

Data sheet ABT Power S

27.05.2026

Engine type code

DNWB

Emission class:

Euro 6 AP

Constructiv change:

ABT Engine Control

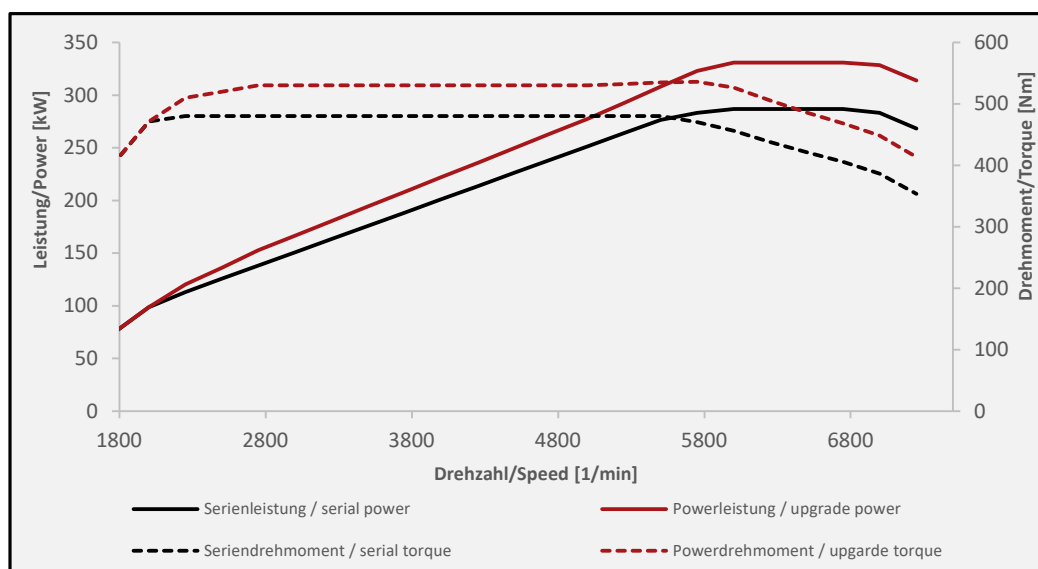
Fuel

ROZ 98

(please note the fuel information on page 3)

Technical Data:

	Base	ABTgrade	
Displacement:	2480	2480	ccm
Power*:	287	331	kW
	390	450	BHP
at engine speed:	5600-7000	5800-6900	¹ /min
Torque:	480	530	Nm
at engine speed:	2250-5600	2800-5700	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

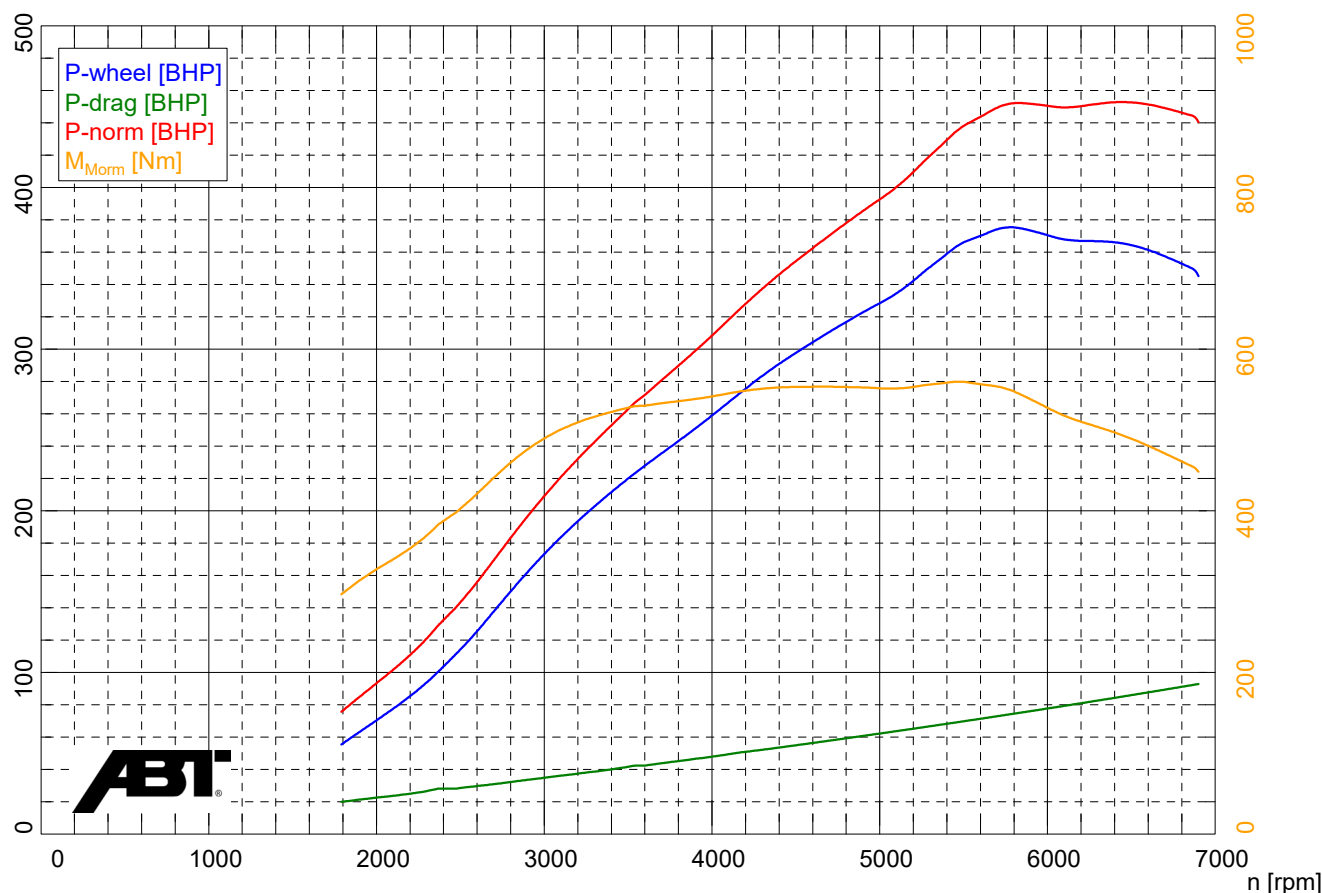
Vehicle type: DNWB Power S
License plate:
Inspector: Fabi

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

LM 2

Measurement date: 09.11.2021 (13:23)

Page 1



Power data

Corrected power ¹⁾ P_{Norm} 452,6 BHP / 332,9 kW
Engine power P_{Eng} 450,1 BHP / 331,1 kW
Wheel power P_{Wheel} 365,3 BHP / 268,7 kW
Drag power P_{Drag} 84,8 BHP / 62,4 kW
Max. power at 6440 rpm / 192,0 km/h
Torque ¹⁾ M_{Mom} 559,4 Nm
Max. Torque at 5465 rpm / 162,9 km/h
Max. attained RPM 6900 rpm / 205,8 km/h

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

Ambient data

Ambient temperature $T_{Ambient}$ 15,1 °C
Intake air temperature $T_{Intake\ air}$ 15,0 °C
Relative humidity H_{Air} 35,8 %
Air pressure p_{Air} 975,0 hPa
Steam pressure p_{Steam} 6,1 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/>