

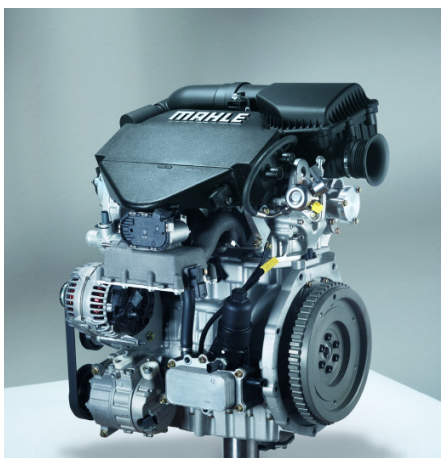
MAHLE Powertrain Downsizing Demonstrator Vehicle



High torque at low speed

Strong performance with low CO₂

Recognised industry benchmark



>> MAHLE downsizing engine

Downsizing Demonstrator Vehicle

The general principle of engine downsizing is based on replacing the current engine in a vehicle with another of smaller capacity but with equivalent performance. This approach is most relevant for large or medium-sized vehicles where the potential fuel economy and emissions benefits can be maximised.

Normally downsizing comes together with downspeeding. The VW Passat Estate (weighing 1,600 kg) was selected as the 'mule' vehicle for this project, with the 1.8 litre turbo gasoline variant of this car providing the dynamic performance targets for the project.

MAHLE and its engineering service provider MAHLE Powertrain started the development of its own advanced downsizing engine in 2006. The first generation MAHLE downsizing engine was designed and developed from clean sheet to running prototype in 12 months.

Having completed the initial development of the MAHLE downsizing engine with a two-stage turbo configuration, the decision was taken in mid-2009 to adopt a single turbo design for the demonstrator vehicle.

Contact Us:
Powertrain@mahle.com

MAHLE Powertrain Ltd
Costin House, St James Mill Road
Northampton, NN5 5TZ, UK
Tel. +44 (0)1604 738 000

MAHLE ZG Transmissions
Georg-Kollmannsberger-Straße 3
85386 Eching, Germany
Tel. +49 89 18 94 169-0

MAHLE Powertrain LLC
14900 Galleon Court
Plymouth, MI 48170 USA
Tel. +1 734 738-52 01

www.mahle-powertrain.com

MAHLE Downsizing Demonstrator Vehicle

Benefits

- Fuel economy:
 - › 5.8 l/100 km (~49 UK mpg)
- CO₂ emissions:
 - › 135 g/km on the NEDC
- Achieves 30.4 miles per US gallon
- Flexible & dynamic performance
- Development of bespoke turbocharger from Bosch MAHLE Turbo Systems (BMTS)



>> DI-3 engine

Specifications, Targets & Results

Technical specifications

Engine displacement:	1.2 litres
No. of cylinders:	3 in-line
Bore/stroke:	83.0 / 73.9 mm
Compression ratio:	9.3 : 1
Fuel injection:	Multihole central DI
Spark plug:	M10
Engine control:	MAHLE Flexible ECU
Turbocharger:	Bosch MAHLE Turbo System
Maximum power:	161 hp [5000 - 6000 min ⁻¹]
Maximum torque:	286 Nm [1600 - 3500 min ⁻¹]
Torque at 1200 rpm:	161 Nm
Engine dry weight:	125kg

Vehicle targets & Results

Vehicle targets & Results	Targets	Results
Fuel consumption FTP75:	N/A	5.8 l/100 km
CO ₂ output NEDC:	135 g/km	135 g/km
Emissions target:	Euro 5	Euro 5
Acceleration 80-120 km/h (5th gear)	10.0 secs	8.9 secs

Summary

MAHLE Powertrain's original downsizing engine programme started the global trends towards gasoline engine downsizing. A high efficiency engine with fewer cylinders and reduced capacity to provide significant fuel economy benefits, but also delivering high output and increased torque at low speed through the application of advanced turbocharging.

Contact Us:
Powertrain@mahle.com

MAHLE Powertrain Ltd. 2021

MAHLE Powertrain GmbH
Einsteinring 5
85609 Aschheim, Germany
Tel. +49 89 962915-0

MAHLE Powertrain Ltd
13.210-877
Jundiaí / São Paulo, Brazil
Tel. +55 11 4589-0400

MAHLE Automotive Technologies
No. 1299 Huan Cheng Bei Road, Fengpu Industrial Park
201 401 Shanghai, Fengxian District, China
Tel. +86 21 5136-0595