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DTM

Doc No.: 4

AVL
RACETECH

BOP (v1.0)

Race 4, Norisring

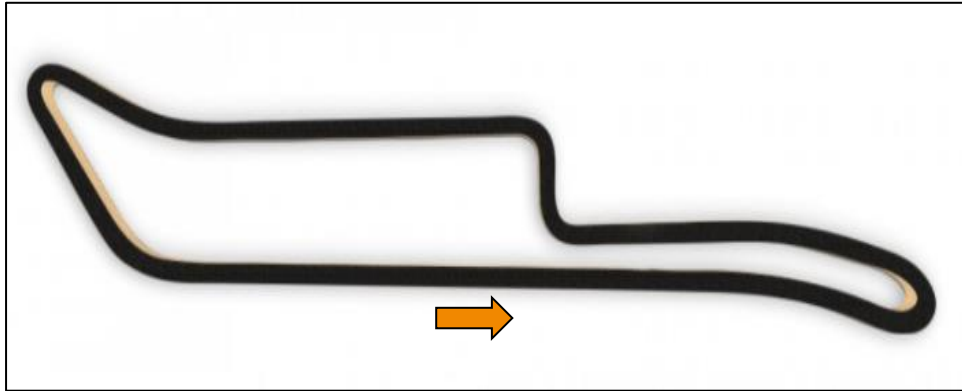
01. - 03. July 2022

Anton Schweinzer








DTM Race 4, Norisring General - Event and Track Information

Event:	DTM Race 4
Date:	01. - 03. July 2022

Track:	Norisring
Track Length:	2300m
Race 1:	13:30, 02. July 2022
Race 2:	13:30, 03. July 2022






DTM Race 4, Norisring BoP for Engine and Car weight

DTM		Balance of Performance, V1.0				AVL RACETECH	
		DTM Race 4, Norisring					
01. - 03. July 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	25	1335	<u>1415</u>
	M4		2.709	1310	0	1310	<u>1390</u>
	488		1.590	1295	25	1320	<u>1400</u>
	911	2 x 48		1275	0	1275	<u>1355</u>
	Huracan	2 x 41		1295	35	1330	<u>1410</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 4, Norisring BoP for P_boost Ratio



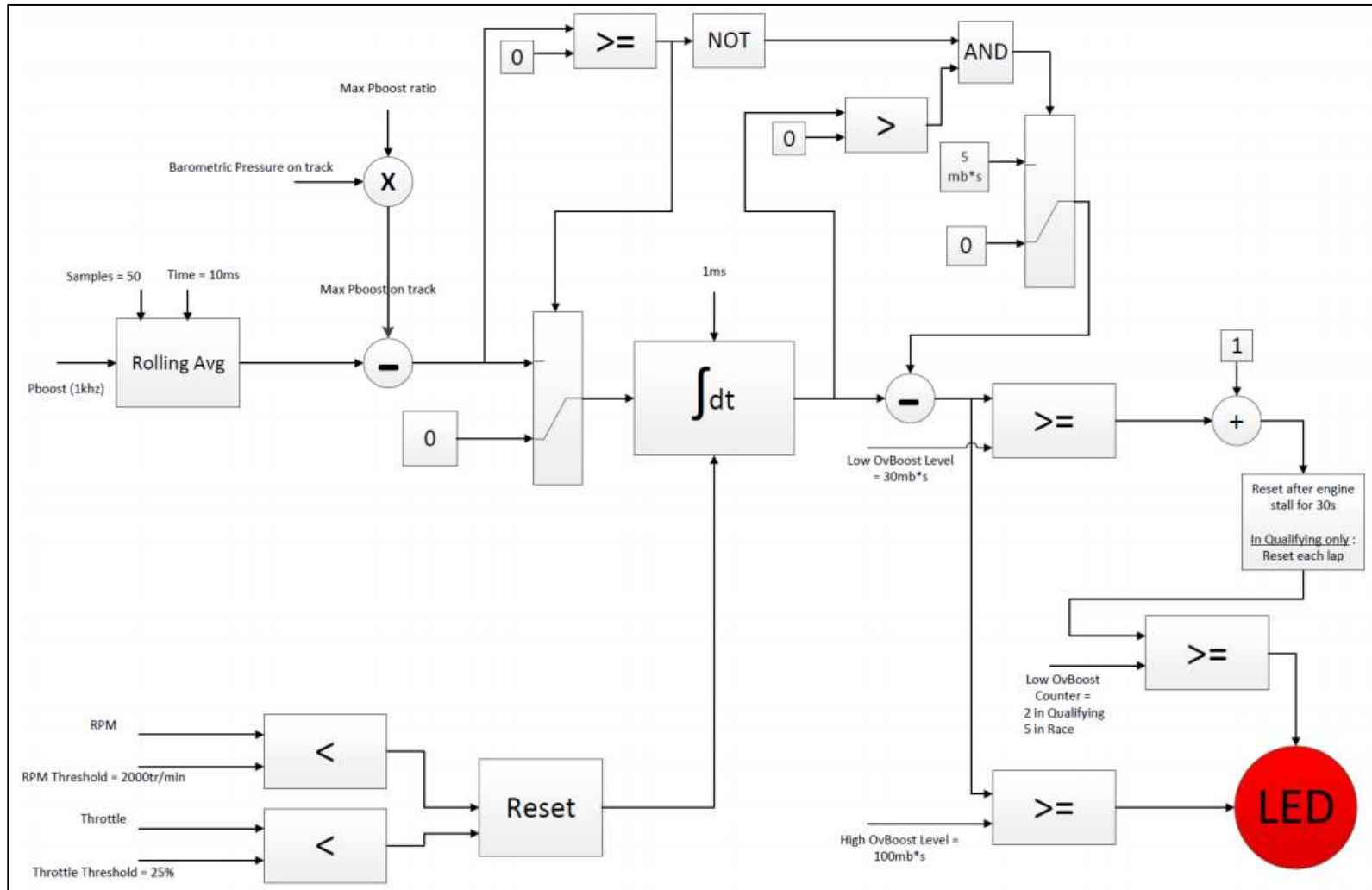
DTM		Balance of Performance, V1.0		AVL RACETECH	
		DTM Race 4, Norisring			
01. - 03. June 2022					
P_Boost ratio for Turbo Engines					
					
n	P_boost ratio	P_boost ratio			
3000	1.486	x			
3500	1.537	2.357			
4000	1.606	2.409			
4500	1.673	2.493			
5000	1.727	2.591			
5250	x	2.637			
5500	1.751	2.683			
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 4, Norisring FIA Boost Control



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