

I N T E R N A T I O N A L

**ENGINE**



**of the year**

*awards 2009*

---

Presented by engine technology international *magazine*

---

INTERNATIONAL  
**Engine**  
of the year  
awards 2009

Presented by engine technology international magazine



TONY ROBINSON

Awards founder and CEO of UKIP Media & Events Ltd



GRAHAM JOHNSON

Awards co-chairman and managing director of UKIP Media & Events Ltd



DEAN SLAVNICH

Awards co-chairman and editor of Engine Technology International

Welcome to the 11th International Engine of the Year Awards. This year's Awards are the biggest yet, with the jury featuring 65 of the world's most respected motoring journalists from 32 countries, who bring with them a wealth of experience and knowledge of today's advanced passenger car, SUV and MPV engines.

New to the judging panel this year are Francois Rabe, the new editor of South Africa's *Wiel* magazine; Eddie Alterman, new editor of *Car and Driver* in the USA; and John Simister, who writes for *The Independent on Sunday*, *Evo* and *Auto Express* in the UK.

The winning combination for engines this year appears to be technology and performance, with 2009's best engines embodying advanced concepts, materials and components. Smaller-displacement assisted units that embrace the downsizing trend have fared well this year, and for largest capacity engines, turbocharging and direct injection have become crucial technologies that gained many votes from jurors around the world.

One of the most closest fought categories in 2009 was the Green

Engine of the Year. Two all-new Japanese hybrid powertrains, efficient European diesels and small-displacement gasoline units all did battle in this class, with the winning engine taking first place by just two points! Regarded by car makers as an important recognition of their efforts to becoming environmentally friendly, the Green Engine of the Year represents not just powertrains with lower CO<sub>2</sub> and the ability to sip fuel, but also those units that don't pollute the atmosphere with other harmful by-products, such as carbon monoxide and particulates.

Equally closely fought this year was the overall International Engine of the Year Award, with BMW – which has won the award for the past four years – facing stiff competition from a plethora of advanced engines. So which engine impressed the jury the most and thus took the most coveted trophy of all, the International Engine of the Year 2009 title? The unit in question not only offers plenty of power, but also ticks boxes in terms of emissions reduction. Turn the pages to find out 2009's best automotive engines...

[www.ukipme.com/engineoftheyear](http://www.ukipme.com/engineoftheyear)

The International Engine of the Year Awards are presented by Engine Technology International magazine, published by UKIP Media & Events Ltd. The Awards involve the voluntary

participation of 65 motoring journalists from 32 countries. UKIP Media & Events Ltd receives no advertising or financial support from any car manufacturer or distributor.

---

# RULES & SCORING

---

## ■ Rules

**Capacity classes:** To qualify for inclusion in the class categories listed below, an engine must have been housed in a passenger car that was on sale in more than one country as of June 2009.

Sub 1-litre ■ 1-litre to 1.4-litre ■ 1.4-litre to 1.8-litre ■ 1.8-litre to 2-litre ■ 2-litre to 2.5-litre ■ 2.5-litre to 3-litre ■ 3-litre to 4-litre ■ Above 4-litre

**Green Engine of the Year:** To qualify for inclusion in this category, an engine must have been housed in a passenger car that was on sale in more than one country as of June 2009, have been designed with fuel economy as a priority, and employ intelligent technologies and powertrain innovations to reduce emissions (such as diesels with a DPF, and new hybrid systems).

**Best Performance Engine:** To qualify for inclusion in this category, an engine must have been housed in a passenger car that was on sale in more than one country as of June 2009, and have been designed specifically for a performance-orientated car, or be installed in a vehicle designed for sporting fun.

**Best New Engine:** To qualify for inclusion in this category, an engine must have been launched after May 2008 and be housed in a passenger car that was on sale in more than one country as of June 2009.

**International Engine of the Year 2009:** The winners of the eight capacity classes (see above left) are shortlisted for the International Engine of the Year crown.

---

## ■ Scoring

In every category, the panellists judged each shortlisted engine using their subjective driving impressions and technical knowledge, and took into account characteristics such as fuel economy, smoothness, performance,

noise and drivability. The jurors each had 25 points to award to their five favourites in each category. A maximum of 15 points could be allocated to an engine, and the minimum was one point. An engine could not be tied for the top slot.

