



**Product and Technology Communications**

Graeme Lisle

Phone: +49 841 89-40637

Email: [graeme.lisle@audi.de](mailto:graeme.lisle@audi.de)

[www.audi-mediacyenter.com](http://www.audi-mediacyenter.com)

## **“International Engine of the Year” Awards: Audi’s 2.0 TFSI engine wins in its class**

- **Huge success for Audi in the important category of engines with between 150 and 250 metric horsepower**
- **Hans-Joachim Rothenpieler, Member of the Board of Management of Audi AG for Technical Development: “The versatile 2.0 TFSI is a drive that we also use as a hybrid and CNG engine”**
- **Fifteenth class victory in a row for a TFSI engine from Audi**

**Ingolstadt/Stuttgart, May 22, 2019 – The 2.0 TFSI from Audi has won the “International Engine of the Year” award in the category of engines with between 150 and 250 metric horsepower. An international panel of experts comprising 70 automotive journalists voted the four-cylinder gasoline engine the winner of its class. The award ceremony took place as part of the “Engine Expo + The Powertrain Technology Show 2019” at the exhibition and trade center “Messe Stuttgart” today.**

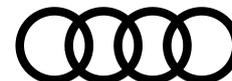
According to the jury, the four-cylinder engine is “one of the most flexible and versatile engines ever to be developed—in short, it can do it all.” Hans-Joachim Rothenpieler, Member of the Board of Management of AUDI AG for Technical Development, explains this strength: “We are delighted to receive this award, because it acknowledges the versatility of the 2.0 TFSI. We use it not only as a pure gasoline engine, but also as a plug-in hybrid drive and for operation with natural gas or Audi e-gas.”

Rothenpieler is particularly proud of the success record of the TFSI technology. The head of Audi Technical Development looks back: “We introduced the first TFSI to the market in 2004. Since then, we have achieved class victory with a TFSI at the awards every year.” Between 2005 and 2009, Audi won the two-liter category with the 2.0 TFSI, and between 2010 and 2018, the company won in the larger class with the five-cylinder 2.5 TFSI. Following the switch from displacement-based to horsepower-based categories in 2019, the two-liter four-cylinder engine is back on the winners’ podium.

The abbreviation TFSI stands for turbocharging and direct injection; Audi was the first automotive manufacturer in the world to mass-produce this combination in 2004. The brand started its downsizing strategy, i.e. replacing displacement with charging, with the first 2.0 TFSI, the A3 Sportback drive. A new engine generation followed in 2007: What was known as EA (*Entwicklungsauftrag*, development order) 888 was designed for the global markets. It rolled off the line at the Hungarian plant in Győr, in Dalian, China, and other locations.

**The equipment, data and prices stated here refer to the model range offered for sale in Germany. Subject to change without notice; errors and omissions excepted.**

\*The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



The “engine of the world” is suitable for longitudinal installation in the larger Audi models as well as for lateral installation, including in the Group brands Volkswagen, Škoda, and SEAT. Over the years, new solutions were incorporated into its technology package time and again. In its latest version, the four-cylinder engine presents a special efficiency technology from Audi: What is known as the B-cycle combustion process is designed specifically for partial load, which is the predominating mode of operation. With a moderate driving style, the 2.0 TFSI achieves the efficiency of a small-displacement engine, while offering the dynamics of a large engine at a sporty pace.

The 2.0 TFSI currently drives numerous Audi models from ten product lines and its power spectrum extends up to 180 kW (245 metric horsepower). And the success story goes on: At the 2019 Geneva International Motor Show, Audi presented the Q5 as a plug-in hybrid variant\*, where the 2.0 TFSI works in conjunction with a powerful electric motor. The four-cylinder engine is also used in the g-tron models in the medium-size class. They use natural gas (CNG) or Audi e-gas, a type of fuel for which Audi uses a sustainable process to produce large quantities itself.

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**Fuel consumption of the models named above:**

*(Fuel consumption, CO<sub>2</sub> emission figures and efficiency classes given in ranges depend on the tires/wheels used.)*

**Audi Q5 TFSI e**

Combined fuel consumption in l/100 km: 2.4–2.1 *(98–112 US mpg)*;  
Combined CO<sub>2</sub> emissions in g/km: 53–46 *(85.3–74.0 g/mi)*

**Audi A4 Avant g-tron**

CNG consumption in kg/100 km: 4.1–3.9 *(57.4–60.3 US mpg)*  
Combined CO<sub>2</sub> emissions in g/km: 113–105 *(181.9–169.0 g/mi)*

**Audi A5 Sportback g-tron**

CNG consumption in kg/100 km: 4.1 *(57.4 US mpg)*  
Combined CO<sub>2</sub> emissions in g/km: 111–104 *(178.6–167.4 g/mi)*



The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Starting on September 1, 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO<sub>2</sub> emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit [www.audi.de/wltp](http://www.audi.de/wltp).

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tire formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO<sub>2</sub> emissions and the performance figures for the vehicle.

*Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).*

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The **Audi Group**, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.

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