

All-new SEAT Leon: the first model of the brand to offer five different engine technologies

- The all-new SEAT Leon offers five different engine technologies designed to deliver customers the right combination of vehicle and engine to match their specific needs: petrol (TSI), diesel (TDI), mild-hybrid (eTSI), plug-in hybrid (eHybrid) and compressed natural gas (TGI)
- In total, there are eleven different variants, with power outputs ranging from 90 PS to 204 PS
- Most engines can be associated with the new DSG automatic transmission, which now has shift-by-wire technology

Martorell, 27/03/2020. Since its launch in 1999, the SEAT Leon has been one of SEAT's key pillars and has introduced new technologies to an incredibly competitive segment.

The all-new SEAT Leon is the first SEAT model to offer five different technologies that adapt to almost all drivers. A suite of new powertrain technologies; petrol (TSI), diesel (TDI), mild-hybrid (eTSI), plug-in hybrid (eHybrid) and compressed natural gas (TGI), mean consumers can choose the vehicle that most closely matches their lifestyle and needs, while at the same time providing the efficiency and performance demanded by the market.

In total, there are eleven different mechanical variants, with power outputs ranging from 90 PS with the 1.0 TSI to 204 PS with the SEAT Leon eHybrid. All of them stand out for their efficient consumption, performance and low emissions, and allow consumers to choose the vehicle that best adapts to their needs. The all-new SEAT Leon offers different predefined drive mode – Eco, Normal, Comfort and Sport – to the driver. With the individual drive mode, the driver is able to adapt the car to the personal needs, thanks to the new DCC slider.

TSI engines

The fourth generation Leon increases its efficiency with a range of advanced combustion engines. All petrol engines offered by the new Leon are direct injection and turbocharged units, with power outputs between 90 and 190 PS.

The two entry engines which produce 66kW/90PS and 81kW/110PS of power are 1.0 litre TSI three-cylinder units. The entry unit produces 90 PS of power at 5,500 rpm and a maximum torque of 175 Nm between 1,500 and 4,000 rpm. The most powerful version of the 1.0 TSI unit provides 110 PS of power at 5,500 rpm and a maximum torque of 200 Nm between 1,500 and 4,000 rpm.

The two 1.0 TSI and also the 1.5 TSI 96kW/130PS engines with manual gearboxes use a Miller-cycle combustion process and variable geometry turbocharger to take efficiency to the next level in this displacement size engine.

The Miller-cycle optimises valvetrain control with early closure of the inlets combined with a higher compression rate and turbocharging to better control the air-fuel mixture, to improve efficiency by up to 10%.

Available with power outputs 96kW/130PS and 110kW/150PS, the larger 1.5 litre petrol engines offer a level of performance that will bring a smile to the face of the driver but with the reassurance of optimised efficiency. This version, linked to six-speed manual gearbox, integrates Active Cylinder Management which, in some driving conditions, the engine works with only two cylinders to reduce the fuel consumption and maximise efficiency.

The 1.5 TSI 130 PS powertrain has a consumption between 5.4 and 6.1 l/100km in WLTP, with CO₂ emissions among 122 and 137 g/km. In the case of the 1.5 TSI 150 PS version, the consumption scales up to 5.5 and 6.3 l/100km in [5,6 and 6,4 l/100km for the Sportstourer], with CO₂ emissions between 125 and 143 g/km [127 and 145 g/km in the case of the Sportstourer version]; all values always in WLTP.

At the top of the tree is the 140kW/190PS 2.0 litre TSI unit always linked to the seven-speed dual-clutch transmission.

TDI Engines

Diesel remains an important technology in reducing carbon emissions, and the all-new Leon benefits from two diesel options: all 2.0 litre TDI units.

The 5 doors and the Sportstourer versions have a manual transmission for the 85kW/115PS, while the 110kW/150PS diesel engine is offered with either manual or DSG automatic transmission, delivering a maximum torque of 360Nm at 1700-2750rpm. The Sportstourer is also available with a 110kW/150PS unit mated to a DSG gearbox and 4Drive system. Fuel consumption of this 2.0 TDI with a power output of 110kW/150PS is 4.3 – 5.0 l/100km for the 5 doors body type and 4.5 – 5.1 l/100km for the Sportstourer (always in WLTP; which is translated with CO₂ Emissions in g/km of 114-132 and 117-133; respectively).

The TDI units introduce a new twin dosing SCR system that includes dual AdBlue injection to reduce significantly NOx emissions compared to the Leon's previous generation diesel engines. The result is a range of diesel engines that meet the strict requirement of the latest emissions standards.

Two different hybrid options

The all-new SEAT Leon offers hybrid powertrains for the very first time, in two variants: 'Mild-Hybrid' (eTSI), and plug-in hybrid PHEV (eHybrid).

The mild hybrid version (eTSI), allows the compact car to provide even greater efficiency levels. The system, which is available with the 1.0 TSI 81kW/110PS and the 1.5 litre 110kW/150PS petrol unit, both exclusively in combination with the DSG transmission, mates 48V mild-hybrid technology to the combustion engine, which not only adds the efficiency of electrification.

The technology uses a 48V starter-generator and 48V lithium-ion battery, and efficiency gains obtained, in part, because the system allows the Leon to coast with the engine switched off during some driving scenarios, recover energy under braking and supporting the engine with some electric assistance.

The SEAT Leon 1.5 TSI mHEV 150 PS offers a combined consumption between 5.6 and 6.4l/100km in WLTP, while CO₂ emissions are between 127 and 144 g/km, figures that will certainly be reduced when driving at cruising speed on a motorway, or at start-ups when stopped when driving through the city.

