Data sheet ABT Power S

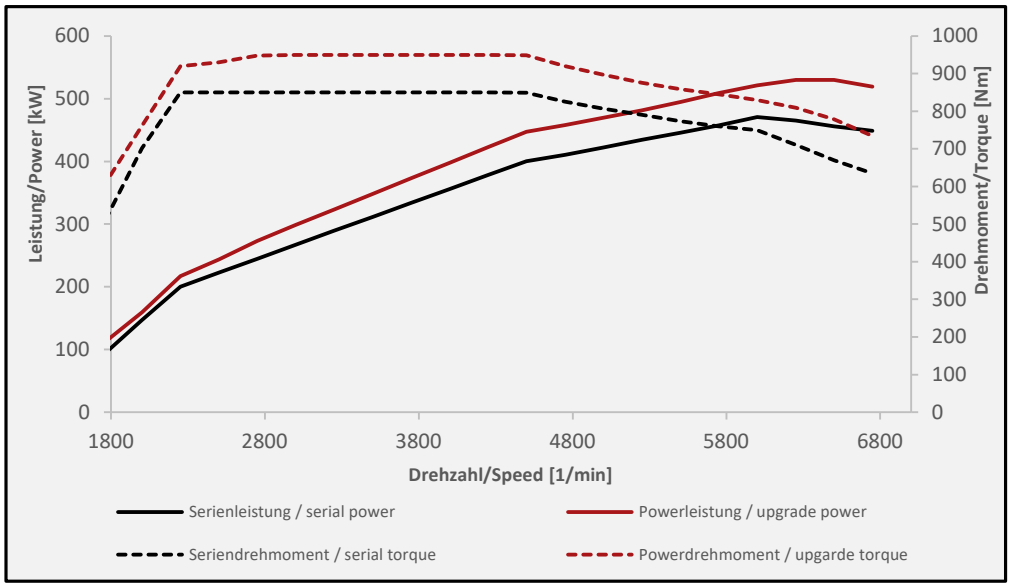
20.03.2025

Engine type code **DWNA**
Emission class: **Euro 6e**

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*:	471	530	kW
	640	720	BHP
at engine speed:	6000	6200-6400	1/min
Torque:	850	950	Nm
at engine speed:	2200-4500	2900-4800	1/min
speed limit*/**:	serial	serial	km/h
acceleration 0-100 km/h*:	serial	-0.3	sec.
CO_2 Factor*/***:		1.00	- - -



* This specific data can vary due to differences in body style, equipment, drivetrain or wheels.

** Please check for sufficient tire speed rating.

*** CO_2 new = CO_2 Factor x CO_2 Serial
To determine the CO2 emissions, the specified factor must be multiplicated the CO2 data from the COC paper (no. 49) or under V.7 of the registration certificate

ABT Sportsline
Johann Abt str.2
87437 Kempten

MAHA
MSR 5000

Vehicle type:	Audi RSQ8 LE 760 DWNA
License plate:	
Vehicle ID:	WUAZZZF16SD023525 KBA:

Comments:

Drive position:	6th gear	Slippage power:	1,0	%
Transmission mode:	Manual	Speed offset:	0,0	%
Dyno mode:	Four-wheel drive, Axles synchronized	Acceleration:	3,0	m/s²
Inspector:	Smid			

