
Date: Wednesday, 14th January 2026**Time: 20.15 hrs****Subject: STEWARDS DECISION 28****Document No: 2.29**

From: The Stewards**To: Competitor No 410 Name: CAN-AM FACTORY TEAM****Crew: HUNTER MILLER / JEREMY GRAY**

Number of pages: 2**Attachments: -**

The Stewards, having received video evidence from the FIA Sporting Delegate, having investigated the action that was shown, having summoned and heard the Crew members, the Team Manager (Mrs. Ana SALBANY) and the engineer (Mr. Ricardo PASTORINO), have considered the following matter, and after due deliberation determine the following:

Facts:

- The crew of Competitor Car No. 410 used a satellite phone in the refuelling zone at KM 179.73 during SS8.
- The crew members of car No 410 were not wearing their safety belts in the correct way, although the vehicle was in motion.
- The driver of Car 410 was not wearing his homologated gloves, while the vehicle was in motion on SS8.
- While the vehicle was in motion, the navigator operated the steering wheel while the driver was still preparing for the restart of the Selective Section.

Offence: Breach of Articles 47.1 and V1 Art. 9.1.3 of 2026 FIA CCRSR and Article 12.2.1.h of the 2026 FIA ISC.

Decision:

- **Disqualification of Competitor Car No 410 from Dakar Rally 2026**, which is **suspended until the end of Dakar Rally 2026** subject to no further breach of V1 Art. 9.1.3 of 2026 FIA CCRSR by the competitor during this period.
- **To impose a time penalty of 2 hours on Competitor Car No 410 for SS8.**
- **To impose a fine of 250 Euros on Competitor Car No 410.**
In accordance with Article 12.8 of the 2026 FIA International Sporting Code, the payment of the fines must be done 48 hours of their notification. Fines may be paid by means of any mode of payment, electronic included (<https://fiafines.fia.com>). Any delay in making payment may entail suspension during the period the fine remains unpaid.

Reason: During the hearing, the crew stated that they experienced technical issues with the vehicle in the refuelling zone. The vehicle stalled and was pushed aside by the officials of the refuelling zone. While in the zone, they used the phone to request assistance. The crew also stated that they did not inform the PCO (Rally Control) of their issues.

After several attempts, the vehicle started running again. In order not to lose too much time, they proceeded directly to the end of the neutralisation zone. During this time, the driver was preparing for the restart of the selective section, i.e. fastening his safety belts properly and putting on his gloves, when the vehicle was in motion.

2026 FIA CCRSR V1 Article 9.1.3 clearly states: *The use of mobile and satellite phones is forbidden during the Selective Sections. Phones must be switched off during the Selective Sections. In the event of a problem only, these phones may be used, only outside the passenger compartment, when the vehicle is stationary, to report a retirement, an accident*

or a breakdown. Beforehand, the Crew must inform the Rally HQ of their situation via the tracking system.

The Stewards consider that the above-mentioned article has been breached. In determining the penalty to be imposed, the Stewards consider that the appropriate sanction in this case is disqualification. However, given that the Stewards have reason to believe that the crew will not repeat this type of infringement, the Stewards consider it appropriate to suspend the disqualification until the end of the event.

Furthermore the Cross-Country Rally Sporting Regulations are very clear in Article 47.1 in saying: “**Whenever a vehicle is in motion on any type of Selective Section and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers’ Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened.** (...)”

Safety clothing and Safety belts, together with the Frontal Head Restraint (FHR), are essential safety measures to protect the crew in the case of an accident. Compliance with these requirements is fundamental, as safety remains one of the FIA’s primary concerns, and the FIA is committed to doing everything possible to protect, among others, the crew members.

The Stewards consider that a breach of the above-mentioned articles has occurred. Furthermore, the Stewards consider it to be an unsafe action that the navigator operated the steering wheel from the co-driver’s seat. The Stewards also take into consideration that this constitutes the third infringement for not correctly wearing the safety belts.

The stewards find that there is a serious breach of several articles in the regulations, and that the crew gained a time advantage through non-compliant behaviour of the crew members. Having considered all the information, the Stewards find the above-mentioned time penalty to be appropriate. For not wearing the gloves, the Stewards impose the above-mentioned fine which is consistent with precedents in the past.

This decision is based on 2026 FIA ISC Art. 11.7.1.a, Art. 11.7.3.a, Art. 11.7.3.f, Art. 12.4.1.c, Art. 12.4.1.h., Art. 12.4.1.m, Art. 12.9.1 and Art. 12.4.6

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 FIA Judicial and Disciplinary Rules.



Jan SEINEN
Chair of the Panel of Stewards



Alqassim HAMIDADDIN
FIA Steward



Saleh ALEM
ASN Steward

This decision was notified to the Competitor’s officially nominated representative as follows:

Name (in block letters):	ANA SALBANY	Date:	14.01.2026
Position within the team:	TEAM MANAGER	Time:	21:57

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