



Data sheet ABT Power

10.09.2021

System Typ: **DGEA**
Emission class: **Euro 6 WLTP; AG,BG,CG,DG,AP**
Constructiv change: **ABT Engine Control**
Fuel: **ROZ 98**

Technical data:

	Base	ABTgrade	
Displacement:	1395	1395	ccm
Systempower:	150/180	172/202	kW
	204/245	234/275	BHP
at engine speed:	5000-6000	5000-6000	¹ /min
Systemtorque:	350/400	390/440	Nm
at engine speed:	1550-3500	2250-3500	¹ /min
speed limit:	serial	serial	km/h
acceleration 0-100 km/h:	serial	-0,2	sec.
CO ₂ Factor:		1,00	- - -

Specific values:

Battery type	Lithium-Ionen
Peak electrical output in kW	80
Continuous electrical in kW	55
Battery energy content in kWh	12,8

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

** Please check for sufficient tire speed rating.

*** CO₂ new = CO₂ Factor x CO₂ Serial

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

Data sheet ABT Power

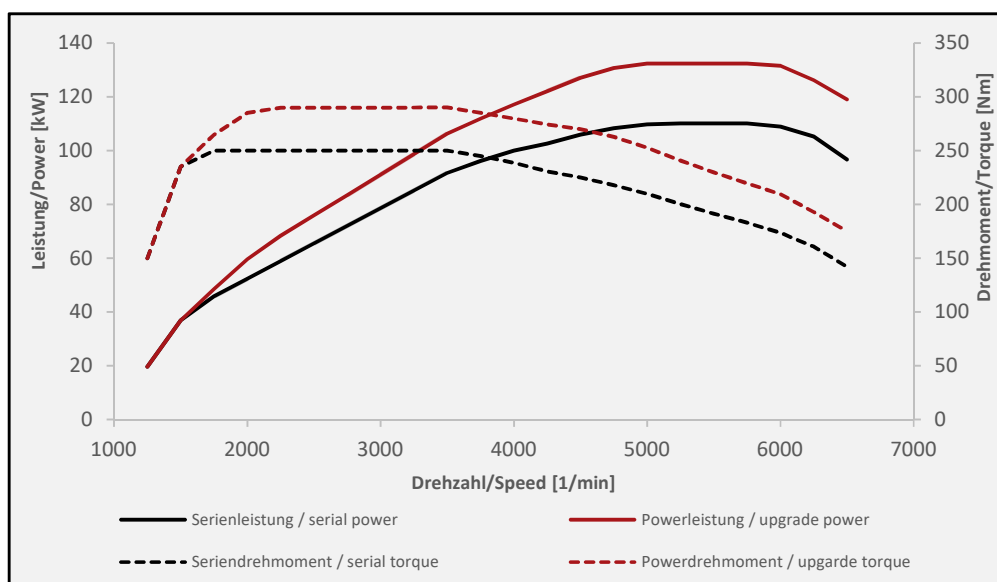
10.09.2021

Engine type code **DGEA**
Emission class: **Euro 6 WLTP; AG,BG,CG,DG,AP**
Constructiv change: **ABT Engine Control**
Fuel **ROZ 98**

(please note the fuel information on page 3)

Technical Data:

	Base	ABTgrade	
Displacement:	1395	1395	ccm
Power*:	110	132	kW
	150	180	BHP
at engine speed:	5000-6000	5000-6000	1/min
Torque:	250	290	Nm
at engine speed:	1550-3500	2250-3500	1/min
speed limit*/**:	serial	serial	km/h
acceleration 0-100 km/h*:	serial	-0,2	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.
- *** $CO_2 \text{ new} = CO_2 \text{ Factor} \times CO_2 \text{ Serial}$
To determine the CO₂ emissions, the specified factor must be multiplied the CO₂ data from the COC paper (no. 49) or under V.7 of the registration certificate

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:

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

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.

Further Information under:

<https://www.abt-sportslines.com/performance-measurement/>