BALANCE OF PERFORMANCE FOR OSCHERSLEBEN

BALANCE OF PERFORMANCE :

OSCHERSLEBEN

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Balance of Performance
FIA GT3 Specification

Make	FIA GT3 Homologation	Model	Min Weight kg	BOP Ballast kg	Total Weight without driver weight kg	Engine Restrictor size mm	Min RH Front mm	Min RH Rear mm	Min Wing Angle °	Lambda Fixed	Comments
Aston Martin	GT3-051	Vantage AMR GT3 EVO	1265	15	**1280**	**none**	53	53	7	0,89	Max Pboost see table
Audi	GT3-038	R8 LMS EVO II	1260	50	**1310**	**2 x 36,5**	65,5	128	6	0,91	
BMW	GT3-053	M4 GT3 EVO	1265	35	**1300**	**none**	82,5	81,5	4	1,10	Max Pboost see table
Ferrari	GT3-056	296 GT3	1275	50	**1325**	**none**	80	83	6	0,90	Max Pboost see table
Ford	GT3-058	Mustang GT3	1288	12	**1300**	**2 x 38**	87	94	6	0,88	
Lamborghini	GT3-054	Huracan GT3 EVO2	1250	105	**1355**	**1 x 50**	70	128	11	0,91	
McLaren	GT3-052	720S GT3 EVO	1250	25	**1275**	**none**	65	70	6	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3	1285	60	**1345**	**2 x 34,5**	81	87	6	0,90	
Porsche	GT3-055	911 GT3-R (992)	1250	75	**1325**	**2 x 39,5**	101	120	10	0,89	

1.Remarks:

1.1 Technical drawings of air restrictors for NA cars are registered with FIA. Only restrictors in compliance with this registration are allowed

1.2 Use of catalytic converter compulsory

1.3 Notes on boost control :

- Values are boost pressure ratio and need to be multiplicated by the ambient pressure to get the Pboost limit.
- Competitors must adjust boost pressure relative to ambient pressure at each event
- Pboost limits linear interpolation approach
- Control of Pboost strategy see further.

1.4 The DTM BOP Committee is allowed to modify any parameter required to establish the balance of performance cfr the current Regulations.

1.5 Cfr the current Regulations : Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure drop, etc) is the one collected during BOP tests and will be used for checks.

1.6 Min wing angle ° for rake 0° + tolerance of 0.1°.

Balance of Performance
FIA GT3 Specification
Pboost Ratio table for Turbo cars

Engine speed	Aston Martin Vantage AMR GT3 EVO	BMW M4 GT3 EVO	Ferrari 296 GT3	McLaren 720 S GT3 EVO
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.84 @ 0.89	2.40 @ 1.10	1.78 @ 0.90	1.78 @ 0.88
4250				
4500	1.90 @ 0.89	2.56 @ 1.10	2.06 @ 0.90	1.78 @ 0.88
4750				
5000	1.90 @ 0.89	2.61 @ 1.10	2.46 @ 0.90	1.76 @ 0.88
5250				
5500	1.88 @ 0.89	2.65 @ 1.10	2.44 @ 0.90	1.74 @ 0.88
5750				
6000	1.86 @ 0.89	2.75 @ 1.10	2.42 @ 0.90	1.68 @ 0.88
6250		2.72 @ 1.10		
6500	1.86 @ 0.89	2.61 @ 1.10	2.36 @ 0.90	1.62 @ 0.88
6750				
7000	1.83 @ 0.89	2.36 @ 1.10	2.34 @ 0.90	1.52 @ 0.88
7250	1.37 @ 0.89			
7500		2.10 @ 1.10	2.28 @ 0.90	1.48 @ 0.88
7750				
8000			2.06 @ 0.90	1.42 @ 0.88
8100			1.00 @ 0.90	1.10 @ 0.88

Balance of Performance
FIA GT3 Specification
Pboost Control Strategy