**NEW ENGINE 2.0 TDI EVO/110 kW ŠKODA SUPERB**

**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.

**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.

**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.

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

*Source: ŠKODA AUTO*