

From: Technical Director/ Series Technical Delegate

Report n°14

To: The Stewards of the Meeting

The results from the analysis of the wheel bearing from the front right wheel hub of car 48 that was taken out of the car and sealed with number 031089 after Race 2 at Misano have been received.

The wheel bearing (part MII in the analysis report) in the hub is not in conformity with the current BOP decisions for the event (19/07/2026 remark 1.12 ,

1.12 All parts shown or specified in the FIA GT3 Homologation must be used exactly as supplied by the respective car manufacturer. Any modification or treatment is forbidden. The specification, material, weight or function may not be altered.  
Cars need to comply with additional DTM/SRO information files concerning FIA homologated items (gearbox, differential, axle, steering, suspension, drive shafts, hubs). Teams need to check with their manufacturer. Knock back springs have to be mounted in the brake calipers.

, not in conformity with what has been detailed and defined in the additional DTM/SRO information files and not in conformity with the reference part received from Mercedes AMG(part M80 in the analysis report).

Make: MERCEDES-AMG

Model: MERCEDES-AMG GT3



### 6.3 Wheel bearing – Front

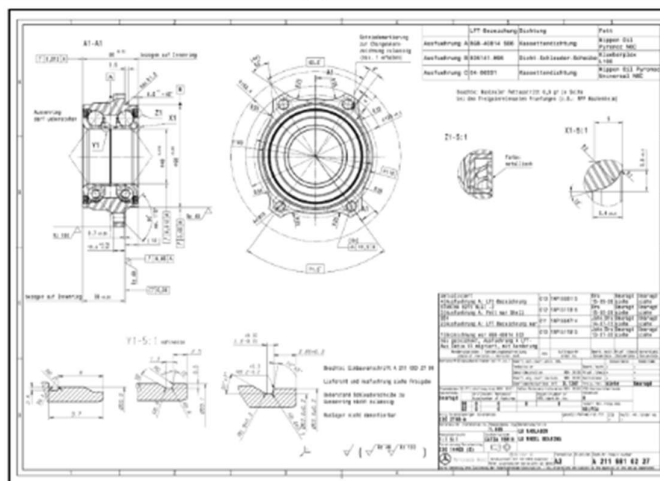
|                       |                                                                 |              |    |           |                                       |
|-----------------------|-----------------------------------------------------------------|--------------|----|-----------|---------------------------------------|
| Wheel bearing – Front | Weight                                                          | 1,621        | kg | Reference | NTN Germany, BGB40814S08, A2119810227 |
|                       | Width / External / Internal diameter                            | 50 / 91 / 49 | mm |           |                                       |
|                       | Diameter of Rolling Elements<br>Tolerance according to ISO 3290 | 13,500       | mm |           |                                       |
|                       | No. of Rolling Elements                                         | 15 x 2       |    |           |                                       |



Wheel bearing – Front



Wheel bearing – Front



Wheel bearing – Front

DTM GT3 Homologation N°: DTM-GT3-042

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The sealing lips in the wheel bearing are missing as they have been cut out on both sides.

Full report TB2026\_August\_10157\_Mercedes\_GTWC by Prof Dr. Stephan Sommer from STW is enclosed in the following pages.

Technical Director in the absence of Series Technical Delegate.

Claude Louis Surmont  
RACB 2774



SRO & BUREAU  
C. SURMONT.

Date : 12/08/2026



Customer: SRO Motorsports Group

## Analysis of Wheel Bearing from a Racecar

1. Mercedes GT World Challenge Europe Starting Number # 48 (short: M II)
2. Fresh wheel bearing M 80 reference

### Report dated 12.08.2026

Reportnummer: TB2026\_August\_10157\_Mercedes\_GTWC

Bestellnummer: per Email vom 07.08.2026

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09.08.2026

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## Vehicle and Event Information

Information provided by SRO Motorsports Group



Series: GT World Challenge Europe

Event: GT WorldChEU pwr'd by AWS Sprint Cup Round 5 – Misano 16. – 19. July 2026

Starting number: 48

Driver / Team: L. Auer & M. Engel / Winward Racing

Vehicle: Mercedes-AMG GT3 EVO

Wheel bearing removed: Front right

#### Note:

The information above was provided by SRO Motorsports Group and has not been independently verified by Steinbeis-Transferzentrum Wälzlagertechnik.

