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Engines: Premiere of the first EVO-generation diesel engine

- › New, lighter 110-kW (150-PS) engine with lower CO₂ emissions
- › Choice of seven engines and ten engine/drive combinations for the upgraded ŠKODA SUPERB
- › SUPERB SCOUT exclusively available with either of the most powerful engines, all-wheel drive and Rough-Road package

Mladá Boleslav / Wagram, 1 July 2019 – The upgraded SUPERB sees a new generation of engines make its ŠKODA debut. The 2.0 TDI outputting 110 kW (150 PS) is the first diesel from the new, particularly dynamic, efficient and low-emission EVO generation. There is a total of seven engines, ten different engine/drive combinations and three chassis variants to choose from. The most powerful diesel is available with all-wheel drive as an option, whilst for the range-topping petrol version it comes as standard. The new ŠKODA SUPERB SCOUT is exclusively available with either of these two top-of-the-range engines and all-wheel drive.

The new 2.0 TDI delivering 110 kW (150 PS) is the Czech brand's first diesel from the new EVO generation of engines. In comparison to its predecessor, several aspects have been optimised, including the crankshaft assembly and the exhaust, turbo, fuel-injection and thermo-management systems. This results in a lower weight and fewer emissions as well as reduced fuel consumption. In the upgraded SUPERB, the 2.0 TDI producing 110 kW (150 PS) is available with either a 6-speed manual gearbox or a 7-speed DSG and fulfils the Euro 6d-TEMP emissions standard.

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NEW ENGINE 2.0 TDI EVO/110 kW

ŠKODA SUPERB

INJECTION SYSTEM
The injection system with magnetic injection valves is designed for a system pressure of 2,200 bar. During development, particular attention was paid to the suitability for all markets worldwide.

TURBOCHARGER
The revamped turbocharger now facilitates VNT technology with an electric motor, unlike the previous version with the vacuum actuator. As a result, the engine's response is more dynamic when the accelerator is depressed.

INTERCOOLER INTEGRATED INTO THE INLET MANIFOLD
The compressed air cooler has its own cooling circuit so that a constant temperature can be maintained for air cooling.

COOLANT DISTRIBUTION MODUL
Intelligent thermo-management system with separate cooling for the cylinder head and engine block, coolant flow controlled using thermostatic regulation.

CRANKSHAFT WITH PISTON AND CON ROD
The crankshaft of the EA288 engine with 110 kW uses steel pistons to reduce heat dissipation and increase combustion speed and burned gases temperature.

Source: ŠKODA AUTO



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INTERVIEW



Milan Brož

EPS/2 Engine to Platform Application Specialist

Mr Brož, what led to the decision that Volkswagen would develop a brand-new diesel engine?

From the perspective of performance and efficiency, diesels are still one of the most efficient types of engine in the automotive industry. They offer high maximum torque combined with low fuel consumption and – thanks to modern exhaust technology – low emissions. Most notably, diesels come into their own on long journeys. The engines produced by Volkswagen are constantly being developed in order to further optimise them, make them even more efficient and to further reduce CO₂ emissions. The new EVO engines are the result of this development work.

How are the EVO engines different from conventional EA 288 engines?

The new EVO generation is considerably different to the EA 288 engines used until now. Thanks to the separation of the cooling for the cylinder head and engine block, the EVO versions reach optimum operating temperature more quickly. Overall, the cooling concept has also been optimised. The VGT vanes for the exhaust-gas turbochargers fitted in the new engines are adjusted electronically using a control unit. This allows for more precise and faster adjustments. The injection system with solenoid valve injectors is designed for a maximum system pressure of 2,200 bar. As the new ŠKODA SUPERB features an electromechanical brake booster, the engine no longer needs a vacuum pump. In addition, we have insulated the engine more comprehensively, allowing us to further improve the acoustic characteristics of the car.

Are there any design-related or structural differences between the individual power variants?

The new EVO generation of engines covers a very broad spectrum of power outputs, ranging from 90 kW (122 PS) to 147 kW (200 PS), and offers maximum torque of up to 400 Nm. In order to be able to achieve such a range, we have developed a so-called efficiency variant for the 90-kW (122-PS) and 110-kW (150-PS) power levels and a performance variant outputting 147 kW (200 PS), which is structurally different as well. In the 147-kW version the engine block and pistons are made of aluminium, whilst the other two engines use steel pistons with longer connecting rods. These two also feature smaller-diameter main and con rod bearings. The performance variant also has a water-cooled turbocharger and uses an electronic coolant distribution unit, which regulates the coolant flow via an electric actuator and a thermostat. In contrast, the efficiency variant employs thermostatic regulation.



