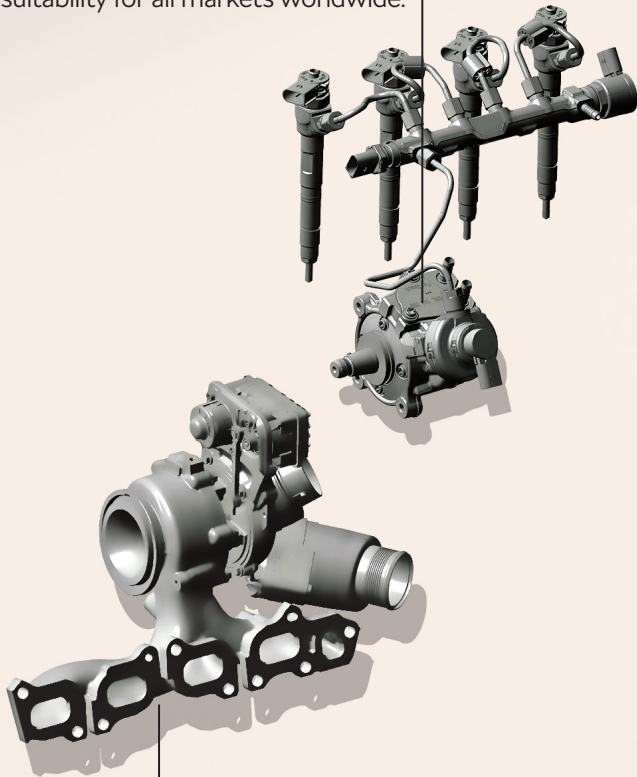


# NEW ENGINE 2.0 TDI EVO/110 kW

## 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.



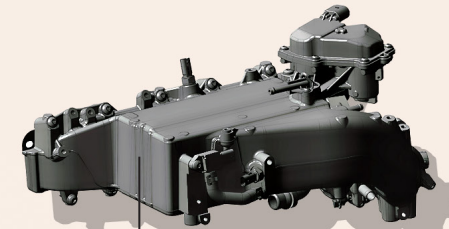
### TURBOCHARGER

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.



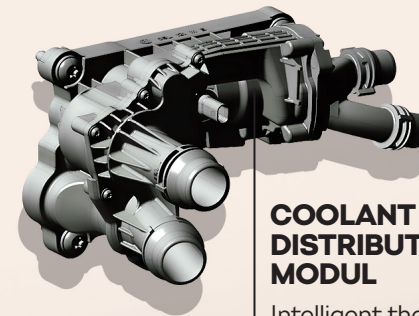
### CRANKSHAFT WITH PISTON AND CON ROD

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



### 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.