Race
Lap	3
Time	13:03:27
Description	Car 18 reported Car 47 for blocking in Turn 5 on Lap 3. Referred to the Stewards for review.
Reason	Following a review of multiple video sources, the incident between Car 47 and Car 18 was determined to be inconclusive; no further action.
Review Outcome	Reviewed — No Further Action

Incident	Blocking Report — Car 15
Session	Race
Lap	16
Time	13:11:18
Description	Car 8 reported Car 15 for blocking on the backstretch into Turn 4 on Lap 16. Referred to the Stewards for review.
Reason	Car 15 was judged to have not moved in reaction to Car 8.
Review Outcome	Reviewed — No Further Action

Incident	Blocking Report — Car 47
Session	Race
Lap	35
Time	13:33:14
Description	Car 14 reported Car 47 for blocking in Turn 6 on Lap 35. Referred to the Stewards for review.
Reason	Car 47 was judged to have not moved in reaction to Car 14.
Review Outcome	Reviewed — No Further Action

Incident	Avoidable Contact Report — Car 19
Session	Race
Lap	41
Time	13:41:55
Description	Car 4 reported Car 19 for avoidable contact in Turn 4 on Lap 41. Referred to the Stewards for review.
Reason	Car 19 was judged not to have initiated avoidable contact with Car 4.
Review Outcome	Reviewed — No Further Action

1.3.2 Race — Penalties Imposed

Two penalties were imposed during the race.

Car / Entrant	20 — Ed Carpenter Racing
Driver	Alexander Rossi
Session	Race
Lap	39
Infraction	Avoidable Contact
Rule Reference	9.3.3
Penalty	Give Up Two (2) Track Positions
Reason	Car 20 was judged to have initiated a maneuver that resulted in avoidable contact with Car 9.

Car / Entrant	28 — Andretti Global
Driver	Marcus Ericsson
Session	Race
Lap	47
Infraction	Avoidable Contact
Rule Reference	9.3.3
Penalty	Give Up Two (2) Track Positions
Reason	Car 28 was judged to have initiated a maneuver that resulted in avoidable contact with Car 9.

1.4 Other Sporting Matters

The following matters arose during the Event and are recorded for completeness.

MATTER	SUMMARY
Automatic Lap Deletions (Local Yellow)	Under Rule 7.1.3.2, any Driver passing through a Local Yellow Condition in practice or qualifying has that lap time automatically invalidated. The following lap deletions were applied: Practice 1 (Local Yellow, Turn 2) — Car 5 (Lap 4), Car 6 (Lap 12), Car 8 (Lap 15), Car 21 (Lap 14), Car 76 (Lap 13); Practice 2 (Local Yellow, Turn 9) — Car 6 (Lap 18).
Wet Conditions Declaration and Rescission	During qualifying, INDYCAR declared wet conditions, making available to Competitors the modifications permitted under Rule 14.7.9.8. As conditions improved, INDYCAR rescinded the declaration of wet conditions by broadcast at 17:53:37, advising that only dry Tires could be used and that Rule 14.7.9.8 was no longer in effect. Upon rescission, the allowances under Rule 14.7.9.8 ceased to apply and Rule 14.7.9.1 governed the configuration of the Car, requiring all components to be used as supplied. A related technical matter arising from this rescission is addressed in the Technical section.

2. Technical

This section summarizes the technical inspection conducted in connection with the Honda Indy 200 at Mid-Ohio, including post-qualifying and post-race inspection.

2.1 Qualifying — Technical Inspection

2.1.1 Post-Qualifying Inspection

Post-qualifying technical inspection was conducted on the cars listed below, to the scope indicated, covering the items that follow.

INSPECTION	CARS INSPECTED
Post-Qualifying — Weight	28, 10
Post-Qualifying — Front / Rear Wing, Underwing Heights, Diffuser Exit	12, 5, 76, 26, 7, 21

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
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.), inspected to the Road / Street configuration per Rule 14.7.10.7
Diffuser Exit Height and Widths	Rule 14.7.10.2 (underwing tunnel / diffuser exit height; tolerance ± 0.050 in.) and Rule 14.7.10.6 (underwing left-to-right offset not exceeding 0.050 in.), inspected to the Road / Street configuration per Rule 14.7.10.7

2.1.2 Findings

All inspected components on all examined cars were found to be in compliance. No technical infractions were identified beyond the matter noted below.

