



Data sheet ABT Power

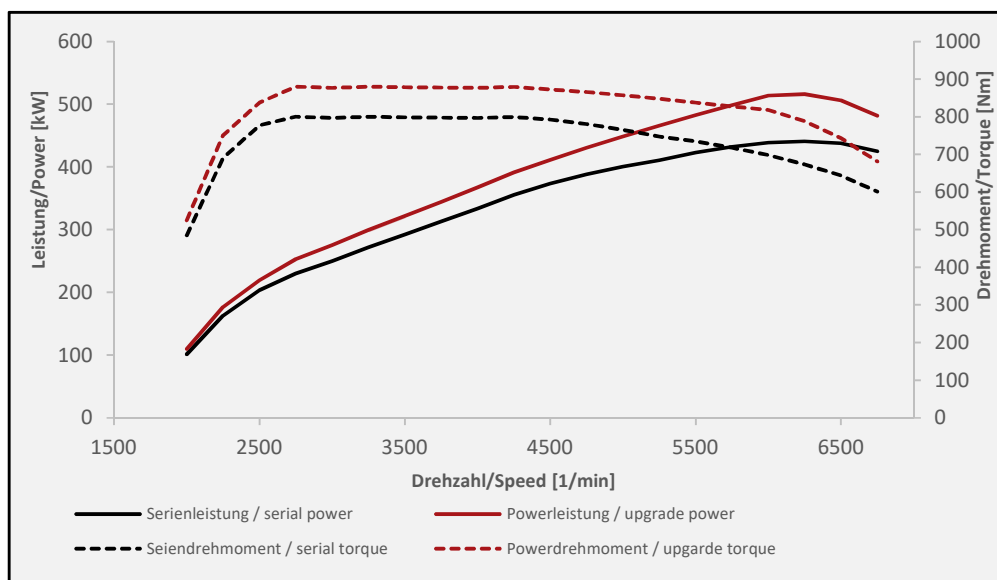
04.02.2020

Engine type code **DJPB**
Emission class: **Euro 6DG; WLTP**

Constructiv change: **ABT Engine Control**
Fuel **ROZ 98**
(please note the fuel information on page 3)

Technical Data:

| | Base | ABTgrade | |
|--|-----------|-----------|-------------------|
| Displacement: | 3996 | 3996 | ccm |
| Power * : | 441 | 515 | kW |
| | 600 | 700 | BHP |
| at engine speed: | 6000-6250 | 6250 | ¹ /min |
| Torque: | 800 | 880 | Nm |
| at engine speed: | 2050-4500 | 2800-4500 | ¹ /min |
| speed limit [*] / ^{**} : | 305 | 305 | km/h |
| acceleration 0-100 km/h [*] : | serial | -0,3 | sec. |
| CO ₂ Factor [*] / ^{***} : | | 1,00 | - - - |



* The specified values may vary due to differences in body shape, equipment, drive train and wheels.

** Ensure sufficient speed release of the tires

*** $CO_2 \text{ new} = CO_2 \text{ Factor} \times CO_2 \text{ Serial}$

To determine the CO₂ emissions, the specified factor must be multiply the CO₂ data from the COC paper (no. 49) or under V.7 of the registration certificate



