



BALANCE OF PERFORMANCE FOR NORISRING



BALANCE OF PERFORMANCE :

NORISRING

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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 kg	Engine Restrictor size mm	Min RH Front mm	Min RH Rear mm	Min GC mm	Min Wing Angle °	Lambda Fixed	Comments
Aston Martin	GT3-051	Vantage AMR GT3 EVO	1280	20	1300	none	53	53	50	5	0,91	Max Pboost see table
BMW	GT3-053	M4 GT3 EVO	1300	10	1310	none	82,5	81,5	50	1	0,90	Max Pboost see table
Ferrari	GT3-056	296 GT3 EVO	1285	40	1325	none	82	85	50	2	0,90	Max Pboost see table
Ford	GT3-058	Mustang GT3 EVO	1313	2	1315	2 x 39	84	92	40	1	0,88	
Lamborghini	GT3-059	Temerario GT3	1320	5	1325	none	65	70	50	7	0,90	Max Pboost see table
McLaren	GT3-052	720S GT3 EVO	1250	50	1300	none	65	70	50	3	0,88	Max Pboost see table
Mercedes	GT3-042	AMG GT3 EVO	1315	25	1340	2 x 37	81	87	40	2	0,91	ECU MAP 2026
Porsche	GT3-055	911 GT3-R (992)v EVO	1310	15	1325	2 x 43	101	120	50	7,3	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 multiplied 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 EVO	Lamborghini Temerario GT3	McLaren 720 S GT3 EVO
RPM	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda	Pboost ratio @ rpm @ Lambda
4000	1.99 @ 0.91	2.46 @ 0.90	2.34 @ 0.90	1.68 @ 0.90	1.80 @ 0.88
4250					
4500	1.99 @ 0.91	2.45 @ 0.90	2.44 @ 0.90	1.68 @ 0.90	1.78 @ 0.88
4750					
5000	1.99 @ 0.91	2.37 @ 0.90	2.54 @ 0.90	1.72 @ 0.90	1.78 @ 0.88
5250					
5500	1.97 @ 0.91	2.33 @ 0.90	2.49 @ 0.90	1.72 @ 0.90	1.76 @ 0.88
5750					
6000	1.95 @ 0.91	2.28 @ 0.90	2.49 @ 0.90	1.74 @ 0.90	1.74 @ 0.88
6250		2.25 @ 0.90			
6500	1.93 @ 0.91	2.21 @ 0.90	2.44 @ 0.90	1.72 @ 0.90	1.66 @ 0.88
6750					
7000	1.88 @ 0.91	2.04 @ 0.90	2.41 @ 0.90	1.70 @ 0.90	1.56 @ 0.88
7250	1.37 @ 0.91	1.96 @ 0.90			
7500		1.71 @ 0.90	2.34 @ 0.90	1.60 @ 0.90	1.52 @ 0.88
7750					
8000		1.00 @ 0.90	2.16 @ 0.90	1.50 @ 0.90	1.44 @ 0.88
8100			1.00 @ 0.90		1.10 @ 0.88
8250				1.20 @ 0.90	



Balance of Performance FIA GT3 Specification Pboost Control Strategy



DTM Boost Control Strategy
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