



Data sheet ABT Power

22.07.2022

Engine type code

DNNA

Emission class:

Euro 6 AP

Constructiv change:

ABT Engine Control

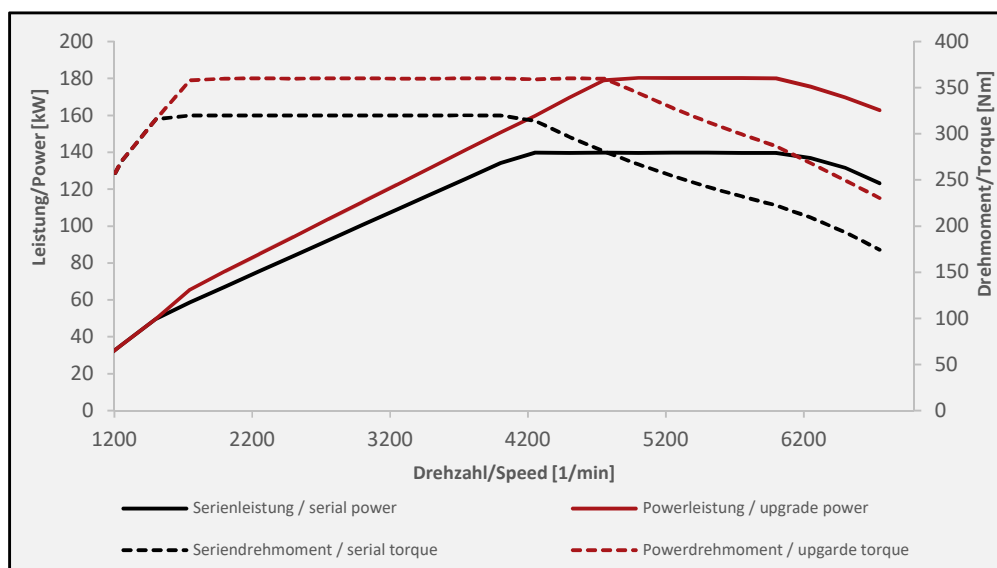
Fuel

98 Oktan

(please note the fuel information on page 3)

Technical Data:

	Base	ABTgrade	
Displacement:	1984	1984	ccm
Power*:	140	180	kW
	190	245	BHP
at engine speed:	4200-6000	4200-6000	¹ /min
Torque:	320	360	Nm
at engine speed:	1500-4100	2000-4100	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.

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

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



ABT Sportsline GmbH
Johann-Abt-Str. 2
87437 Kempten



MSR

Vehicle type: Taracco DNNA Power 245
License plate:
Inspector: Tobias

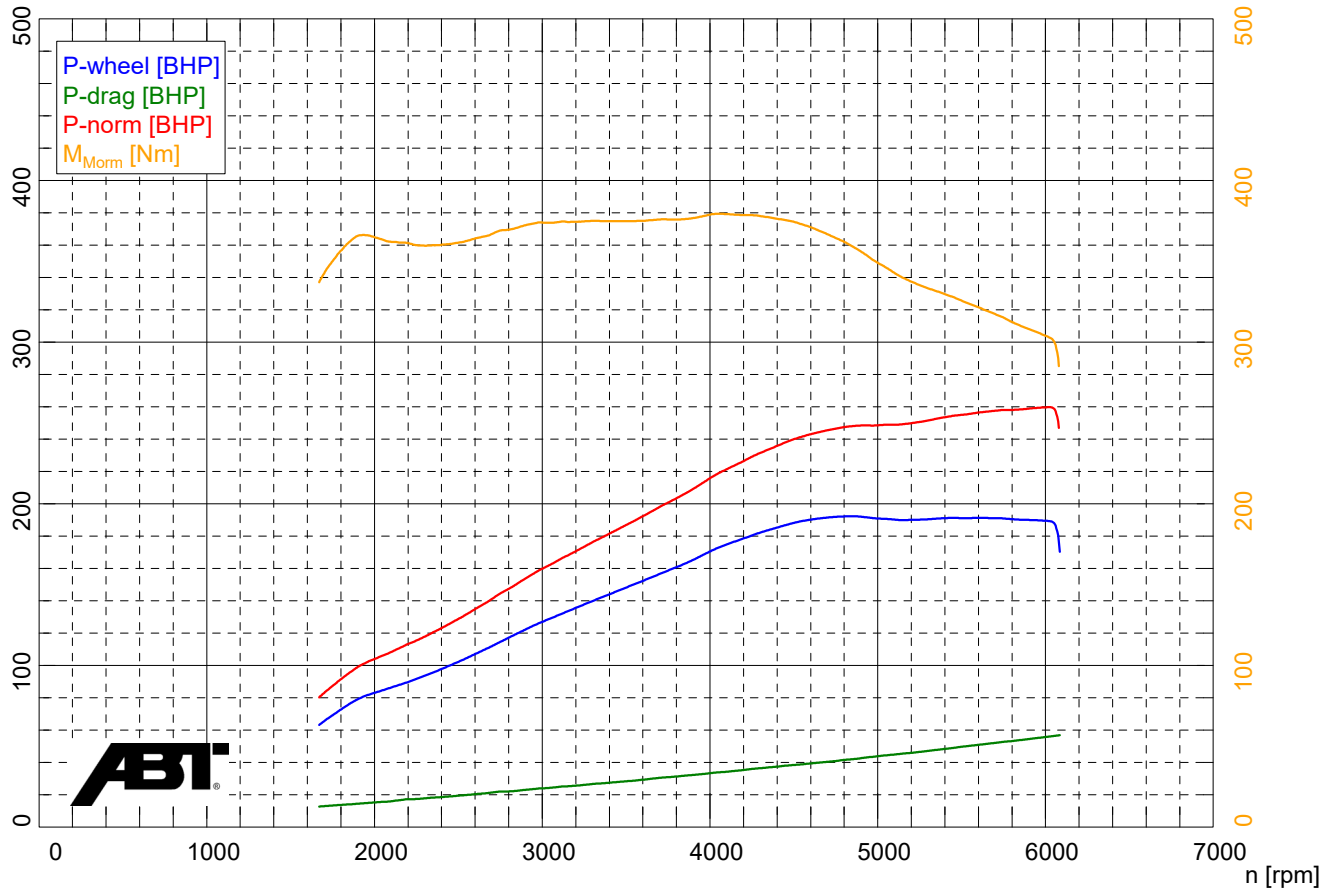
Otto-Motor / Turbo charger (air-cooled)
Manual transmission
4 wheel drive

LM 1

VSSZZKZNW011993

Measurement date: 26.07.2022 (15:46)

Page 1



Power data

Corrected power 1)	P_{Norm}	259,6 BHP / 190,9 kW
Engine power	P_{Eng}	245,0 BHP / 180,2 kW
Wheel power	P_{Wheel}	189,1 BHP / 139,1 kW
Drag power	P_{Drag}	55,9 BHP / 41,1 kW
Max. power at		6020 rpm / 178,4 km/h
Torque 1)	M_{Mom}	379,2 Nm
Max. Torque at		4060 rpm / 120,2 km/h
Max. attained RPM		6085 rpm / 180,4 km/h

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

Ambient data

Ambient temperature	$T_{Ambient}$	16,2 °C
Intake air temperature	$T_{Intake\ air}$	16,0 °C
Relative humidity	H_{Air}	49,1 %
Air pressure	p_{Air}	938,2 hPa
Steam pressure	p_{Steam}	9,0 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 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/>