ABT Sportsline GmbH
Johann-Abt-Straße 2
D-87437 Kempten



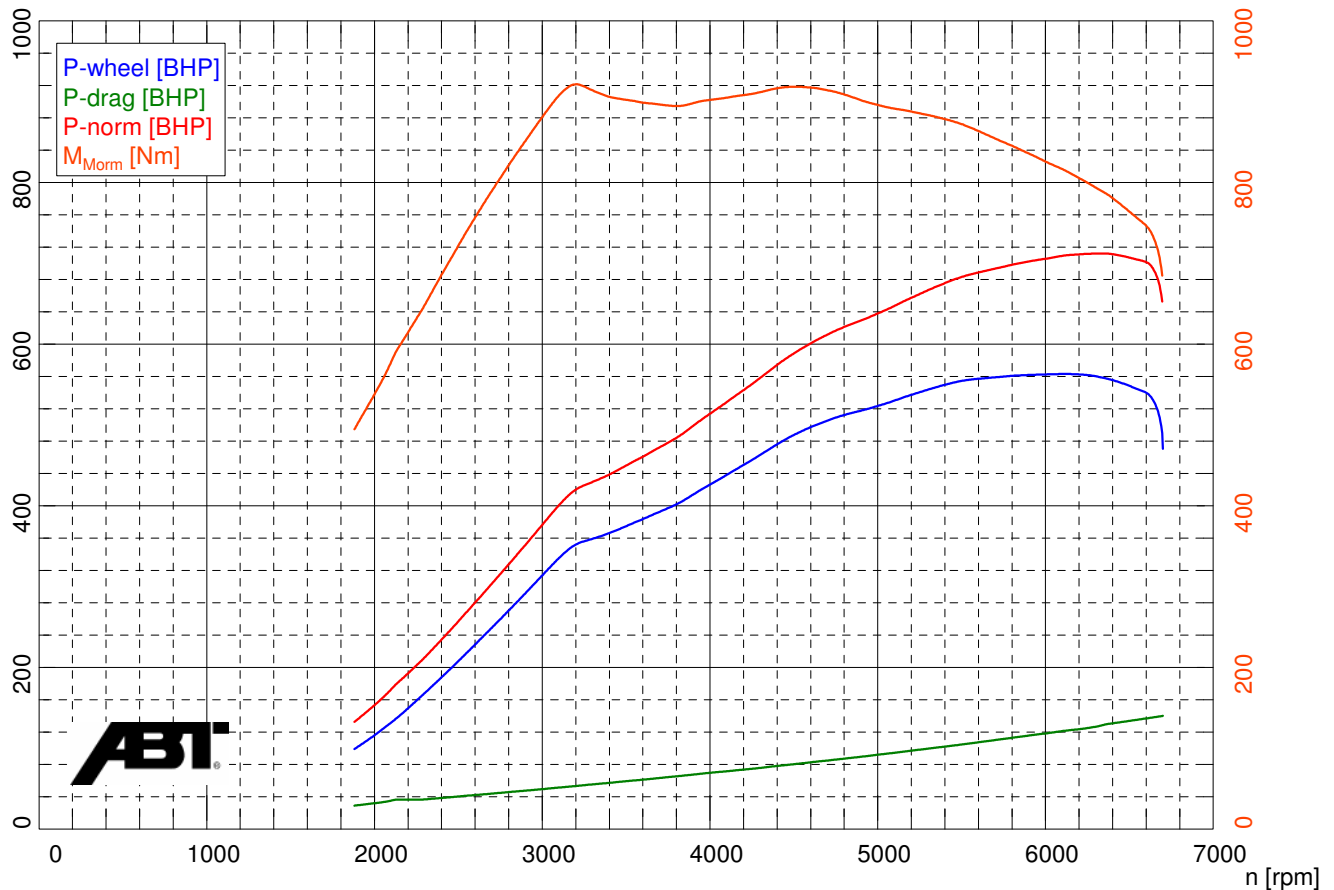
Vehicle type: RS6 DJPB Power 5G
License plate:
Inspector: Fabian

Otto-Motor / Turbo charger (air-cooled)
Manual transmission
4 wheel drive

LM 2
3105 KM

Measurement date: 23.01.2020 (12:51)

Page 1



Power data

| | | |
|-------------------------------|-------------|-----------------------|
| Corrected power ¹⁾ | P_{Norm} | 711,7 BHP / 523,5 kW |
| Engine power | P_{Eng} | 686,5 BHP / 504,9 kW |
| Wheel power | P_{Wheel} | 557,2 BHP / 409,8 kW |
| Drag power | P_{Drag} | 129,3 BHP / 95,1 kW |
| Max. power at | | 6355 rpm / 208,2 km/h |
| Torque ¹⁾ | M_{Morm} | 920,9 Nm |
| Max. Torque at | | 3205 rpm / 105,0 km/h |
| Max. attained RPM | | 6700 rpm / 219,5 km/h |

