

PRESS DOCUMENTATION

Press discussion

RESULTS OF VW EXHAUST EMISSIONS TESTS

Before-and-after tests with member vehicles

Monday, 27 June 2016

Dynamometer test bed at the Vienna University of Technology,
Getreidemarkt 9, 1060 Vienna

*** Blocked until: Tuesday, 28 June 2016, 5:00 am ***

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ÖAMTC test: VW retrofits do not have a negative effect on performance or consumption

Regardless of retrofit: rated fuel consumption is higher than stated

The VW Group has started a programme of software installation following the “emissions scandal” – approximately 388,000 diesel vehicles are affected in Austria alone. In cooperation with the Vienna University of Technology and with other European mobility clubs, the ÖAMTC carried out comprehensive tests on member’s vehicles both before and after the software installation. “The aim of the tests was to determine whether the update really works, and also to determine whether the consumer is disadvantaged due to, for example, higher consumption levels or a reduction in performance. Legally actionable claims for warranty, damages or cancellation of the sales contract could have resulted,” explained Bernhard Wiesinger, head of the ÖAMTC interest group.

The result: “The new software works. The NOx emissions, which were the origin of the ‘emissions scandal’, have changed marginally in the updated NEDC dynamometer test bed cycle applicable for type approvals, and are well within the limit values defined by the EU,” summarised the head of the ÖAMTC interest group. “During more realistic drive cycles such as the new WLTC test procedure and the motorway drive cycle BAB 130, the NOx emissions are even drastically reduced in some cases.” Further tests will be carried out: after the tests for the 2.0-litre diesel vehicles, vehicles with 1.2 and 1.6-litre engines in the VW Group will follow in the next few months.

No negative effect on consumption, performance or driving response

For the consumer, consumption, performance and driving response are the key factors in real driving conditions. “The ÖAMTC can also sound the all-clear in this regard. These parameters are not affected by the retrofit,” stated Wiesinger. The level of diesel consumption, which is measured via the levels of CO₂ emissions, increased within the parameters of the NEDC by a maximum of 2.5% – and that was only in one of the vehicles tested. The levels of consumption remained the same or were even reduced in the other vehicles. “All of these values are within the tolerance parameters for these tests,” stated Wiesinger. The ÖAMTC also carried out a driving test with a mobile testing device – also without any significant changes as a result of the update.

There is also no cause for concern regarding performance. "Taking test tolerance parameters into consideration, performance levels remained the same in all vehicles tested," said Wiesinger. The same applies to the assessment of the driving response, which was measured based on vehicle acceleration, for example from 60 to 100 km/h in fourth gear.

Conclusion – test results show no grounds for appeal

The head of the ÖAMTC interest group stated that "Customers who have already received an invitation to bring their car to the workshop for retrofitting can do so without any need for concern." In all of the tests carried out, deviations remained within the measuring tolerance or were improved, in part, considerably by the update. Based on this current information, the ÖAMTC advises against making claims for compensation on the grounds of higher fuel consumption or reduced performance.

Rated fuel consumption 11% higher than manufacturer's specifications

Independently of the "emissions scandal", a further deviation from the rated fuel consumption was determined whilst measuring consumption. Wiesinger noted that "Diesel consumption in the vehicles tested was on average 11% higher than the manufacturer's specifications. This is a well-known problem associated with the varying test bed conditions." The manufacturers stretch the permitted test tolerances (e.g. for temperature and tyre pressure) to their very limits in an attempt to achieve optimal results. However, the ÖAMTC used mean values for their testing, conducted under varying test conditions.

The European Commission has already resolved that more realistic measuring procedures will be used from 2017 onwards. This means that RDE tests such as those carried out by the ÖAMTC on VW vehicles will be mandatory from next year. "For years, the ÖAMTC and IFA have been working to ensure that consumption values for type approval are close to those for consumption on the road. The test tolerances for the manufacturers should also be restricted," commented Wiesinger.

How the tests were carried out – test expenses of up to €30,000 per vehicle

The ÖAMTC carried out the tests in cooperation with the Institute for Powertrains and Automotive Technology (IFA) at the Vienna University of Technology. Exhaust emissions, fuel consumption and performance were tested on the dynamometer test bed. A mobile laboratory was used for tests on the road (RDE). Driving dynamics tests were also carried out. "The costs for the test amount to up to €30,000 per vehicle," explained Wiesinger. "This includes

purchase checks, chassis checks, particulate filter regeneration, air filter replacements, new tyres following the test, refilling with test fuel and the fitting of test equipment.”

The vehicles with a mileage of between 25,000 and 55,000 kilometres were provided by ÖAMTC members. First of all, the technical status of the vehicle was assessed. This was followed by tests on the dynamometer test bed and on the road. “The vehicles were then retrofitted in the workshops, which were of course not informed about the ÖAMTC tests,” explained the head of the ÖAMTC interest group. The second set of tests, both on the test bed and on the road, was carried out directly after the retrofit.