And as SEAT expands its use of electrification, the fourth-generation Leon also includes an advanced plug-in hybrid variant, which is the most powerful powertrain of the range. Mating a 1.4 litre TSI petrol engine electric motor, 13kWh lithium-ion battery pack and six-speed DSG transmission, the setup produces 150kW/204PS of power.

The plug-in hybrid version also allows drivers to use electric only mode, giving a range of up to 60km (WLTP) using just the energy stored in the vehicle's battery – perfect for increased efficiency, or to travel around city streets where air quality regulations are stricter.

The plug-in hybrid version will be offered on both the 5-door and Sportstourer versions.

CNG

The all-new SEAT Leon also has the option of a CNG 1.5 litre TGI unit that produces 96kW/130PS of power.

The all-new SEAT Leon will be presented for the first time with a CNG 1.5 litre TGI unit that produces 96kW/130PS of power. The vehicle integrates three CNG tanks with a total net capacity of 17.3kg, giving the all-new SEAT Leon TGI a range of up to 440km without needing to refuel. And if the CNG tanks do run dry, the engine switches automatically to run on petrol until reaching the next CNG fuel station. Once there, it's as simple to refuel as any other vehicle in the range.

Engine Offer

Petrol

1.0 TSI 90PS 5-speed Manual
 1.0 TSI 110PS 6-speed Manual
 1.5 TSI 130PS 6-speed Manual
 1.5 TSI 150PS 6-speed Manual
 2.0 TSI 190PS 7-speed DSG

Diesel

2.0 TDI 115PS 6-speed Manual
 2.0 TDI 150PS 6-speed Manual
 2.0 TDI 150PS 7-speed DSG
 2.0 TDI 150PS 7-speed DSG 4Drive (Sportstourer)

MHEV

1.0 eTSI 110PS mHEV 7-speed DSG
 1.5 eTSI 150PS mHEV 7-speed DSG

PHEV

1.4 eHybrid 204PS PHEV 6-speed DSG

CNG

1.5 TGI 130PS 6-speed Manual
 1.5 TGI 130PS 7-speed DSG

Technical specifications (homologated engines)

Petrol (TSI)

Engine	1.5 TSI
Max. Power	96kW/130PS / 5,000 – 6,000 rpm
Gearbox	Manual
Cylinder/Valves	4-cyl - 16v
Displacement	1,498 cc
Bore and stroke	74.5 / 85.9 mm
Compression ratio	12.5
Max. Torque	200Nm / 1,400 – 4,000 rpm
Acceleration (0-100km/h)	9.4 s (Sportstourer: 9.7 s)
Maximum speed	213km/h

Fuel consumption (l/100km)	WLTP: 5.4 – 6.1
CO ₂ Emissions (g/km)	WLTP: 122-137

Engine	1.5 TSI
Max. Power	110kW/150PS / 5,000 – 6,000 rpm
Gearbox	Manual
Cylinder/Valves	4-cyl - 16v
Displacement	1,498 cc
Bore and stroke	74.5 / 85.9 mm
Compression ratio	10.5
Max. Torque	250Nm / 1,500 – 3,500 rpm
Acceleration (0-100km/h)	8.4 s (Sportstourer: 8.7 s)
Maximum speed	221km/h
Fuel consumption (l/100km)	WLTP: 5.5 – 6.3 (Sportstourer: 5.6 – 6.4)
CO ₂ Emissions (g/km)	WLTP: 125-143 (Sportstourer: 127-145)

Mild-Hybrid (eTSI)

Engine	1.5 TSI mHEV
Max. Power	110kW/150PS / 5,000 – 6,000 rpm
Gearbox	DSG
Cylinder/Valves	4-cyl - 16v
Displacement	1,498 cc
Bore and stroke	74.5 / 85.9 mm
Compression ratio	10.5
Max. Torque	250Nm / 1,500 – 3,500 rpm
Acceleration (0-100km/h)	8.4 s (Sportstourer: 8.7 s)
Maximum speed	221km/h
Fuel consumption (l/100km)	WLTP: 5.6 – 6.4
CO ₂ Emissions (g/km)	WLTP: 127-144

Diesel (TDI)

Engine	2.0 TDI
Max. Power	110kW/150PS / 3,000 – 4,200 rpm
Gearbox	DSG
Cylinder/Valves	4-cyl - 16v
Displacement	1,968 cc
Bore and stroke	81.0 / 95.5 mm
Compression ratio	16
Max. Torque	360Nm / 1,700 – 2,750 rpm
Acceleration (0-100km/h)	8.6 s (Sportstourer: 8.9 s)
Maximum speed	218km/h
Fuel consumption (l/100km)	WLTP: 4.3 – 5.0 (Sportstourer: 4.5 – 5.1)
CO ₂ Emissions (g/km)	WLTP: 114-132 (Sportstourer: 117 – 133)

SEAT is the only company that designs, develops, manufactures and markets cars in Spain. A member of the Volkswagen Group, the multinational has its headquarters in Martorell (Barcelona), exports 81% of its vehicles, and is present in more than 75 countries. In 2019, SEAT sold 574,100 cars, the highest figure in its 70-year history, posted a profit after tax of 346 million euros and a record turnover of more than 11 billion euros.

In 2019, SEAT allocated 1.259 billion euros to accelerate its investment programme, mainly for the development of new electrified models. In addition, and as part of its commitment to decarbonisation, it invested 27 million euros in sustainable initiatives and is working on an ambitious environmental strategy, called Move to Zero, which aims to make Martorell a zero-carbon footprint plant by 2030.

SEAT employs over 15,000 professionals and has three production centres – Barcelona, El Prat de Llobregat and Martorell, where it manufactures the highly successful Ibiza, Arona and Leon. Additionally, the company produces the Ateca in the Czech Republic, the Tarraco in Germany, the Alhambra in Portugal and the Mii electric, SEAT's first 100% electric car, in Slovakia.

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