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DTM

Doc No.: 1

AVL
RACETECH

BOP (v1.0)

Race 2, Lausitzring

20. - 22. May 2022

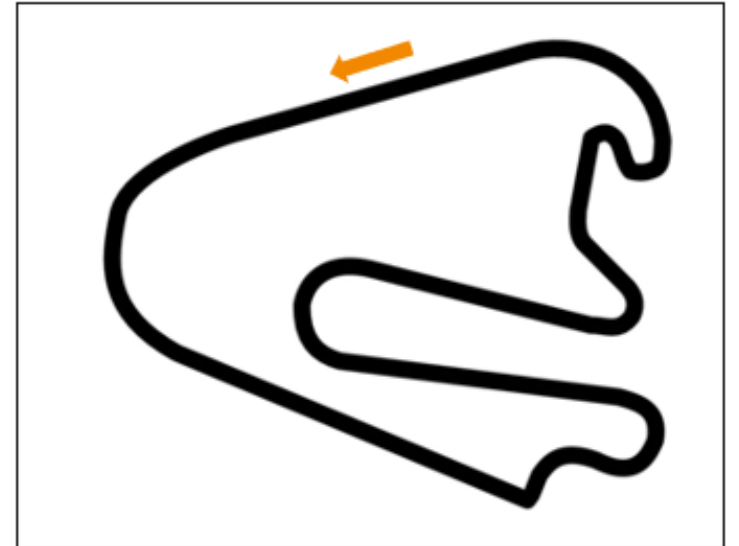
Anton Schweinzer

DTM Race 1, Lausitzring General - Event and Track Information

Event:	DTM Race 2
Date:	20. - 22. May 2022








Track:	Lausitzring (steep curve light)
Track Length:	4562m

Race 1:	13:30, 21. May 2022
Race 2:	13:30, 22. May 2022






DTM Race 1, Lausitzring

BoP for Engine and Car weight

DTM		Balance of Performance, V1.0				AVL RACETECH	
 DTM Race 2, Lausitz							
20. - 22. Mai 2022							
Brand	Typ	Restrictor [mm]	Boost ratio @ max Power [-]	DTM Car Weight [kg]	BoP Ballast [kg]	Total Car Weight [kg]	Total with Driver [kg]
	R8	2 x 37		1310	15	1325	<u>1405</u>
	M4		2.822	1310	0	1310	<u>1390</u>
	488		1.590	1295	35	1330	<u>1410</u>
	911	2 x 48		1275	15	1290	<u>1370</u>
	Huracan	2 x 40		1295	30	1325	<u>1405</u>
	GT3	2 x 35		1325	5	1330	<u>1410</u>
Note: 1. The DTM Car Weight includes the empty ballast box and the onboard camera. 2. The Total Car Weight includes the BoP Ballast.							

