



New measurements by Deutsche Umwelthilfe on nitrogen oxide emissions from trucks: Still evidence of manipulated exhaust gas aftertreatment systems

- New exhaust gas measurements on 235 trucks prove it: Even three years after manipulation of exhaust gas aftertreatment systems was uncovered, Euro V and Euro VI trucks massively exceed the legal limits for nitrogen oxides in real-world operation.
- Individual models stand out with extremely high values, Volvo stands out particularly negatively
- DUH calls on the Federal Ministry of Transport and the Federal Office for Logistics and Mobility to finally monitor real emissions of hazardous air pollutants and to punish violations.

Berlin, 04.01.2023: Numerous trucks still exceed the legal limits for nitrogen oxide (NOx) in real-world operation on the highway. This is shown by current measurements of the Environmental Action Germany (DUH). The Emissions Control Institute (EKI) of DUH has carried out measurements in real-world operation on 235 truck models of the Euro V and VI emission levels and found that almost half of them exceeded the limit values. More than three years ago, the DUH had already proven that limit values were being exceeded, in some cases on a massive scale, and had made the results available to the Federal Ministry of Transport and the Federal Office for Goods Transport. Now it is clear that the responsible authorities have not implemented the emission controls and sanctions demanded at that time.

The reason for the new measurements was, among other things, the increased price of AdBlue and the resulting assumption of the increasing use of illegal AdBlue emulators. The installation of an emulator reduces the function of the catalytic converter by reducing or completely stopping the supply of the required urea AdBlue. Operators can gain an economic advantage in this way, but the result is that nitrogen oxide emissions virtually explode due to the reduction in urea supply.

In addition Juergen Resch, CEO of DUH: "Again our measurements prove the continued inactivity of the Ministry of Transport and the Federal Office for logistics and mobility subordinate to it. The health of people in Germany continues to be at risk, although suitable instruments for effective controls are in place. Compared to previous measurements, average NOx emissions do not increase - this is good news and shows that things can be done differently. Nevertheless, some trucks stand out with up to 22 times the limit values. Transport Minister Wissing must not accept this! We demand controls on the highways as well as an adjusted periodic exhaust emission test."

Around 90 percent of the current measurement series consists of Euro VI trucks, as the number of Euro V trucks is falling. The measured Euro VI trucks emit an average of 708 mg NOx/kWh. The range here is from 0 mg within the measurement tolerance to 10,141 mg. While the current statutory nitrogen oxide limit for Euro VI trucks is still 460 mg/kWh, the EU Commission's draft stipulates a value of 90 mg NOx/kWh for Euro VII trucks.

The outliers are mainly found among the Euro VI models: Just under 14 percent of Euro VI trucks are responsible for half of the total NOx emissions of the Euro VI fleet. According to DUH, the reasons for this are a lack of inspections and maintenance of the exhaust gas aftertreatment system, installations of AdBlue emulators, and a lack of controls and penalties. Volvo is particularly conspicuous: contrary to the general trend, nitrogen oxide emissions are actually increasing in Euro VI Volvo models compared to previous measurements.

"Without effective controls, such as those we carry out with the plume chasing measurement method, limit values are ineffective. In this respect, Denmark is further ahead than Germany. Only with effective controls, coupled with tough sanctions for violations, can we achieve the limit values. Our measurements show that this is technically possible," says Axel Friedrich, who provides technical support for DUH's measurements.

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