¹⁾ Correction acc. to EWG 80/1269
Correction factors: $Q_v = 0,00\%$

Ambient data

| | | |
|------------------------|-------------------|-----------|
| Ambient temperature | $T_{Ambient}$ | 8,4 °C |
| Intake air temperature | $T_{Intake\ air}$ | 7,9 °C |
| Relative humidity | H_{Air} | 47,7 % |
| Air pressure | p_{Air} | 938,0 hPa |
| Steam pressure | p_{Steam} | 5,3 hPa |
| Oil temperature | T_{Oil} | ----, °C |
| Fuel temperature | T_{Fuel} | ----, °C |

Slip

| | | |
|---------------------|------------------|------------|
| Speed no load | $v_{no\ load}$ | ----, km/h |
| RPM no load | $n_{no\ load}$ | ---- rpm |
| Speed full load | $v_{full\ load}$ | ----, km/h |
| RPM full load | $n_{full\ load}$ | ---- rpm |
| Slip (Manual input) | | 1,00 % |

Rotating mass

| | | | |
|----------------------|--------------------------|----------------------|--------------------------|
| a_{1-FA} | ---,--- m/s ² | a_{1-RA} | ---,--- m/s ² |
| F_{1-FA} | ----,--- N | F_{1-RA} | ----,--- N |
| a_{2-FA} | ---,--- m/s ² | a_{2-RA} | ---,--- m/s ² |
| F_{2-FA} | ----,--- N | F_{2-RA} | ----,--- N |
| $F_{rot-total-FA}$ | ----,--- N | $F_{rot-total-RA}$ | ----,--- N |
| $m_{rot-total-FA}$ | 794,0 kg | $m_{rot-total-RA}$ | 793,0 kg |
| $m_{rot-dyno-FA}$ | 714,0 kg | $m_{rot-dyno-RA}$ | 713,0 kg |
| $m_{rot-vehicle-FA}$ | 80,0 kg | $m_{rot-vehicle-RA}$ | 80,0 kg |

Technical Definitions

General:

The fuel used must conform to the approved specifications (Sheet 1).

The use of fuel of a lesser grade than specified will lead to reduced performance levels.

Large differences between specifications (e.g. ROZ102 to ROZ95) can cause damage to the engine. If high-grade fuel is not available, only 75% of the travel of the vehicle's accelerator pedal (standard level) may be utilised.

For optimum engine output power, the vehicle's control units (engine, gearbox, suspension etc.) must be in faultless working order.

Power Measurement:

Reliable power data can be determined only after the engine or drive train has been 'run-in'. After 3,000 km, a vehicle can be considered as 'run-in'.

The corrected power of the engine is conveyed, i.e. the power transferred from the engine to the flywheel.

Wheel power is generally measured on a performance dynamometer (Sheet 2, diagram and text field in blue), i.e. the power transferred onto the road by the wheels.

This power appears lower than the corrected power, because power losses come into effect via transmission, drive shafts, differentials and wheels/tyres. These power losses are determined on the dynamometer via the so-called drag power (Sheet 2, diagram and text field in blue).

Corrected power (Sheet 2, diagram and text field in red) is calculated from the determined values as follows:

$$\text{Corrected power} = (\text{wheel power} + \text{drag power}) \times \text{standard correction}$$

The standard correction factor is calculated from the supplied environmental data in accordance with standards (EWG, DIN or ISO).

The torque (Sheet 2, diagram and text field in orange) is calculated from the corrected power using the following formula:

$$\text{Torque [Nm]} = \frac{\text{Power [kW]} \times 9550}{\text{revolutions} \left[\frac{1}{\text{min}} \right]}$$

Detailed information regarding the procedure for power measurement can be found in the ABT procedural instructions for power measurement.