



# 2026 AUSTRALIAN GRAND PRIX

## 06 - 08 March 2026

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<b>From</b>	The Stewards	<b>Document</b>	26
<b>To</b>	The Team Manager, Mercedes-AMG PETRONAS F1 Team	<b>Date</b>	06 March 2026
		<b>Time</b>	20:38

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The Stewards, having received a report from the Race Director, summoned (documents 17 & 18) and heard from the drivers and team representatives, have considered the following matter and determine the following:

**No / Driver** 63 - George Russell

**Competitor** Mercedes-AMG PETRONAS F1 Team

**Time** 16:00

**Session** Practice 2

**Fact** Pit Lane Incident with Car 41

**Infringement** Breach of Appendix L, Chapter IV, Article 5b of the International Sporting Code.

**Decision** Driver: Reprimand

**Reason** The Stewards heard from the driver of Car 41 (Arvid Lindblad) and the driver of Car 63 (George Russell), the team representatives and reviewed video, team radio and in-car video evidence and determined that Car 41 was in the queue of cars in the fast lane waiting to get out of the pit lane.

Car 63 left the garage and was waiting to join the fast lane. Car 63 inched forward, as if to join the fast lane and then stopped slightly ahead of Car 41, with a small portion of Car 63 jutting into the fast lane.

This resulted in Car 41 running over that portion of the front wing end plate of Car 63. There was no damage reported to us in relation to Car 41 as a result of the collision.

Appendix L Chapter IV of the FIA International Sporting Code read with the Race Director Competition Notes Item 15 gives priority to the cars in the fast lane over those in the working lane. In other words, Car 41 had priority over Car 63.

Car 63 would only have been free to blend into the fast lane "if there [was] a suitable gap in a queue of cars in the fast lane" and if it could be done safely and without unnecessarily impeding cars already in the fast lane.

It is clear, in this case, that there was no such gap and the collision resulted from Car 63 inching forward and thereby blocking a small portion of the fast lane. Both drivers agreed that the driver of Car 41 would not have been able to see the portion that was blocking the fast lane.

In this case, the collision could have been avoided by Car 63 taking appropriate action and we therefore imposed a penalty of a reprimand to the driver of Car 63.

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 4 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.

**Nish Shetty**

**Mathieu Remmerie**

**Pedro Lamy**

**Matthew Selley**

**The Stewards**