

PRESS RELEASE

Environmental Action Germany (Deutsche Umwelthilfe DUH) conducts on-road measurements of the nitrogen oxide levels of the Renault Captur Diesel – Results are up to 16 times higher than limit values allow

New negative front runner in measurements of the poisonous diesel exhaust emission, NOx, under real conditions – Series of measurements impressively documents the shutdown used by Renault at outside temperatures below +17 degrees Celsius

Berlin, 4 October 2016: The Environmental Action Germany (DUH), in collaboration with French TV channel France 2 (report: <http://l.duh.de/wtdpn>), investigated the exhaust emissions of a Renault Captur 1.5 dCi 110 Euro 6. The tests conducted by the Emission Control Institute (ECI) of the DUH from 21 to 24 September 2016 recorded greatly increased emissions of the toxic diesel exhaust gas, nitrogen oxide (NOx), (measurement results: <http://l.duh.de/1mlte>). Altogether, the DUH carried out ten tests on the car, which is fitted with a storage catalyst. All measurements were performed using mobile devices (Portable Emission Measurement Systems, or PEMS) in normal road traffic in specified percentages of city traffic, country roads and motorways.

In three of these measurements, nitrogen oxide emissions of more than 1,300 mg/km were measured at outside temperatures below 17 degrees Celsius. Thus the Renault Captur 1.5 dCi 110 exceeds the applicable limit of 80 mg/km more than 16 times over. Further measurements at ambient temperatures above 17 degrees Celsius resulted in lower emissions of an average of 674 mg/km. The average of all ten tests carried out by the DUH was 866 mg/km.

"When, under the eyes of Federal Ministers Dobrindt and Hendricks, who are responsible for air pollution and emissions standards, diesel cars can pollute the air that we breathe in our cities with such high exceedances of the limit values, the federal states have to introduce bans on diesel vehicles. Now that temperatures are falling, we intend to perform further measurements and document just how blithely the CEOs of German and European car companies are jeopardizing the health of children and the sick, especially in the winter months. The irresponsibility of the manufacturers is coupled with the inaction of the authorities, who are unwilling to free us from these toxic polluters," said Jürgen Resch, National Director of the DUH.

The measurements carried out under the "Volkswagen" commission of inquiry established by the Federal Ministry of Transport in the spring of 2016 showed similarly high values in another Renault model (the Kadjar 1.6 dCi or 1.5 dCi) – in particular of exhaust emissions in real driving conditions (RDE) and in on-road measurements in the test cycle.

According to information furnished by the DUH, Renault activates a temperature-controlled defeat device at temperatures below +17 degrees Celsius. This means that for about 81 per cent of the annual hours in Germany (data from the German Weather Service), Renault reduces its already poor diesel emission control even further by means of an illegal defeat device.

Renault stated that the reason for fitting the shutdown device was to protect the engine. The manufacturer announced improvements in its emission control strategy. So far, however, neither measures introduced for this purpose have become known nor has there been any specific

