



POST-EVENT REPORT

Ontario Honda Dealers Indy at Markham

Officiating Summary — Sporting, Technical, and Engine

This Post-Event Report summarizes officiating activity from the Ontario Honda Dealers Indy at Markham on the Streets of Markham, including penalties imposed under the NTT INDYCAR SERIES Rulebook and findings from technical and engine inspection.

FIELD	DETAIL
Event	Ontario Honda Dealers Indy at Markham — Streets of Markham (Round 14)
Race Date	16 August 2026
Report Date	20 August 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 Ontario Honda Dealers Indy at Markham on the Streets of Markham.

1.1 Practice

1.1.1 Practice 1 — Penalties Imposed

Three penalties were imposed during Practice 1.

Car / Entrant	28 — Andretti Global
Driver	Marcus Ericsson
Session	Practice 1
Time	10:25:45
Infraction	Causing a Red Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

Car / Entrant	8 — Chip Ganassi Racing
Driver	Kyffin Simpson
Session	Practice 1

Time	10:34:48
Infraction	Causing a Red Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

Car / Entrant	20 — Ed Carpenter Racing
Driver	Alexander Rossi
Session	Practice 1
Time	10:57:05
Infraction	Pit Lane Speed Violation — 51.871 mph at Pit Center; 54.793 mph and 51.462 mph at Pit Out
Rule Reference	7.10.12
Penalty	Drive-Through

1.1.2 Practice 2 — Penalties Imposed

One penalty was imposed during Practice 2.

Car / Entrant	26 — Andretti Global
Driver	Will Power
Session	Practice 2
Time	15:08:01
Infraction	Causing a Red Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

1.1.3 Warmup — Penalties Imposed

No penalties were imposed during Warmup.

1.2 Qualifying

1.2.1 Qualifying — Penalties Imposed

Six penalties were imposed during Qualifying.

Car / Entrant	4 — AJ Foyt Racing
Driver	Caio Collet
Session	Qualifying
Time	18:55:10
Infraction	Causing a Red Flag

Rule Reference	8.3.6
Penalty	Loss of Two (2) Fast Laps; Not Permitted to Advance

Car / Entrant	26 — Andretti Global
Driver	Will Power
Session	Qualifying
Time	19:16:51
Infraction	Causing a Red Flag
Rule Reference	8.3.6
Penalty	Loss of Two (2) Fast Laps; Not Permitted to Advance

Car / Entrant	2 — Team Penske
Driver	Josef Newgarden
Session	Qualifying
Time	19:22:15
Infraction	Causing a Red Flag
Rule Reference	8.3.6
Penalty	Loss of Two (2) Fast Laps; Not Permitted to Advance

Car / Entrant	5 — Arrow McLaren
Driver	Pato O'Ward
Session	Qualifying
Time	19:23:35
Infraction	Causing a Local Yellow That Affects Another Competitor
Rule Reference	8.3.7.3
Penalty	Loss of Best Lap to That Point; Permitted to Advance

Car / Entrant	28 — Andretti Global
Driver	Marcus Ericsson
Session	Qualifying
Time	19:38:26
Infraction	Equipment Out of Box
Rule Reference	7.11.1.13
Penalty	Post-Event Monetary Fine — \$1,000

Car / Entrant	10 — Chip Ganassi Racing
Driver	Álex Palou
Session	Qualifying
Time	19:39:53
Infraction	Causing a Red Flag
Rule Reference	8.3.6
Penalty	Loss of Two (2) Fast Laps; Not Permitted to Advance

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	Incident Review — Turn 5
Session	Race
Lap	34
Time	13:13:16
Description	An incident involving multiple Cars (66, 76, 3, and 10) occurred in Turn 5 was referred to the Stewards for review.
Reason	Having reviewed the video evidence, no Car was found to be responsible for the incident in Turn 5 as it was considered an “incident in progress” due to Car 66 blocking the track; all Cars entitled to retake their positions based on the running order at timeline i5 - no further action.
Review Outcome	Reviewed — No Further Action

Incident	Incident Report — Cars 21 and 9
Session	Race
Lap	36
Time	13:16:52
Description	The incident between Cars 21 and 9 was referred to the Stewards for review.
Reason	Having reviewed the video evidence, no Car was found to be responsible for the incident between Cars 21 and 9; no further action.
Review Outcome	Reviewed — No Further Action

1.3.2 Race — Penalties Imposed

Three penalties were imposed during the race.