The ÖAMTC tested two Audi A4 Avant 2.0 TDIs. These vehicles were made available by club members following a request made by the ÖAMTC. The partner clubs ADAC (Germany) and TCS (Switzerland) tested a VW Golf 2.0 TDI BMT and another Audi A4 Avant 2.0 TDI.

All information on this topic is available at www.oeamtc.at/abgasmanipulation.

Notes to editorial teams: Photos, graphics and a video for this communication are available for download from the media library at www.oeamtc.at/presse. Photos can also be found at <http://www.apa-fotoservice.at/galerie/7952>.

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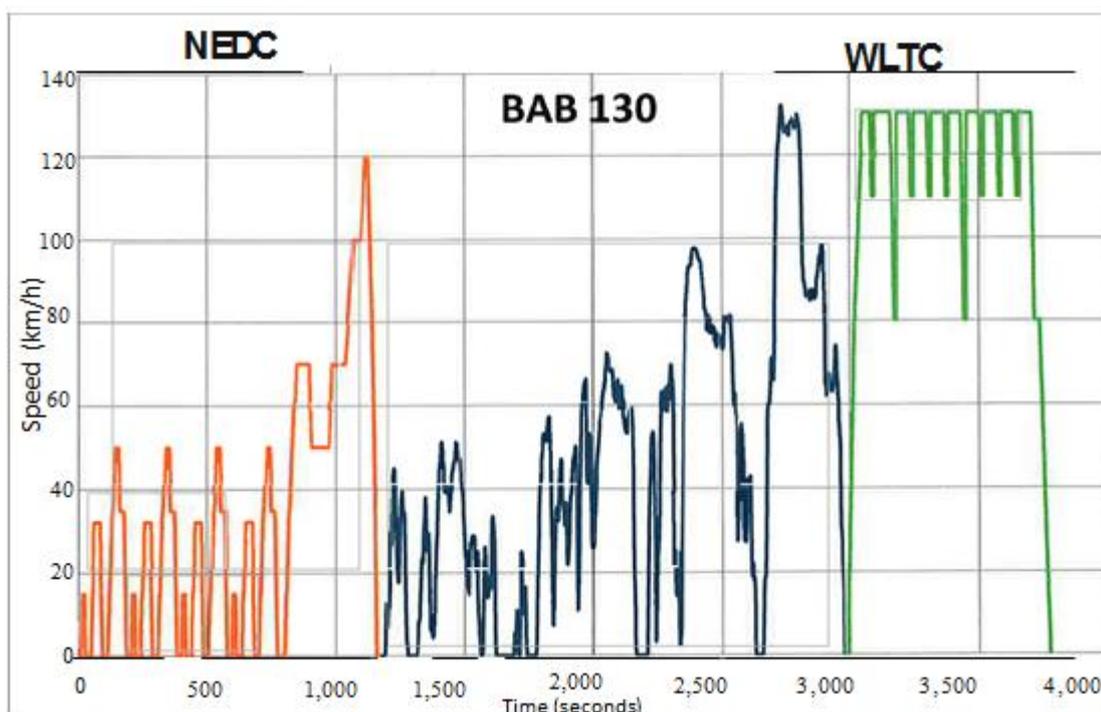
<http://www.oeamtc.at>

ÖAMTC: The before-and-after test was performed using the following procedures

* NEDC: The New European Driving Cycle is the principle process used for type approval for the affected vehicles. The NEDC is currently still used, but is to be replaced by the more realistic WLTC cycle in 2017. The cycle measures the pollutants NO_x, CO and HC, as well as fuel consumption and CO₂.

* WLTC: The Worldwide Harmonized Light Vehicles Test Cycle will replace the NEDC in the EU as from 2017. The main differences are: the WLTC takes longer, is more dynamic, and is performed at higher speeds than the NEDC. The introduction of the WLTC, which reflects real driving conditions on the road to a considerably greater extent, has also been pushed by the ÖAMTC. It also measures the pollutants NO_x, CO and HC, as well as fuel consumption and CO₂.

* BAB 130: The motorway drive cycle BAB 130 was developed by the ÖAMTC's partner club, the ADAC. The vehicle is driven at maximum acceleration and speeds of between 80 and 130 km/h in this cycle. The cycle measures the pollutants NO_x, CO and HC, as well as fuel consumption and CO₂.



Comparison of test cycles © ÖAMTC

* RDE: Real Driving Emissions are measured using a mobile 'laboratory' in the car being driven on the road. The exhaust emissions are constantly fed into the mobile exhaust emissions tester and measured during driving. The pollutants NO_x, CO and HC are also measured during this procedure, in addition to fuel consumption and CO₂.

