



2020

Audi A4

Avant 40 g-tron 2.0 CNG 4x2 automatic



4.6 
/10

Clean Air
Index

3.3 
/10

Energy Efficiency
Index

1.9 
/10

Greenhouse Gas
Index

4.6
/10



Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.1/10 Cold Test	●	●	●	●	●
4.3/10 Warm Test	●	●	●	●	●
0.0/10 Cold Ambient Test	●	●	●	●	●
5.7/10 Highway	●	●	●	●	●



Road Test

5.2/10 On-Road Drive	●	●	●	●	●
5.2/8 On-Road Heavy Load	●	●	●	●	●
3.2/5 On-Road Light Load	●	●	●	●	●
2.1/5 On-Road Short Trip	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The A4 g-tron has no particulate filter. Nevertheless, particulate number is not excessive in any of the tests. Control of non-Methane hydrocarbons is good, as is that of NO_x in most tests except the cold ambient temperature laboratory test and the on-road short trip. Control of the unregulated pollutant NH₃ is poor.

Energy Efficiency Tests



Laboratory Test

Energy

3.7/10 Cold Test



4.6/10 Warm Test



2.0/10 Cold Ambient Test



3.3/10 Highway



Consumption

Driving Range

Average

4.8 kg/100 km

360 km

Worst-case

5.6 kg/100 km

308 km



n.a.



good



adequate



marginal



weak



poor

Comments

The car scores modestly for energy efficiency, and slightly worse in the more demanding tests - cold ambient temperature and high-load - than the others. Based on Green NCAP's calculations, the range of the vehicle is typically around 350 km.

1.9



/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

1.6/7 Cold Test



3.8/7 Warm Test



0.0/7 Cold Ambient Test



0.0/7 Highway



n.a.



good



adequate



marginal



weak



poor

Comments


This is the area of assessment where the A4 g-tron scores most poorly. The vehicle emits very little Nitrous Oxide, a powerful greenhouse gas but is let down by its control of Methane which reduces the index to 1.9.

Our Verdict

The Audi A4 g-tron is powered by compressed natural gas (CNG). The car has a small petrol tank (7 litres) but this is used as an emergency back-up only: if there is enough CNG in the tank, the car will operate almost exclusively on that fuel and the driver has no option to switch to petrol. Accordingly, the car was tested by Green NCAP only in CNG mode. In general, the car performs well in its mitigation of pollutant emissions, except for ammonia, which is not regulated by legislation and emissions of which were high in several tests. Efficiency is moderate, providing reasonably economical driving for a vehicle of this size. All-round performance is let down by the Greenhouse Gas Index, with control of Methane dragging the scoring down and, overall, the car emerges from the tests with a modest two-star rating.

Disclaimer

Publication Date 11 2020	Tested Car WAUZZZF47KA10xxxx	Emissions Class Euro 6d-Temp	Tyres 225/50 R17 94Y
Mass 1,661 kg	Engine Size 1,984 cc	Engine Power/Torque 125 kW/270 Nm	Published CO ₂ 128 g/km
	Battery Capacity n.a.	Published Driving Range n.a.	

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