FIA FORMULA 1 WORLD CHAMPIONSHIP

# 2026 LAS VEGAS GRAND PRIX

**19 - 21 November 2026**

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| **From** | The Stewards | **Document** | 38 |
| **To** | The Team Manager,<br>Oracle Red Bull Racing | **Date** | 20 November 2026 |
| | | **Time** | 20:19 |

The Stewards, having received a report from the Race Director, summoned (document 29) and heard from the driver and team representative, have considered the following matter and determine the following:

**No / Driver** 3 - Max Verstappen

**Competitor** Oracle Red Bull Racing

**Time** 16:33

**Session** Free Practice 3

**Fact** Car 3 engaged in a series of moves on the entry of T17 in front of Car 43

**Infringement** Alleged breach of Appendix L, Chapter IV, Article 2 e) of the FIA International Sporting Code.

**Decision** No further action.

**Reason** The Stewards heard from the driver of Car 3 (Max Verstappen), team representative and reviewed video, telemetry, team radio and in-car video evidence.

Both cars were on out laps approaching the corner, with Car 3 (VER) ahead of Car 43 (COL). Car 3 was weaving from side to side while Car 43 approached from behind at a slightly higher speed. As Car 43 completed the overtaking, Car 3 moved toward the the right-hand side of the track and Car 43 passed on the left.
The driver of Car 3 explained that he was weaving to warm his tyres up and that he could not use more energy due to issues he had with his engine earlier in the lap. In contrast, the driver of Car 43 deployed a significant amount of energy which allowed him to overtake Car 3 and caught the driver of Car 3 by surprise. He stated that he had not expected Car 43 to attempt an overtake because both were on a preparation lap and approaching the last turn. Once he became aware of the overtaking manoeuvre, he remained on the right-hand side of the track to allow Car 43 to pass without issue.

The Stewards considered the movements (i. e. weaving) of Car 3, the fact that Car 3 experienced some issues with the engine earlier in the lap and that it had an impact on the energy deployment, the fact that both cars were on out laps, the relative speeds of the two cars and the circumstances of the overtaking manoeuvre which was ultimately completed without issue.

The Stewards acknowledged that weaving to maintain tyre temperature is common during the preparation for a flying lap. In this case, when the driver of Car 3 realised that Car 43 was overtaking, he immediately stopped the weaving and maintained his position on the right-hand side and allowed Car 43 to pass. Taking into account the issue that lead to a lack of energy deployment, the relatively small speed differential and the absence of any further movement towards Car 43, the Stewards concluded

that there were mitigating elements.

The Stewards therefore determined to take no further action.

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 Chapter 5 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Decisions of the Stewards are taken independently of the FIA and are based solely on the relevant regulations, guidelines and evidence presented.

**Gerd Ennser**

**Loïc Bacquelaine**

**Vitantonio Liuzzi**

**Steve Pence**

**The Stewards**