DTM Race 1, Lausitzring BoP for P_boost Ratio



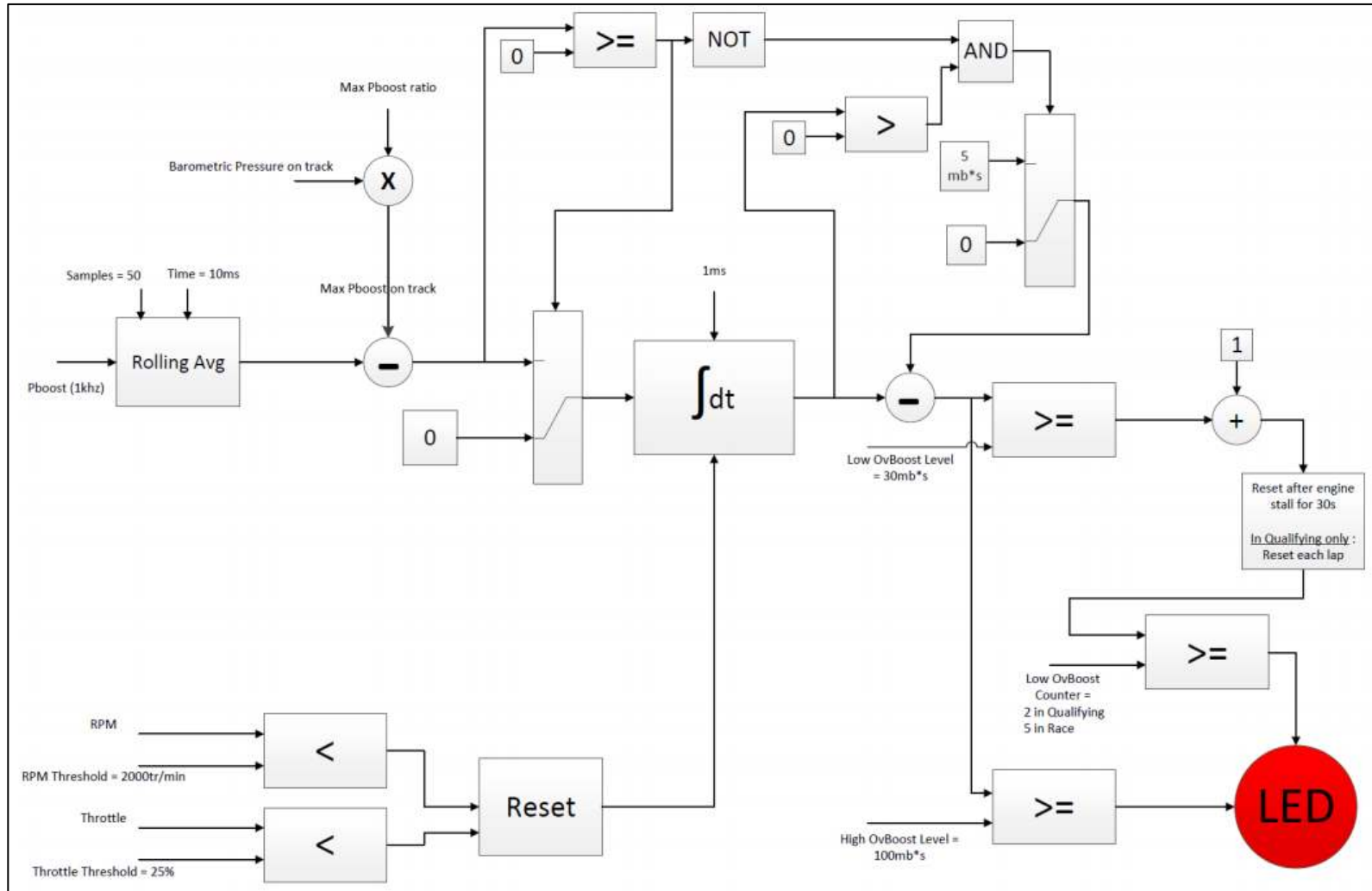
DTM		Balance of Performance, V1.0		AVL RACETECH	
		DTM Race 2, Lausitz			
20. - 22. Mai 2022					
P_boost ratio for Turbo Engines					
					
n	P_boost ratio	P_boost ratio			
3000	1.486	x			
3500	1.537	2.357			
4000	1.606	2.409			
4500	1.673	2.493			
5000	1.727	2.601			
5250	x	2.666			
5500	1.751	2.740			
5750	x	2.812			
6000	1.733	2.830			
6250	x	2.822			
6500	1.662	2.749			
6750	x	2.630			
7000	1.590	2.495			
7500	1.539	x			

Note:

1. The P_boost ratio in the table has to be multiplied with the P_Ambient pressure to get the P_boost limits.
2. P_Ambient will be communicated by the Organisation.
3. Boost pressure control like FIA strategy, see next figure.
4. The interpolation between the breakpoints is linear.



DTM Race 1, Lausitzring FIA Boost Control



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