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Ten engine/drive combinations

Engine	Petrol				Diesel					Plug-in hybrid	
	1,5 TSI	1,5 TSI	2,0 TSI	2,0 TSI 4x4	1,6 TDI	2,0 TDI EVO	2,0 TDI EVO	2,0 TDI	2,0 TDI 4x4	1,4 TSI + 85-kW elektromotor	
Transmission	6 M	7 DSG	7 DSG	7 DSG	7 DSG	6 M	7 DSG	7 DSG	7 DSG	6 DSG	
Max. power	[kW]	110	110	140	200	88	110	110	140	140	160
	[PS]	150	150	190	272	120	150	150	190	190	218
Max. torque [Nm]	250	250	320	350	250	340	360	400	400	400	
Max. speed [km/h]	220 (211)	219 (212)	240 (230)	250 (250)	205 (197)	221 (213)	220 (212)	240 (230)	232 (223)	224 (224)	
Acceleration 0-100 km/h [s]	9.0 (9.1)	9.2 (9.3)	7.7 (7.7)	5.6 (5.7)	11.1 (11.3)	9.1 (9.2)	9.1 (9.2)	8.3 (8.4)	8.0 (8.1)	7.7 (7.8)	
Combined consumption - NEDC [l/100 km]	o	o	6.1-6.2 (6.2)	7.0-7.1 (7.1)	4.2 (4.3)	o	o	4.4 (4.4-4.5)	4.8-4.9 (4.9-5.0)	o	
Combined consumption - WLTP [l/100 km]	o	o	6.6-8.0 (6.6-8.0)	8.0-9.3 (8.0-9.3)	5.1-6.6 (5.1-6.6)	o	o	5.2-6.4 (5.2-6.4)	5.6-7.1 (5.6-7.1)	o	
CO ₂ emissions - NEDC [g CO ₂ /km]	o	o	138-140 (140-141)	159-160 (161-162)	110 (113)	o	o	116-117 (117-118)	127-129 (129-132)	o	
CO ₂ emissions - WLTP [g CO ₂ /km]	o	o	150-181 (150-181)	182-210 (182-210)	135-172 (135-172)	o	o	137-167 (137-167)	146-187 (146-187)	o	

o No data available yet. () Applies to combi version.

Various chassis options

In addition to the standard chassis, ŠKODA is offering other options for its flagship. In the ŠKODA SUPERB SCOUT, the Rough-Road package fitted as standard provides underbody protection for the engine and undercarriage, and raises the ground clearance by 15 mm. In conjunction with all-wheel drive, which comes as standard, this ensures that the new adventurer cuts a fine figure on rougher terrain too. This is also enabled by the additional Off-Road mode in Driving Mode Select. Dynamic Chassis Control (DCC) is available as an option for both the SUPERB SCOUT and the SUPERB SPORTLINE. The ŠKODA SUPERB SPORTLINE is fitted with a sports chassis as standard, lowering the car by 15 mm. For the top-of-the-range ŠKODA SUPERB L&K, a version of DCC that lowers the car by 10 mm is included in the standard equipment.



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Follow us at <https://twitter.com/skodaautonews> for the latest news. Find out all about the new ŠKODA SUPERB with [#SkodaSuperb](https://twitter.com/skodaautonews).

ŠKODA AUTO

- › was founded during the pioneering days of the automobile in 1895, making it one of the longest-established car companies in the world.
- › currently offers its customers nine passenger-car series: the CITIGO, FABIA, RAPID, SCALA, OCTAVIA, KAROQ, KODIAQ, as well as the KAMIQ and the SUPERB.
- › delivered more than 1.25 million vehicles to customers around the world in 2018.
- › has been part of Volkswagen Group since 1991. Volkswagen Group is one of the most successful vehicle manufacturers in the world. In association with the Group, ŠKODA AUTO independently develops and manufactures vehicles, as well as components such as engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 39,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer to the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.