

Posted at: 07/26

DTM

Doc No.: 30

AVL
RACETECH

BoP (v2.0)

Race 5, Nürburgring

26. - 28. August 2022

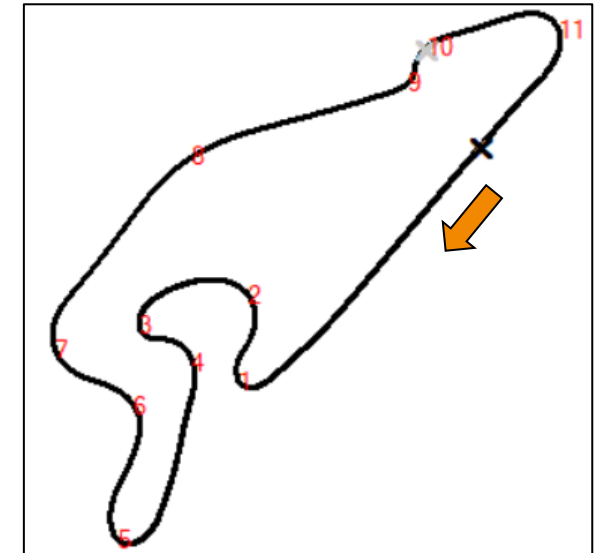
Anton Schweinzer

DTM Race 5, Nürburgring General - Event and Track Information

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

Track:	Nürburgring
Track Length:	3629m


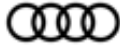





Race 1:	13:30, 27. August 2022
Race 2:	13:30, 28. August 2022



DTM Race 5, Nürburgring

BoP for Engine and Car weight






DTM		Balance of Performance, V2.0				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	30	1340	<u>1420</u>
	M4		2.795	1310	0	1310	<u>1390</u>
	488		1.590	1295	40	1335	<u>1415</u>
	911	2 x 48		1275	0	1275	<u>1355</u>
	Huracan	2 x 41		1295	55	1350	<u>1430</u>
	GT3	2 x 36		1325	10	1335	<u>1415</u>

Note:

- The DTM Car Weight includes the empty ballast box and the onboard camera.
- The Total Car Weight includes the BoP Ballast.



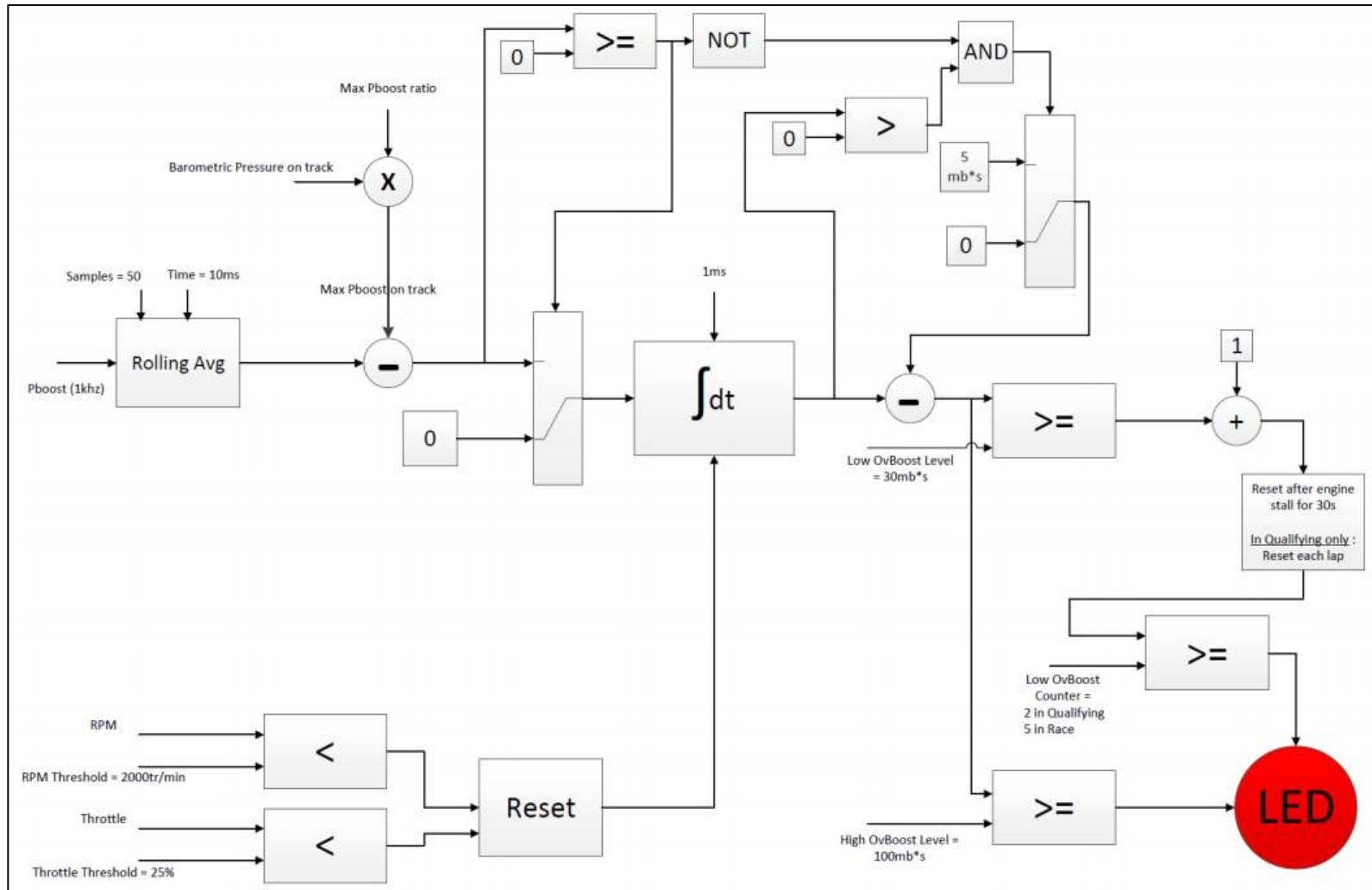
DTM Race 5, Nürburgring BoP for P_boost Ratio

DTM		Balance of Performance, V2.0		AVL RACETECH	
		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:

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

DTM Race 5, Nürburgring FIA Boost Control



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