

Abgas-Affäre

Beitrag von „DerCharly“ vom 22. November 2015 um 14:56

[INDENT]Ich hab mal direkt bei der EPA per Email nachgefragt, inwieweit eigentlich aktuelle deutsche Modelle betroffen sind.

Hier er meine Anfrage:

I am an owner of a 3.0 liter diesel model Volkswagen Touareg. My car is the German version of the Touareg with 204 HP and was manufactured and delivered in 2015. [INDENT][INDENT]Regarding your Second notice of violation (NOV) of the Clean Air Act (CAA) to Volkswagen AG I have the following questions.

- Does the “affected 3.0 liter diesel model Volkswagen Touareg (MY 2014)” mean all Touareg cars that are produced since 2014 including 2015 or 2016 or only 2014?
- Are your “serious concerns about the presence of defeat devices” only in relation with the American version of the Touareg or also the German and other versions?
- What was the concrete diesel motor version that you have tested? Was it only the version with 240 HP, that was sold in America? Was that tested version equipped with an SCR Kat an Add blue technology?

Are current German Diesel motor versions with 204 or 262 HP and SCR Kat an Add blue technology also affected of your “serious concerns about the presence of defeat devices”.

As I am quite concerned about your publications, I would very much appreciate an explicit answer to my questions.[INDENT][INDENT]

Das wurde mir geantwortet:

Thank you for your inquiry. The November 2nd Notice of Violation (NOV) covers 3.0 liter vehicles in model years 2014, 2015 and 2016, and only certain models within those model years which EPA has tested. The vehicles that are covered are:

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[TD='width: 101']**Model Year**[/TD]

[TD='width: 146']**EPA Test Group**[/TD]

[TD='width: 356']**Make and Model(s)**[/TD]

[/tr][tr]

[TD='width: 101']2014[/TD]

[TD='width: 146']EADXT03.02UG[/TD]

[TD='width: 356']VW Touareg [/TD]

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[TD='width: 101']2015[/TD]

[TD='width: 146']FPRXT03.0CDD[/TD]

[TD='width: 356']Porsche Cayenne [/TD]

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[TD='width: 101']2016[/TD]

[TD='width: 146']GVGAJ03.0NU4[/TD]

[TD='width: 356']Audi A6 Quattro, A7 Quattro, A8, A8L, and Q5[/TD]

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EPA, the California Air Resources Board (CARB), and Environment Canada uncovered this second defeat device problem through expanded testing protocols that we implemented following revelations of the first defeat device. Although EPA does not believe this is a widespread problem, EPA and CARB will continue to screen both new and in-use diesel vehicles for possible defeat devices in all diesel vehicles offered for sale in the United States. We are aware that VW vehicles not listed in the NOV have similar designs, including Touareg, Cayenne, and Audi models dating back to 2009. EPA is continuing to test earlier model year VW 3.0 liter diesel vehicles; those tests are not yet complete. Our ongoing investigation will establish whether these vehicles employ defeat devices. We will be testing additional vehicles back through the introduction of the SCR version of this engine with Model Year 2009. If our testing reveals similar issues with additional vehicles the Agency will take appropriate action.

On September 25, 2015, one week after issuing the first NOV to VW, EPA announced that it would expand its screening of other diesel vehicles for defeat devices. By the end of October, a joint test program by EPA, the California Air Resources Board, and Environment Canada had yielded sufficient evidence to conclude that a defeat device is present in the VW 3.0 liter diesel vehicles covered by the November 2nd NOV. EPA is not revealing the exact methods or details about how it is conducting this testing.

Damit wurden meine Fragen zwar nicht erschöpfend beantwortet, wollte ich Euch aber nicht vorenthalten. [/INDENT]