

Posted at: 12:00

DTM

Doc No.: 34

AVL
RACETECH

BoP (v3.0)

Race 5, Nürburgring

26. - 28. August 2022

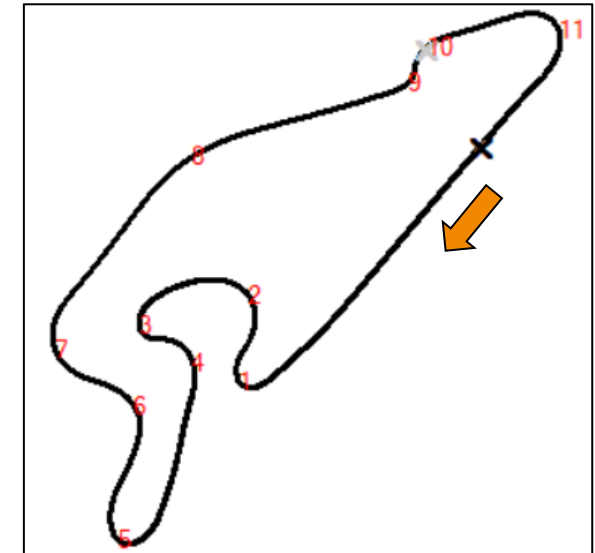
Anton Schweinzer

DTM Race 5, Nürburgring General - Event and Track Information

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

Track:	Nürburgring
Track Length:	3629m

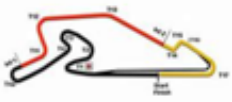
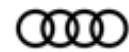





Race 1:	13:30, 27. August 2022
Race 2:	13:30, 28. August 2022



DTM Race 5, Nürburgring




BoP for Engine and Car weight



DTM		Balance of Performance, V3.0				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	35	1345	<u>1425</u>
	M4		2.741	1310	0	1310	<u>1390</u>
	488		1.590	1295	35	1330	<u>1410</u>
	911	2 x 48		1275	5	1280	<u>1360</u>
	Huracan	2 x 41		1295	55	1350	<u>1430</u>
	GT3	2 x 36		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.							



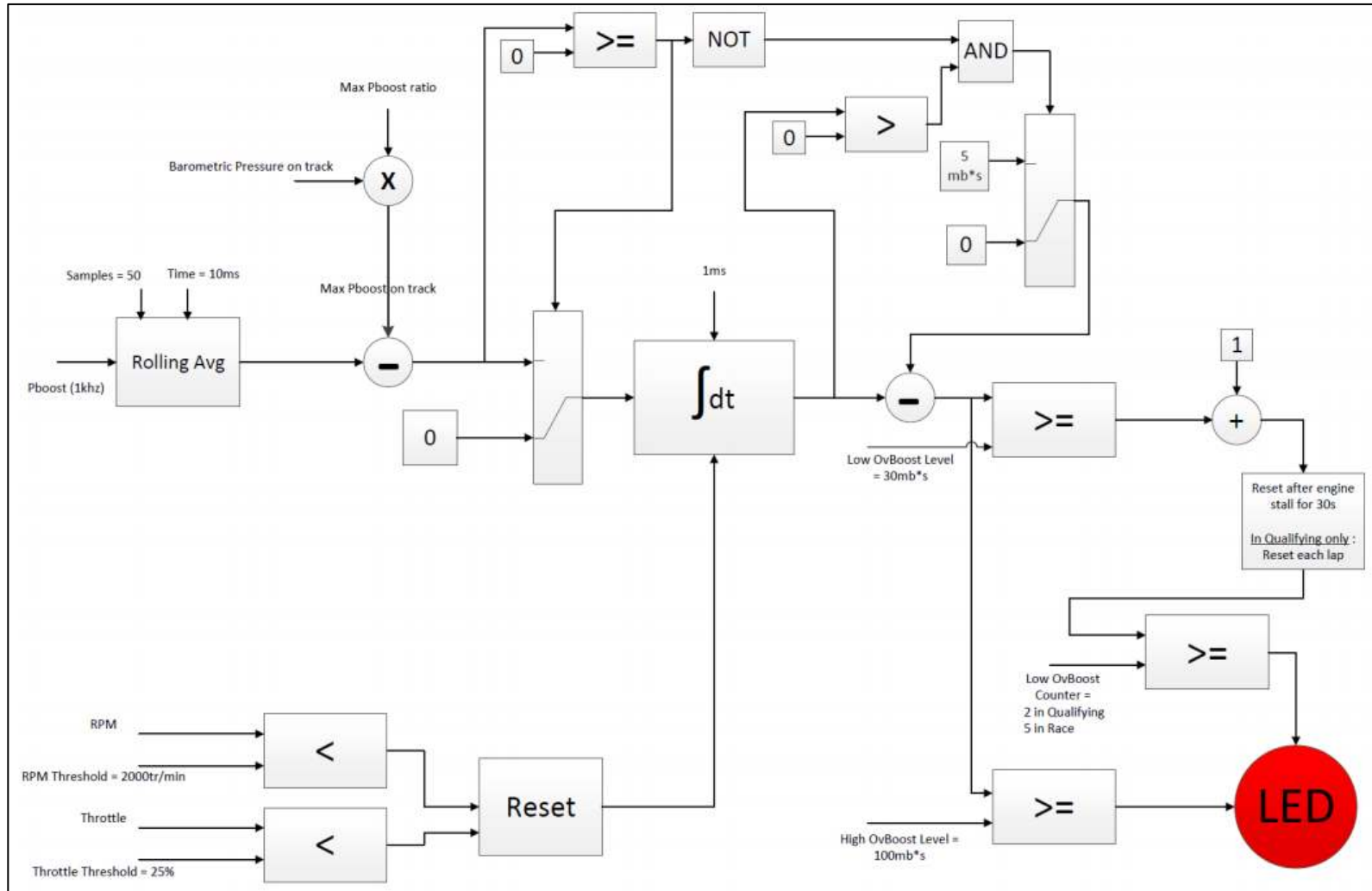
DTM Race 5, Nürburgring BoP for P_boost Ratio

DTM		Balance of Performance, V3.0		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		2.637	
5500	1.751		2.683	
5750	x		2.728	
6000	1.733		2.740	
6250	x		2.741	
6500	1.662		2.668	
6750	x		2.549	
7000	1.590		2.414	
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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