Car / Entrant	5 — Arrow McLaren
Driver	Pato O'Ward
Session	Race
Lap	36
Infraction	Hitting Own Equipment
Rule Reference	7.11.1.5
Penalty	Post-Event Monetary Fine — \$1,500

Car / Entrant	66 — Meyer Shank Racing
Driver	Marcus Armstrong
Session	Race
Lap	38
Infraction	Failure to Follow the Direction of INDYCAR Safety
Rule Reference	14.23.2.1.2
Penalty	Stop and Hold Penalty (10 seconds)

Car / Entrant	6 — Arrow McLaren
Driver	Nolan Siegel
Session	Race
Lap	62
Infraction	Avoidable Contact
Rule Reference	9.3.3
Penalty	Drive-Through
Reason	Car 6 was judged to have initiated a maneuver that resulted in avoidable contact with Car 2.

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, a lap time is automatically invalidated where a Driver passes through a Local Yellow Condition. The following lap deletions were applied. Practice 1 — Turn 10 (Car 28): Car 26 (Lap 19), Car 9 (Lap 13); Turn 10 (Car 60): Car 45 (Lap 15), Car 15 (Lap 14), Car 66 (Lap 19); Turn 4 (Car 12): Car 7 (Lap 5); Turn 10 (Car 20): Car 19 (Lap 4), Car 21 (Lap 7), Car 15 (Lap 6), Car 6 (Lap 7); Turn 4 (Car 5): Car 4 (Lap 2), Car 14 (Lap 2); Turn 10 (Car 19): Car 2 (Lap 7), Car 26 (Lap 8), Car 28 (Lap 8). Practice 2 — Turn 10 (Car 6): Car 77 (Lap 4); Turn 6 (Car 3): Car 77 (Lap 6), Car 10 (Lap 1), Car 76 (Lap 4); Turn 7 (Car 5): Car 47 (Lap 6); Turn 10 (Car 45): Car 10 (Lap 3), Car 76 (Lap 7), Car 60 (Lap 6); Turn 10 (Car 18): Car 45 (Lap 5); Turn 10 (Car 3): Car 20 (Lap 9), Car 26 (Lap 10); Turn 6 (Car 26): Car 3 (Lap 8), Car 8 (Lap 9), Car 5 (Lap 7), Car 19 (Lap 8), Car 28 (Lap 9), Car 14 (Lap 7), Car 15 (Lap 11); Turn 10 (Car 18): Car 60 (Lap 9); Turn 10 (Car 14): Car 2 (Lap 8); Turn 10 (Car 9): Car 10 (Lap 7). Qualifying — Turn 10 (Car 5): Car 7 (Lap 8), Car 47 (Lap 8), Car 76 (Lap 9), Car 18 (Lap 8). Warmup — Turn 10 (Car 5): Car 76 (Lap 6), Car 9 (Lap 7), Car 28 (Lap 6), Car 18 (Lap 7), Car 6 (Lap 7), Car 27 (Lap 4), Car 77 (Lap 7), Car 4 (Lap 7), Car 7 (Lap 7); Turn 6 (Car 6): Car 27 (Lap 9), Car 76 (Lap 14), Car 18 (Lap 14), Car 26 (Lap 12), Car 20 (Lap 15), Car 7 (Lap 15).

2. Technical

This section summarizes the technical inspection conducted in connection with the Ontario Honda Dealers Indy at Markham on the Streets of Markham, 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, covering the items that follow.

INSPECTION	CARS INSPECTED
Post-Qualifying	28, 76, 9, 3, 7, 19

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 Height	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

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)
Wheel Offset	Rule 14.6.3.2 (Road & Street Course Events track width offset; maximum ± 0.250 in. left or right of center)
Energy Management System (EMS)	Rule 14.12.1.1 (Energy Management System used as supplied by Dallara and approved by INDYCAR) and Rules 14.12.1.5 and 14.12.1.6 (EMS / Wishbone cover trimming and attachment provisions)

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

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

INSPECTION	CARS INSPECTED
Post-Race	7, 76, 28, 18, 26, 10, 5

INSPECTION ITEM	RULEBOOK REFERENCE
Barge Boards	Rule 14.7.8.1 (complete bodywork, underwing and underwing stays used as supplied without modification)
Wheel Offset	Rule 14.6.3.2 (Road & Street Course Events track width offset; maximum ± 0.250 in. left or right of center)
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 Height	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	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

2.2.2 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 Ontario Honda Dealers Indy at Markham on the Streets of Markham, 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	45, 7

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)

3.1.2 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)	10, 76, 28

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.

3.2 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	28, 5

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)

INSPECTION ITEM	RULEBOOK REFERENCE
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)
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)	20

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 engine penalties were issued.