

Posted at: 14:12

DTM

Doc No.: 3



BOP (v1.0)

Race 5, Nürburgring

26. - 28. August 2022

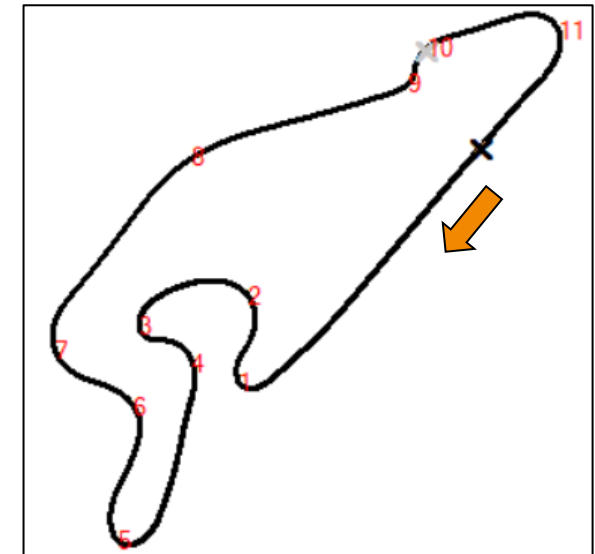
Anton Schweinzer

DTM Race 5, Nürburgring General - Event and Track Information

| | |
|--------|-----------------------|
| Event: | DTM Race 5 |
| Date: | 26. - 28. August 2022 |

| | |
|---------------|-------------|
| Track: | Nürburgring |
| Track Length: | 3629m |

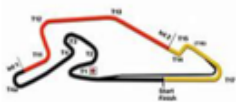






| | |
|---------|------------------------|
| Race 1: | 13:30, 27. August 2022 |
| Race 2: | 13:30, 28. August 2022 |



DTM Race 5, Nürburgring

BoP for Engine and Car weight







| DTM | | Balance of Performance, V1.0 | | | | AVL RACETECH | |
|---|---------|-------------------------------------|-----------------------------|---------------------|------------------|-----------------------|------------------------|
|  | | DTM Race 5, Nürburgring | | | | | |
| 26. - 28. August 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 | | 2.795 | 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 36 | | 1325 | 10 | 1335 | <u>1415</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. | | | | | | | |



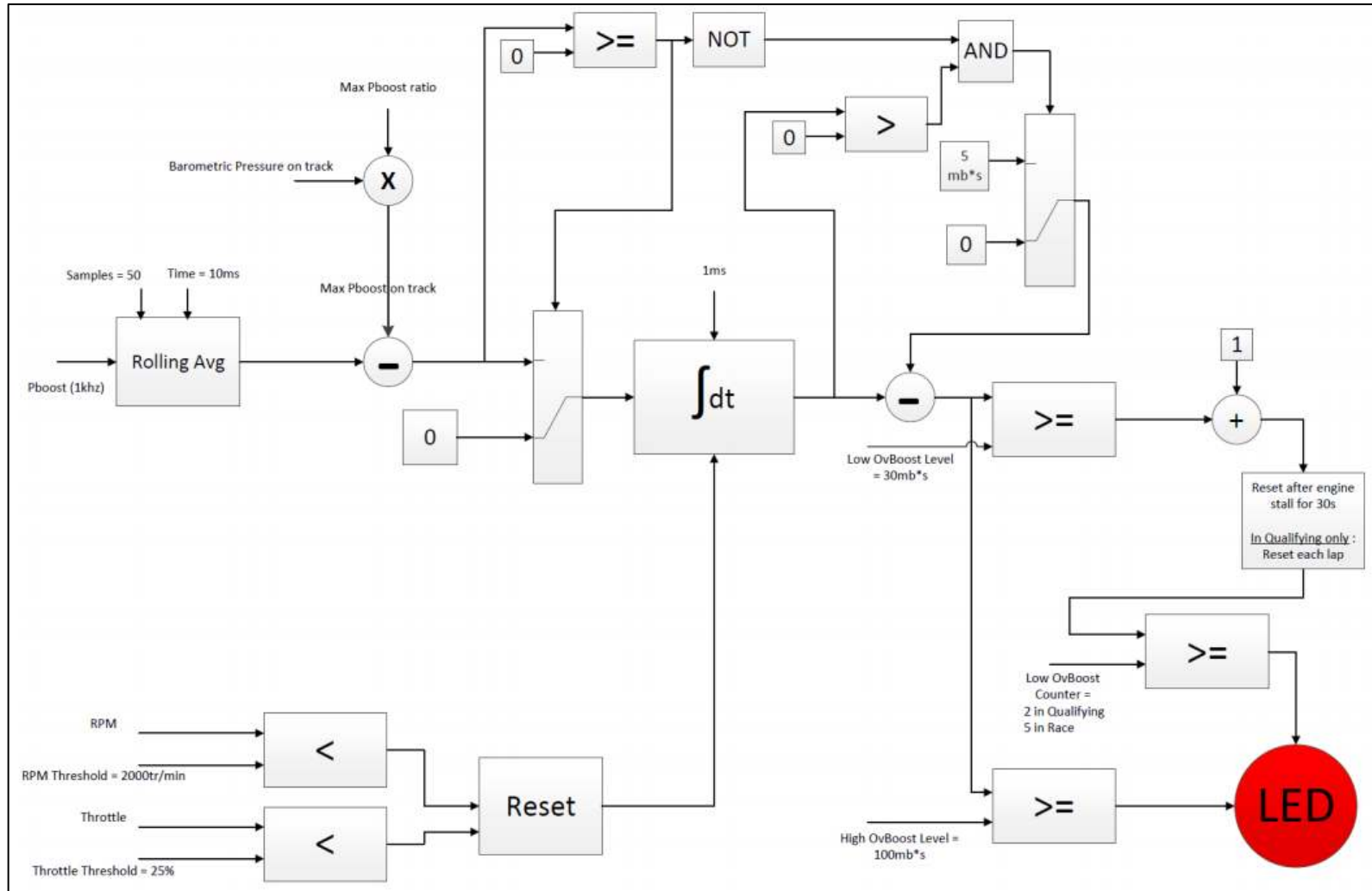
DTM Race 5, Nürburgring BoP for P_boost Ratio



| DTM | | Balance of Performance, V1.0 | |  |
|---|---|-------------------------------------|---|---|
|  | | DTM Race 5, Nürburgring | | |
| 26. - 28. August 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 | | 2.645 | |
| 5500 | 1.751 | | 2.700 | |
| 5750 | x | | 2.752 | |
| 6000 | 1.733 | | 2.781 | |
| 6250 | x | | 2.795 | |
| 6500 | 1.662 | | 2.721 | |
| 6750 | x | | 2.602 | |
| 7000 | 1.590 | | 2.468 | |
| 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 5, Nürburgring FIA Boost Control



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