
Date:	03.10.2026	Time:	16:30 hrs
Subject:	STEWARDS DECISION No. 4	Document No:	2.5

From: The Stewards

To: The Competitor ALEJANDRO MAURO of car No. 40
Crew ALEJANDRO MAURO / CARLA SALVAT

All Competitors / crew members

The Stewards, having received a report from the Clerk of the Course, summoned the above crew members as well as the competitor's representative, have considered the following matter and determine the following:

Facts On Friday, 02.10.2026 while on SS2 (Tula – Erula 1), car No. 39 had a heavy landing after a jump at km 5.79. Subsequently the crew stopped at km 5.9 and alerted the SOS Medical at 09:23:38 hrs. The stage was red-flagged at 09:27:08 hrs. Before the red flag, car No. 40 had passed the location without stopping, only slowing down despite the SOS displayed on their FIA Safety Tracking Device and, according to the co-driver of car No. 39, having been shown the SOS signal by hand gestures.

Offence Breach of Article 53.3.2 of the 2026 FIA WRC Sporting Regulations and Article 12.2.1.h of the 2026 FIA International Sporting Code.

Decision A 2-minute time penalty, to be applied to the special stage time of Competitor ALEJANDRO MAURO of car No. 40 on SS2 (Tula - Erula 1).

Reason The Stewards examined the available video evidence and telemetry data from the FIA Safety Tracking Device and heard separately from:

- a) The Team Representative of Competitor TEAM ARMIN SCHWARZ DRIVING EXPERIENCE of car No. 39, Mr. EETU HELLSTEN on Friday, 02.10.2026 at 15:20 hrs.
- b) Driver ALEJANDRO MAURO, Co-driver CARLA SALVAT, Team Engineer ORIOL SANTACREU, and from the Competitor's Representative VICTOR PEREZ COUTO of car No. 40 (Competitor ALEJANDRO MAURO) on Friday, 02.10.2026 at 20:30 hrs.

The Team Representative of car No. 39 spoke on behalf of the crew, who were still in hospital undergoing medical checks. He confirmed that the co-driver had informed him that, following a heavy landing after the jump on SS2, both crew members were experiencing pain and therefore activated the SOS function on the FIA Safety Tracking Device. As the physical SOS sign had fallen inside the car during the heavy landing and the co-driver was unable to locate it immediately, he signalled the need for medical assistance to the following car by crossing his arms. However, the following car, car No. 40, did not stop to render assistance.

The Stewards also received confirmation from the FIA Sporting Delegate regarding the content of the 2026 FIA WRC Safety Briefing attended by the driver of car No. 40 at Rally Sweden 2026 and the co-driver of car No. 40 at Rally Italia Sardegna 2026.

During the hearing with the crew of car No. 40, the driver stated that they had also experienced a heavy landing after the jump and were momentarily short of breath. As a result, his attention was briefly diverted while he first checked whether his co-driver

was okay. His co-driver then informed him that an SOS warning was displayed on the tracking unit. However, the crew stated that they were unable to see either car No. 39 or any member of its crew. After travelling a few further metres, the SOS indication disappeared from the unit and the crew therefore believed that the alert had been caused by a malfunction.

The Stewards asked the crew if car No. 40 had onboard camera footage available. The driver explained that, although the cameras were fitted, the crew had inadvertently failed to insert the data card and therefore no onboard footage from the first three stages was available.

The crew told the Stewards that they are acutely aware of the requirement to stop and the reasons for it. They apologised to the Stewards but repeated the statement that they did not see a car stopped on or near the stage nor the co-driver of car No. 39 signaling SOS.

The Stewards then also heard from the crew of car No. 41, who were able to provide onboard footage which helped establish the circumstances at the scene, including the position of the crashed vehicle. The vehicle was parked on the grass to the left, some distance away from the road but still visible. On the onboard footage, the co-driver of car No. 39 was also visible, giving hand-signals.

The Stewards further reviewed the relevant section of the training material for the FIA Safety Tracking Device, which the crew members were required to have viewed. The material explains that, when an SOS/red warning is displayed, the device shows a countdown of the distance to the stopped car and, after the location has been passed, subsequently counts up the distance from that point.

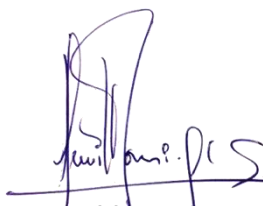
The Stewards therefore find that the crew of car No. 40 ought to have been aware, from the distance information displayed on the FIA Safety Tracking Device, of the approximate location of car No. 39. Even if the vehicle itself was not immediately visible from the road, the crew ought to have exercised greater vigilance, particularly as the co-driver of car No. 39 was attempting to draw their attention, and should have stopped at or near that location to establish whether assistance was required.

The Stewards therefore find that the crew of car No. 40 breached Article 53.3.2 of the 2026 FIA WRC Sporting Regulations and impose a penalty which they consider appropriate in the circumstances.

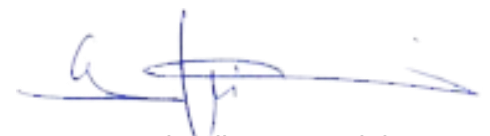
Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2026 FIA International Sporting Code and Chapter 5 of the 2026 FIA Judicial and Disciplinary Rules.



Tanja Geilhausen
The Stewards



David Domingo



Claudio Gasparini

RE: STEWARDS DECISION No. 4 – RALLY ITALIA SARDEGNA 2026

This decision was notified to the Competitor's officially nominated representative as below:

<i>Name (in block letters):</i>	VICTOR PEREZ COUTO	<i>Date:</i>	03.10.2026
<i>Position within the team:</i>	TEAM REPRESENTATIVE	<i>Time:</i>	16:35

Published on the Organiser's Digital Notice Board on 03.10.2026 at 16:50 hrs.