



FIA FORMULA E WORLD CHAMPIONSHIP ROUND 12&13 - SHANGHAI E-PRIX 2 - 5 JULY 2026

Decision no. 23 - 35

From: The Stewards
To: All Competitors

Date: 5 July 2026
Time: 18:09

The Stewards having received a report from the Race Director regarding Car 11 and determined to conduct a broader investigation on their own initiative.

Session: Race
Time (fact): 12:35
Fact: Failure to obey Double Yellow Flags
Offence: Breach of Article 2.5.5 (b) of Appendix H of the FIA International Sporting Code

Dec.	Car	Driver	Competitor
23	16	Sébastien Buemi	Envision Racing
24	51	Nico Müller	Porsche Formula E Team
25	33	Dan Ticktum	CUPRA KIRO
26	77	Taylor Barnard	DS PENSKE
27	27	Jake Dennis	Andretti Formula E
28	13	Antonio Felix Da Costa	Jaguar TCS Racing
29	7	Maximilian Günther	DS PENSKE
30	3	Josep Maria Martí	CUPRA KIRO
31	1	Oliver Rowland	Nissan Formula E Team
32	37	Nick Cassidy	Citroën Racing
33	23	Norman Nato	Nissan Formula E Team
34	48	Edoardo Mortara	MAHINDRA RACING
35	11	Lucas di Grassi	LOLA YAMAHA ABT Formula E Team

Decision: A warning is given to the Drivers

Reason:

The Stewards summoned and heard from the Drivers and their Authorised Representatives and viewed video, onboard video, GPS positioning data, timing data and telemetry.

On Lap 23 of the race Car 22 suffered a mechanical failure and stopped on the start finish straight against the barrier on drivers' right just prior to the control line. A Single Yellow flag signal was displayed at the light panels from turn 10 to the light panel just past the stopped car which was green. After Car 14 exited turn 12, the light panel on drivers' left at the exit of turn 12 changed to double yellow which created a very short double yellow sector which commenced after the apex of turn 12 and ended at the control line.

An analysis of the telemetry of all the Cars referred to showed that all of the Cars were at full throttle as they passed the stranded Car 22 but some Drivers had lifted momentarily within the zone before returning to full throttle as they passed Car 22. An analysis of speed telemetry of the Cars showed that most were slightly slower through that section of track than on earlier green laps but only very marginally. At that point in time the Driver of Car 22 remained in the cockpit.

A Double Yellow flag requires a Driver to reduce speed significantly and be prepared to stop because there is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. The telemetry of the Cars referred to suggested that none of the Drivers had complied with the Double Yellow Flag rule.

The Drivers were unanimous in their submissions to the Stewards that:

- They slowed when they entered what they believed was only a Single Yellow sector;
- They did not see the Double Yellow light panel on the outside of turn 12 because at the point they had an opportunity to see it, not only was it difficult to see against the sky, they were turning through turn 12 and looking ahead on the track to attempt to sight what it was that had triggered what they believed remained a Single Yellow Flag;
- There was no Double Yellow displayed at the light panel at turn 10 nor at turn 11;
- They all saw Car 22 stopped on the right side of the track and also saw a green light panel at about the same position;
- While their onboard footage revealed that for a brief period lights appeared on their dashboard indicating they were in a Double Yellow sector, their focus at that time was not on their dash but looking up to the green light;
- Believing they were only in a Single Yellow zone, they had slowed sufficiently for such a zone, they had a clear line of sight once they exited turn 12, the track was wide and they could have changed direction if circumstances required that but it was obvious from the position of Car 22 hard up against the right side of the track that there was no reason for them to do so.

The Stewards accepted these submissions. Ordinarily a Double Yellow flag infringement would call for a severe penalty. However, in the Stewards' assessment, the Drivers correctly adverted to a number of features of the infringements which were unusual and take them outside a typical Double Yellow flag infringement case.

Having reviewed all of the evidence, the Stewards consider all of these incidents to be indistinguishable. A common feature is that all the Drivers were and remained at full throttle as they passed the stranded Car 22. Even accepting the Drivers' explanation that they believed they were in a Single Yellow zone, to not have lifted at that point falls short of what ought to be expected and for that reason the Stewards impose a penalty of a Warning to each of the Drivers concerned.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Article 9.1.1 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

David Fuentes
Chairman of the Panel

Matthew Selley
International Steward

Shi Huang
National Steward