2.1.3 Post-Event Monetary Fine

One post-event monetary fine was assessed arising from post-qualifying technical inspection.

Car / Entrant	76 — Juncos Hollinger Racing
Driver	Rinus VeeKay
Session	Qualifying
Infraction	Technical Infraction (Level 1) — Aeroscreen lower inlets blocked
Rule Reference	14.7.9.1
Penalty	Post-Event Monetary Fine — \$10,000
Reason	Following the rescission of wet conditions, Rule 14.7.9.1 required all components to be used as supplied. Post-session technical inspection determined that Car 76 had the Aeroscreen lower inlets blocked.
Notice	PN-2026-MO-002-revised

2.2 Race — Technical Inspection

2.2.1 Post-Race Inspection

Post-race technical inspection was conducted on the cars listed below and covered the items that follow.

INSPECTION	CARS INSPECTED
Post-Race	10, 76, 26, 7, 27, 21, 5

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 Width and Height	Rules 14.7.10.1 and 14.7.10.2 (underwing step plane heights ± 0.100 in. and tunnel exit height ± 0.050 in.) with Rule 14.7.10.6 (left-to-right offset not exceeding 0.050 in.), inspected to the Road / Street configuration per Rule 14.7.10.7
Weight	Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel)
Diffuser Exit Heights	Rule 14.7.10.2 (underwing tunnel / diffuser exit height; tolerance ± 0.050 in.), inspected to the Road / Street configuration per Rule 14.7.10.7

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 Honda Indy 200 at Mid-Ohio, including post-qualifying and post-race inspection.

3.1 Qualifying — Engine Inspection

3.1.1 Post-Qualifying Engine Inspection

Following qualifying, engine data inspection was conducted on the cars listed below and covered the items that follow.

INSPECTION	CARS INSPECTED
Post-Qualifying Engine Data	7, 26

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; Road Course limit of 1500 mbar, increasing to 1650 mbar with Push to Pass) 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)

INSPECTION ITEM	RULEBOOK REFERENCE
Gearshift Control	Engine Regulation 13.2 (Driver paddle-initiated via the INDYCAR ECU)

3.1.2 Post-Qualifying Additional Data Inspection

The following Cosworth / chassis-logger data items were inspected on the cars listed below.

INSPECTION	CARS INSPECTED
Post-Qualifying Additional Data (Cosworth / Chassis Logger)	28, 76

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

3.1.3 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 in inspection.

3.1.4 Post-Qualifying Engine Penalty

One engine penalty was assessed following qualifying.

Car / Entrant	3 — Team Penske
Driver	Scott McLaughlin
Session	Post-Qualifying
Infraction	Unapproved Engine Change
Rule Reference	16.1.2.3.2 and 16.1.6.1.2
Penalty	Loss of Six (6) Grid Positions
Reason	Car 3's engine constituted the fifth engine of the season under 10,000 miles and was therefore deemed an Unapproved Engine Change.
Notice	PN-2026-MO-001

3.2 Race — Engine Inspection

3.2.1 Post-Race Engine Inspection

Following the race, engine data inspection was conducted on the cars listed below and covered the items that follow.

INSPECTION	CARS INSPECTED
Post-Race Engine Data	5, 27

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; Road Course limit of 1500 mbar, increasing to 1650 mbar with Push to Pass) 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)

INSPECTION ITEM	RULEBOOK REFERENCE
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)

3.2.2 Post-Race Additional Data Inspection

The following Cosworth / chassis-logger data items were inspected on the cars listed below.

INSPECTION	CARS INSPECTED
Post-Race Additional Data (Cosworth / Chassis Logger)	27, 6

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

3.2.3 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 further engine penalties were issued.