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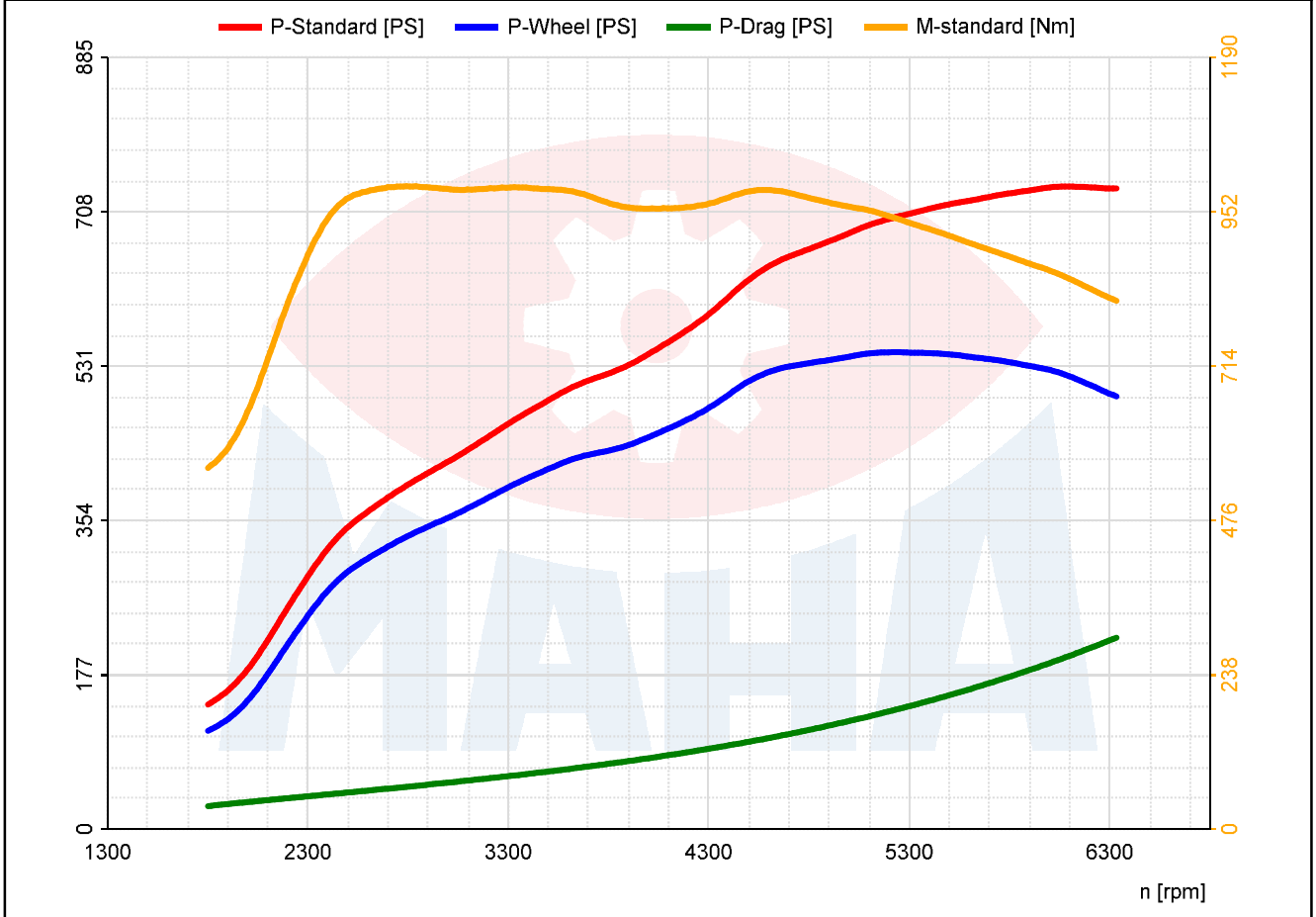

Performance data

Standard power *	P-Standard	737,3	PS	/	542,2	kW
Engine power	P-Engine	725,5	PS	/	533,6	kW
Wheel power	P-Wheel	521,4	PS	/	383,5	kW
Drag power	P-Drag	197,0	PS	/	144,9	kW
Max. power at		6076,3	rpm	/	271,5	kph
Torque *	M-standard	991,9	Nm			
Max. torque at		2791,4	rpm	/	124,5	kph
Max. speed achieved		6334,1	rpm	/	283,0	kph

* Correction acc. to EEC 80/1269 **
** Petrol engine / Turbo (air-cooled)

Ambient data/Miscellaneous

Ambient temperature	T-Ambient	6,9	°C
Intake air temperature	T-Intake air	8,3	°C
Relative humidity	H-Air	59,3	%
Air pressure	p-Air	955,0	hPa
Steam pressure	p-Steam	5,9	hPa

Rotating mass

m rot-Total-FA	360,0	kg	m rot-Dyno-FA	280,0	kg	m rot-Vehicle-FA	80,0	kg
m rot-Total-RA	360,0	kg	m rot-Dyno-RA	280,0	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 or 1,864 mls, 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/tires. 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:

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

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:

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

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

Further Information under:

https://www.abt-sportsline.com/performance-measurement/