

Posted at: 23:42

DTM

Doc No.: 57



BoP (v3.0)

Race 3, Imola

17. - 19. June 2022

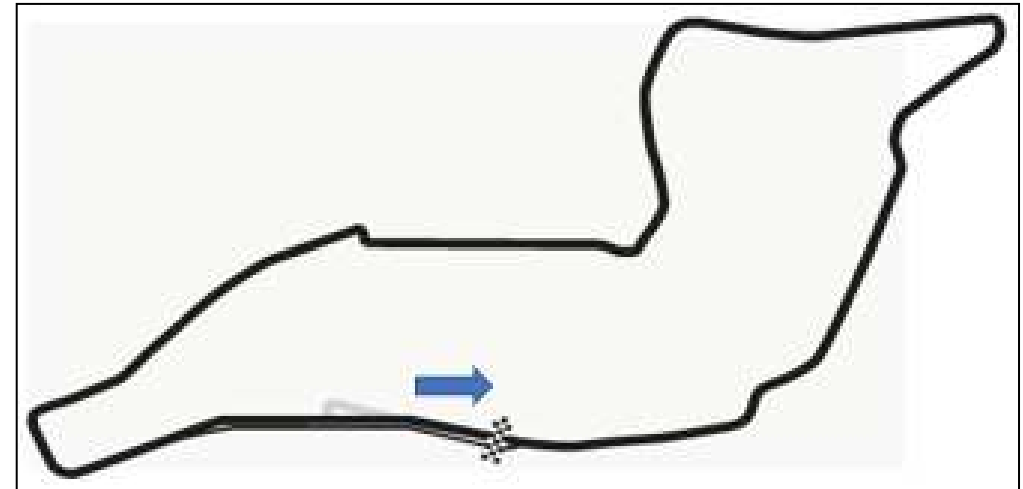
Anton Schweinzer

DTM Race 3, Imola

General - Event and Track Information


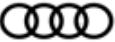





Event:	DTM Race 3
Date:	17. - 19. June 2022

Track:	Imola
Track Length:	4909m
Race 1:	13:30, 18. June 2022
Race 2:	13:30, 19. June 2022



DTM Race 3, Imola





BoP for Engine and Car weight

DTM		Balance of Performance, V3.0				AVL RACETECH	
		DTM Race 3, Imola					
17. - 19. June 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	30	1340	<u>1420</u>
	M4		2.709	1310	0	1310	<u>1390</u>
	488		1.590	1295	0	1295	<u>1375</u>
	911	2 x 48		1275	5	1280	<u>1360</u>
	Huracan	2 x 41		1295	50	1345	<u>1425</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.

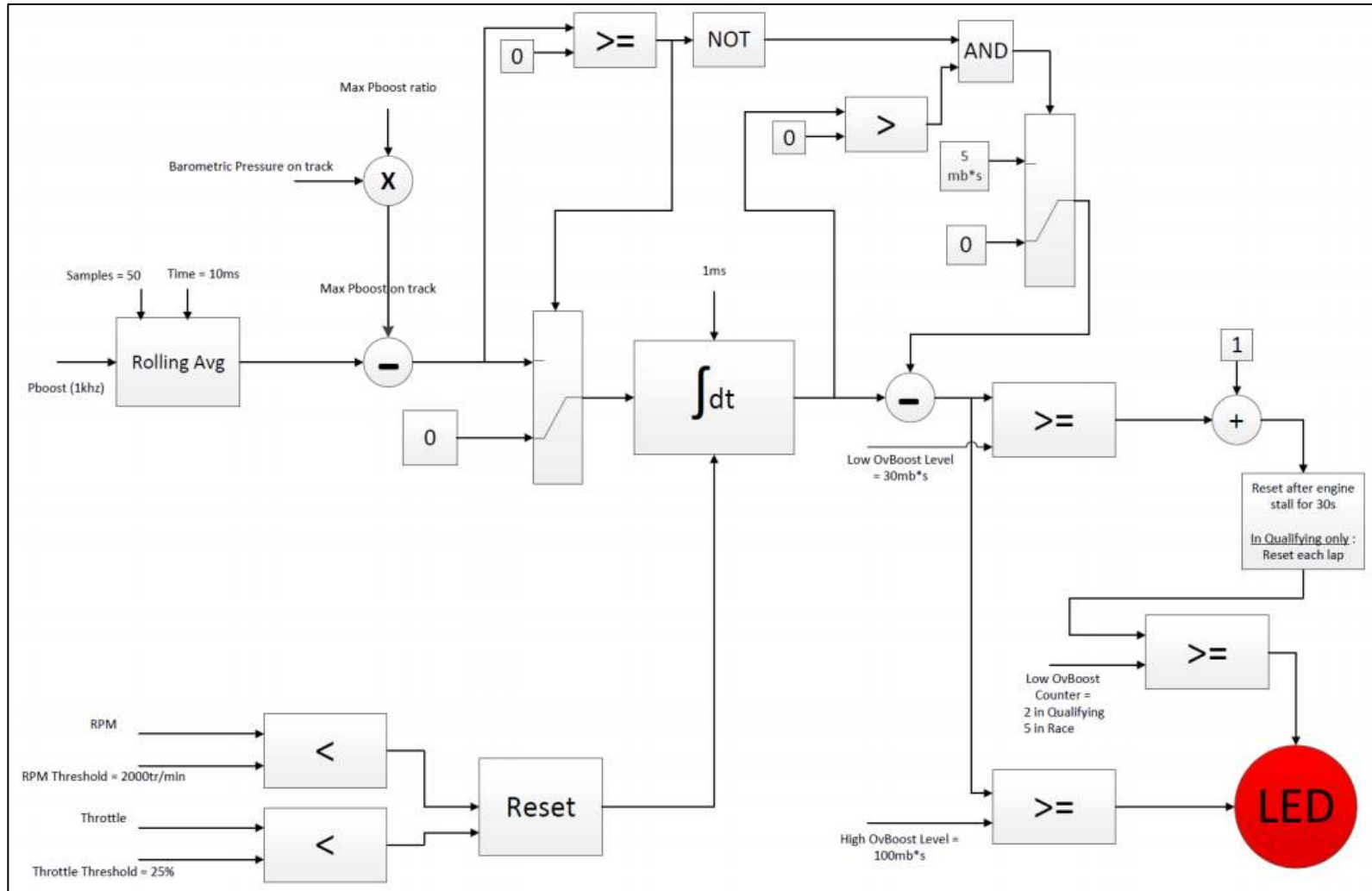
DTM Race 3, Imola

BoP for P_boost Ratio

DTM		Balance of Performance, V3.0		
		DTM Race 3, Imola		
17. - 19. June 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		2.591	
5250	x		2.637	
5500	1.751		2.683	
5750	x		2.712	
6000	1.733		2.716	
6250	x		2.709	
6500	1.662		2.635	
6750	x		2.516	
7000	1.590		2.382	
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 3, Imola FIA Boost Control



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