



2019

Audi A4 Avant g-tron

4x2 Euro 6b CNG automatic






























8.7 
/10

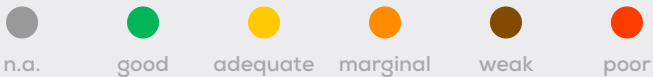
Clean Air
Index

4.7 
/10

Energy Efficiency
Index

 <u>Laboratory test</u>		HC	CO	NO _x	PN
8.0/9	Cold Test*				
2.9/3	Warm Test [#]				
2.8/3	Eco Mode [#]				
2.9/3	Sport Mode [#]				
6.8/9	Highway [#]				
 <u>Road test</u>					
6.4/7	On-Road Drive*				
 <u>Robustness</u>					

* Adapted regulatory test # Additional Green NCAP tests



Comments

A Clean Air index of 8.7 is a creditable achievement for a Euro 6b-compliant car. However, control of carbon monoxide emissions and of hydrocarbons in the high-load test, could be improved.

Energy Efficiency Tests



Laboratory test

Energy

5.7/10 Cold Test*



1.9/3 Warm Test#



1.9/3 Eco Mode#



1.7/3 Sport Mode#



5.0/10 Highway#



Consumption

Fuel

Average consumption

4.6 kg/100 km

Worst-case consumption

5.0 kg/100 km

* Adapted regulatory test # Additional Green NCAP tests



n.a.



good



adequate



marginal



weak



poor

Comments

The car's overall star rating is determined by its marginal energy efficiency, with performance in eco-mode no better than in standard drive-mode.

Additional Information

Greenhouse Gases **

CO₂

Cold Test*



Warm Test#



Eco Mode#



Sport Mode#



Highway#



* Adapted regulatory test # Additional Green NCAP tests

** For indication only. The assessment of greenhouse gases does not currently form part of the rating.



n.a.



good



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Our verdict

The Audi A4 Avant is tested here as the 'g-tron', the CNG (compressed natural gas)-powered variant of the model range. The g-tron's declared CO₂ value of 111 g/km is significantly lower than its purely petrol-engined siblings. The car tested was compliant with Euro 6b emissions legislation. Such cars can still currently be sold in the EU but must soon be upgraded to meet Euro 6d-temp requirements. Green NCAP will test the updated g-tron as soon as possible. While the car operates almost exclusively on CNG, it also has a small 'emergency' petrol reserve, to get it to the nearest gas station. The car was tested in both CNG and petrol modes, the CNG results primarily defining the score and star rating, but with penalties if the performance on petrol was significantly worse. In most of the laboratory tests, control of pollutant emissions was good or adequate, except for carbon monoxide, control of which was marginal. The high-load highway test did not affect the rating of this pollutant, but emissions of unburnt hydrocarbons was noticeably worse than in the other tests, and was rated as weak. In the cold test, particulate emissions were very high when tested on the emergency petrol reserve. Energy efficiency was marginal for all tests, with similar values for the car in standard drive mode and in eco-mode, but noticeably worse in sports mode and in the high load test. All in all, the A4 g-tron performs adequately but should do better when tested in its latest Euro 6d-temp form.

Year of Publication	Tested Car	Emissions Class
2019	WAUZZZF43JA17XXX	Euro 6b
Mass	Engine Size	Engine Power/Torque
1,702 kg	1,984 cc	125 kW/270 Nm
Tyres	Published CO ₂	
245/35 R19	111 g/km	



Think before you print