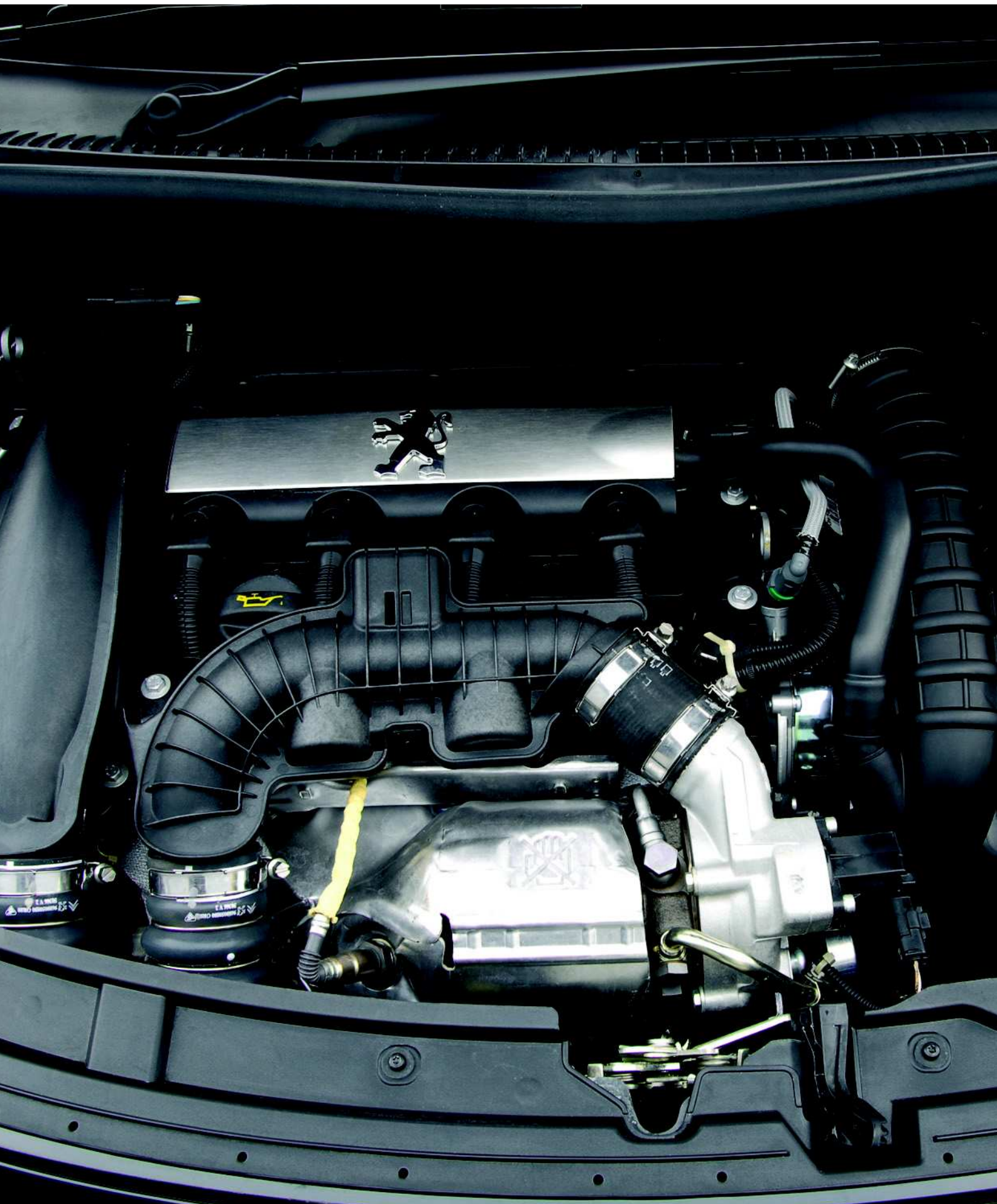
■ All performance and fuel economy figures referenced in this journal are manufacturers' data and are based on EU Cycles (except where indicated).

■ Only the results of the top six engines in each category have been listed. Full results are available upon request by emailing [enginetech@ukipme.com](mailto:enginetech@ukipme.com)

---

# 1.4-LITRE TO 1.8-LITRE

BMW-PSA 1.6-litre Turbo





**“This engine is one of the better pieces of machinery money can buy. It is both powerful and fuel economic”**

**Arturo de Andrés, Automóvil**



MINI HAS APPLIED BOSCH'S STOP/START TECHNOLOGY



THE CLUBMAN BENEFITS FROM 260NM OF TORQUE



THE 1.6-LITRE TURBO UNIT DRIVES THE PEUGEOT 207



ENGINE DOWNSIZING AT ITS BEST IN THE NEW 308

**BMW/PSA** Peugeot Citroën's jointly developed turbo petrol engine has taken top honours for the third consecutive year in the 1.4-litre to 1.8-litre category, despite the arrival of the all-new Toyota Prius powertrain, which was an early favourite in this class.

Dan Vardie from Autoshow in Romania is one the judges who gave the Mini Cooper S heart top marks: "This is a great, small sporty engine, with an environmentally-friendly stop/start feature. It means the car is supple and fun to drive on winding roads, but is just as good in town."

Meanwhile Dean Slavnic, co-chairman of the IEOTYA, added: "This engine represents one of the finest examples of engine downsizing."

Featuring innovative stop/start technology on BMW models, jurors from all regions were once again won over by this powerful yet frugal motor. As Marc Noordeloos from Automobile in the USA explains, "This engine provides a wonderful balance of power and economy. It may lack

the character of the old supercharged engine in the Mini Cooper S, but the dramatic drop in fuel consumption makes up for it."

Made from light alloy, the 175bhp unit, which powers not only the Cooper S but also the Mini Clubman and Peugeot 207 and 308 models, features a twin-scroll turbocharger, gasoline direct injection, twin overhead camshafts, roller-type drag arms that have been optimised for minimum friction, and hydraulic valve play-compensation elements.

All this technology means not only plenty of power – and let's not forget the 260Nm that is maintained from 1,500rpm to 5,000rpm – but also an average fuel consumption of 6.9 litres/100km (40.9mpg) for non stop/start engines.

Since its introduction in 2006, more than 150,000 units of this engine have been produced and next year the 1.6-liter turbo heart from BMW and PSA Peugeot Citroën will prove to be even more popular with the launch of the Mini Cross.



## RESULTS

	POINTS		POINTS
1. BMW-PSA 1.6-litre Turbo (Mini Cooper S, Clubman, Peugeot 207, 308)	<b>253</b>	4. Mercedes-Benz 1.8-litre turbo (BlueEfficiency E-Class)	<b>135</b>
2. Toyota Hybrid 1.8-litre (Prius)	<b>198</b>	5. Opel 1.6-litre turbo (Corsa, Astra, Insignia)	<b>59</b>
3. Audi 1.8-litre TFSI (Audi A4, A3, A5, TT, Seat León, Altea, Toledo, Skoda Octavia, Superb, VW Passat)	<b>184</b>	6. Fiat Diesel 1.6-litre JTD (Alfa Romeo Mito, Fiat Bravo, Lancia Delta)	<b>56</b>