09.08.2026

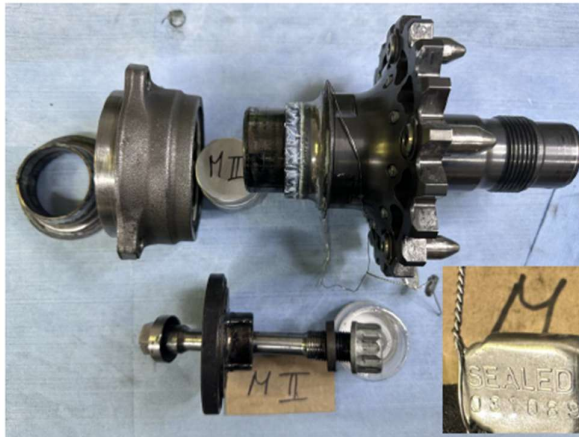
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## Overview and disassembly M II

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Disassembled, Sealing nr.: 031089



Method to press out

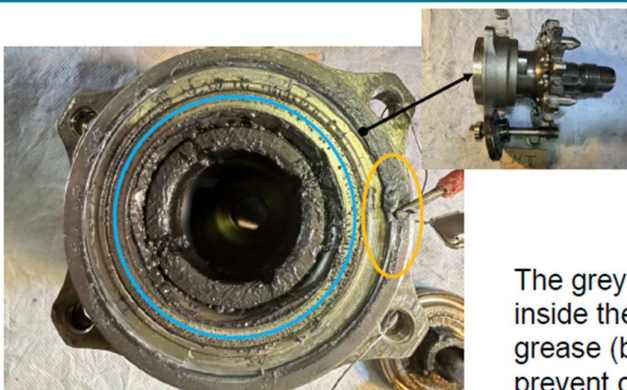
**Conclusion:** Loosen the screw with 25 mm nut and press out with around 2-3 kN.

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## Grease leakage M II

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The grey grease (orange circle) is from inside the bearing (leakage). The black grease (blue circle) is from assembly to e.g. prevent corrosion.

**Conclusion:** The bearing from M II shows grease leakage out of the bearing.

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## Different grease in M II and M 80 Reference

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White grease in the M II bearing



Honey colored grease in the M 80 reference bearing

**Conclusion:** M II uses a white grease, while M 80 reference uses a honey color grease.

It would be possible to do a chemical analysis of the grease.

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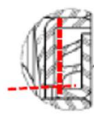
## No sealing lips in M II Comparison to M 80 reference bearing

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No sealing lips in M II on both sides of the bearing.  
Under the microscope (6x) there are cutting marks (red circle).

Z1-5:1



2 sealing lips  
in spec.  
Cut out  
on red lines.



microscope (6x)



2 sealing lips in  
M 80 reference  
(both sides)

microscope (6x)

**Conclusion:** The two sealing lips on M II were cut out on both sides of the bearing.

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## Summary M II comparison to M 80 ref.

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Make: MERCEDES-AMG

Model: MERCEDES-AMG GT3

**DTM**

### 6.3 Wheel bearing – Front

|                       |                                      |              |    |                         |                                       |
|-----------------------|--------------------------------------|--------------|----|-------------------------|---------------------------------------|
| Wheel bearing – Front | Weight                               | 1,621        | kg | Reference               | NTN Germany, BGB40814508, A2119810227 |
|                       | Width / External / Internal diameter | 66 / 91 / 49 | mm | No. of Rolling Elements | 15 x 2                                |
|                       | Diameter of Rolling Elements         | 12,500       | mm |                         |                                       |

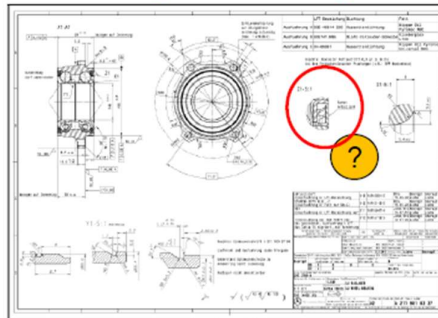
Weight, dimensions, diameter and number of the rolling elements are according to spec.



Wheel bearing – Front



Wheel bearing – Front



Wheel bearing – Front

The two sealing lips are missing on both sides of the M II bearing. On the M 80 ref. bearing these two lips are present and the spec. defines these two lips.

M II is using a different (white) grease than in the M 80 reference (honey colored grease).

DTM GT3 Homologation N°: DTM-GT3-642

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Note:

We will send the parts back, as soon as you tell us.

*Stephan Sommer*  
Prof. Dr.-Ing. Stephan Sommer

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